

**The Maypole  
and  
Southall Green**

R. J. Meads



# The Maypole and Southall Green



Maypole  
25-year medal

R. J. Meads

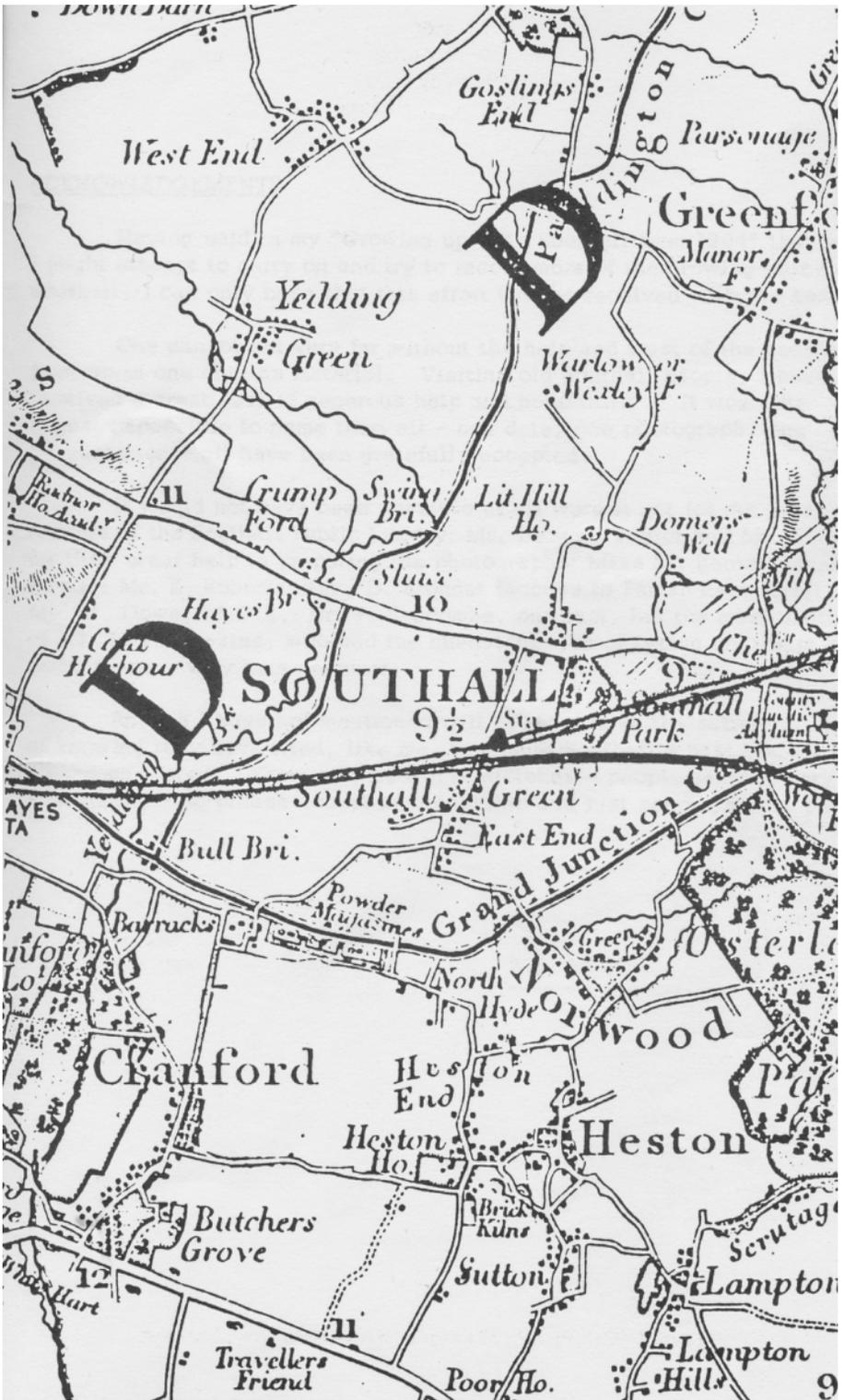
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## ACKNOWLEDGEMENTS

Having said in my "Growing up With Southall from 1904" that one day I might attempt to carry on and try to record more of the growing pains of Southall, I can only hope that this effort will be received with the same spirit.

One cannot get very far without the help and trust of the people from whom one obtains material. Visiting old Southall people, I have received a great deal of generous help and hospitality. It would be almost impossible to name them all - one date, one photograph, one conversation - all have been gratefully accepted.

It would not have been possible at all were it not for the great records of the Southall Public Library: Mr. Leonard Taylor and Mr. Shergold for their great help in preparing the photographs: Miss M. Barnett: Mr. Bob Fowler: Mr. K. Roberts: Rev. D. Bronnet (access to Parish Registers): Mr. M. Down, M.B.E.: Dr. J. Seccombe and last, but the most useful of all, Mrs. Hoskins, who had the unenviable job of typing my script and correcting my very poor grammar.

Anyone I have not mentioned will at least have the satisfaction of knowing they have tried, like me, to ensure Southall's past history is placed on record. There may be a few mistakes - people seem to vary on some dates - so please accept my apologies and just pencil in your own.

R.J. MEADS

## THE MAYPOLE AND OVER SOUTHALL GREEN

### Introduction

I have given a great deal of thought as to the title of this book. As I explained in my book "Growing up with Southall from 1904", the coming of the railway split the town in two, and the inhabitants coined the sayings "Going over the Trains" from South to North, and "Going over the Green", the reverse way. Only just over the station bridge on the left-hand side is now Bridge Road, but this was made as a private road when, in 1894, land was purchased to build what was to become the largest margarine factory in the world.

Although, most unfortunately, this was closed down, finishing finally in 1929, it had such an impact on Southall that even us older ones who may have worked there ourselves, or members of our family, have very happy memories of what a happy place to work at and, to quote from an eminent authority on food factories, Sir James Crichton, when visiting that rarely had he seen so many healthy and happy workers. I, myself, spent the first seven years of my working life at the factory and will try and piece together the history of same, perhaps in a more intimate way, by naming some of the many who worked there. Every time I visit the Community Centre my thoughts are of it as the Maypole Institute, which gave so much enjoyment to all the employees and their families.

### Synopsis of how Margarine first came to be

The siege of Paris in the Franco-German war 1869/70 brought the necessity for a substitute for butter, for which the French Government offered a prize. A French scientist, Mege Mouries, experimenting with a mixture of milk and beef fat, evolved what was to be margarine. The word "margarine" is derived from the Greek word "margarites", meaning "a pearl", owing to the pearl-like globules of the first-known margarine, produced from a mixture of various fats.

After the end of the war, Mege Mouries' invention was persevered with and the poorer French found it an excellent substitute for butter. It was, at first, chiefly made from milk and oleo oil, a by-product of the meat industry, and mostly came from the large slaughter houses in the Argentine and America. But new materials had to be found, and it was discovered that vegetable oils i.e. coconuts (copra) and ground nut oils were a more desirable raw material and easier to handle.

## Coming to England

When margarine was first introduced into Denmark, manufacture was taken up by a then unknown man, Otto Monsted, interested in Danish dairy work. He eventually came to England and, in 1889, commenced making margarine in an old hat factory at Godley, near Hyde. Cheshire.

## Beginning at Southall

The demand for margarine became so great that a new factory was planned. In 1893, a site was purchased in Southall adjacent to the Great Western Railway, within a short distance from London. 48 acres from the Earl of Jersey. 20 acres from the G.W.R. The Grand Junction Canal was nearby, a public footpath (Church Path) came through part, and a 20 yard extension to the what was known as the Wooden Bridge had to be constructed. Plans were submitted by the Architects, Bird & Whitenburgs of Manchester, and the first contract, valued at over £300,000 went to the local contractors, A. & B. Hanson, of Featherstone Road. The brickwork was of wire cut local stock bricks, with Rhuabor red glazed bricks, and embellishments brought all the way from Wales. The road entrance was through two beautifully made pairs of iron gates. On each side on the outside of the gates were the entrance to the Time-keepers Office, and General Offices. The outside boundary walls were two feet high, with Rhuabor coping, and topped with ornamental iron railings. Each side of the road was planted with lime trees. The Church Path, which I mentioned earlier, was fenced on either side and asphalted. As required by law, the road was closed one day a year, to indicate that it was private.

It was constructed with ornamental overhanging cornice and other facets, all made to match the red bricks. On the left-hand side, the entrance to the offices, and on the right-hand, the entrance to the factory, although the factory was actually on the other side of the road.

Through the door was the Time-keeper's office and clocking-in-hall and Time Clocks. Leading from this were the Cloakrooms. Still on the right-hand side, off a wide road, were lavatories and a messroom for men, which was used until the Institute was built, and again during the war when the Institute was used as a hospital, and later became a Gymnasium.

Next came the laundry and ladies' toilets. Due to so many women being employed during the war, a large temporary building was erected for their cloakrooms and canteen. A First-Aid station completed that side. Three doors on the left-hand side, two into the factory and one to the Laboratory, which was through a marble hail on the first floor.

### Inside

Walls in all departments where the manufacturing took place were white tiled up to six feet. Plenty of large windows. All the floors were granite, well drained to cope with the large amount of water used, and with traps to catch the waste fat. The roof was iron trussed, with one side glazed. Plenty of ventilation. Provision was made for cold storage, and a large churning stage. This was made of iron and was raised about 7 foot off the main floor.

The foundation stone was laid on 14th August 1894 by Mr. Otto Monsted, and the formal opening of the factory by the Earl of Jersey on 20th March 1895, with a Dinner and a Ball for all employees, 23rd March. It was known as Otto Monsted's and some Danish experts came from their factory at Godley, Cheshire to help get the production going. The first margarine was produced December 1894. This was the beginning of what was to become the largest margarine works in Europe.

A private road led down from the Green, and on the left-hand side had to be built a water pumping station to supply the thousands of gallons required. Also, a railway siding was constructed with loading bays and a special train brought milk from the West Country daily.

Large additions continued in:  
1900 large tank rooms added,  
1902 dairy sidings and office extensions,  
1906 large printing department,  
1907 two artesian wells sunk,  
1912-13 dock and canal, at a cost of £27,670,  
1921-22 large shipping sidings,  
1924 the last, a tall building almost opposite the main gates which was to house a large combined aster and blending machine.

### Working Conditions

Strictness regarding hygiene was enforced at all times. No smoking allowed. Working hours 6am. to 8am., half-an-hour for breakfast: 8.30am. to 1.00pm., one hour dinner: 2.00pm. to 6.00pm. Monday to Friday: 6.00am. to 12.00pm. noon on Saturdays - Day Shift. Night Shift - 10.00pm. Sunday to 6.00am. Monday, then 6.00pm. to 6.00am. Monday to Friday with the one-and-a-half hours breaks. No extra was paid for night shift, which was worked alternate weeks. Those on day work hours were 8.00am. to 1.00pm., one hour dinner: 2.00pm. to 6.00pm. Monday to Friday, 8.00am. to 12.00pm. noon Saturdays. There were no tea-breaks whilst at work, but the employees were allowed to take their cans of tea into the factory, but no alcohol.

Each employee was given a number, which was stamped on a brass disc. These hung on boards in the entrance hall and could be taken off and inserted into slots around a time clock which, when opened, revealed a circle of boxes which registered the time the disc was dropped in. A five-minute grace was allowed, after which you were not allowed to start till after the first break, thus losing two hours wages. Late too many times meant the sack.

All employees directly connected with the process of the manufacture of the margarine were supplied with whites - cap, coat, trousers, aprons. These had to be put on in the cloakrooms next to the time office. They had your work number on them and were changed regularly, by the laundry staff.

Because of the vast amount of water used in some parts of the factory, the men working there used to wear wooden clogs. These they had to supply themselves.

### Staff Conditions

I am indebted to Mr. J. Stephenson for the following details of the lay-out and staff conditions.

From 1894, until the closing in 1929, the lay-out of the office was Edwardian - long double-sided desks with overhead racks and the clerks on stools each side. The office hours were 9.00am. to 6.00pm., with one hour for lunch, 9.00am. to 12.00pm. noon Saturday. Staff were paid if sick, but not for overtime and, of course, there was no such thing as holidays.

Mr. Stephenson started in 1906 as an office boy, and said he enjoyed the 22 years he was there. The office staff numbered about 30, mostly men. Women took over from men during the war, and part of the "Maypole Dairy" staff came temporary from their London office. Mr. Schou, the first Managing Director, and Mr. Michelson, who took over from him in 1914, made it their business to ensure that all employees worked in a pleasant atmosphere.

Mr. Keir was a Director: Mr. H. Leech, Company Secretary: Mr. T. Dunkerley, Chief Clerk: Mr. Hopkian-Harries, Chief Cashier: Mr. Birch and later Mr. C. Woodfield, Personnel Managers: Mr. Roberts, Clerk of Works.

All foremen and the laboratory technical staff came into staff category and, of course, there were others who qualified by their special skills and were paid and recognised accordingly.

### Danish Personnel

When the works started production, there came from Godley a number of Danes and their families. Their Job was to teach the locally recruited labour the process of manufacture. They included:

Mr. S.H.Blickfeldt, Chief Technologist, who took up residence at Vine Cottage  
Mr. Yorkenson, Production Manager, and Mr. Moller, to reside in Park View Road  
Mr. Sorenson and Mr. Brask, Dairy Specialists  
Mr. Fransen, Processing  
Mr. Larsen, Cooperage  
Mr. Laursen, Box Shop Foreman  
Mr. B. Jensen, Chief Engineer - he came to Avenue Road  
Mrs. Monson, Laundry Superintendent - both her husband and two sons were also with the firm  
Later, of course, came Mr. Michelsen who took up residence at The Chestnuts, The Green (now the hospital).  
They all settled down and were a credit to their country.

#### Departmental Personnel

I do not presume to know the details of the different stages in the making of margarine but would like to put on record some of the personnel who worked in the different departments. Mr. Birch, later Mr. C. Woodfield, Personnel Managers and their deputies on each shift, Mr. Aires, Mr. Taylor and Mr. Baldwin, were all respected for fairness to all.

One must have electricity and Mr. Leach, foreman electrician had, among others, Mr. Goodyer (a good cricketer) and made sure there was a plentiful supply. The Engine Hall, with its huge machinery capable of generating 2000 H.P. was kept beautifully clean by the efforts of, among others, Messrs. Collett, Findlater, Nash and Stanley Stirling. Mr. Collett and his two sons all took a great deal of interest in the works football teams. On to the Boiler House, where Harry Benson (he was the football secretary) and Mr. Connor, had control. These two were about the last to leave when the factory closed.

Towering up was the factory chimney 181 feet 6 inches high, with an ornamental top. This has now been removed, reducing the height by 12 feet. It was from the Boiler House that the "hooter" was activated that could be heard all over the town, giving the starting times.

With the use of so many wooden articles, a fairly large carpenters workshop was a necessity. This was Mr. Walter Watts department. With a great team of craftsmen which included Mr. Saubergue, Tingey, Ramplin Brothers, Rosittor, Rolls, Parslow, they were kept busy repairing the large wooden spades and trucks. Mr. Watts was also the person you went to for your name to go on the list for a truckload of broken boxwood, for which you paid sixpence (2½p) when your turn came. From 1909 the cooperage was gradually phased out. Instead of a muslin-lined 1 cwt., 56lb. or 28lb. butter tub or barrel, a Boxshop came and, under Mr. Laursen, foreman, up-to-date nailing machines put together 28lb. boxes. The components came in bundles already cut to size. It was to the Box Shop that most of the lads started with the firm. A minor branch here was the lid and stencilling shop. There was always a certain amount of horse-play amongst the lads and, of course, an initiation ritual for fresh starters, and I leave it to you to imagine what parts of the anatomy received the stencil brushes

Sometimes someone got the sack, but the majority, on growing older, got transferred to other departments.

A very large special department was what was said to be the biggest and most well-equipped food factory laboratory in England. It had a staff of about 30 under the control of Mr. S .H. Blickfeldt, and it is undoubtedly due to the bacteriological investigations of the scientists working there that margarine has been brought to the perfection it is today. Samples were collected, and all materials tested. In the factory itself was what was known as "The Test Box" - three men or women attached to the laboratory had the job of testing each batch of margarine for salt and water content. It was to this job that, when the factory started three shifts, six army bandsmen found employ-

ment, one of whom was Mr. A. Soop, who eventually took over from Mr. S. J. Wheeler as bandmaster.

The foreman responsible for the upkeep of the equipment was Mr. J. Knight and the Private Commissionaire attached was Mr. H. Smith, who was a retired Royal Marine, with the job of keeping the place clean. It was in this department that I started at the age of 14, working first under Mr. Knight and, later, Mr. Smith. It was, indeed, a very good training, visiting all parts of the factory collecting samples, and learning the meaning of real cleanliness. A great advantage was that there was always a plentiful supply of milk to drink, left over from the samples.

The mention of milk samples brings us to the Dairy. Every day a milk train arrived around 11.30am. and, after samples had been taken, it was pumped into tanks from which it eventually made its way into the margarine.

Some butter was made. This department was run by Danish specialists, Sorenson and Brask and, appropriately, named Mr. Butterfield. A class mate of mine, Fred Hart, was dairy boy. More butter was wanted when a mixture of margarine and butter was put on the market, known as "Cremos"

It would take up too much space to mention all the other sections which contributed to the smooth running of the works, but the laundry, under Mrs. Monson, had a busy job dealing with all the mens whites - only a very small amount was put out to contractors. Quite a number of the women employed were wives of employees. One I will mention was a Mrs. Brant who gained a reputation as a fortune-teller. Others In charge were Mr. Hobson, Fat Floor: Mr. Healy, Melting Floor: Mr. May, Mr. Dening, Blenders: the Juett Brothers, Churning Stage: Mr. Jordon, Printing Works: Mr. Baker, Storekeeper: Mr. Stapleton, Lining Department: Mr. Lardener, the so-called Heavy Gang: Mr. H. Edwards whose gang used to recover all waste fat: Mr. Wheeler, Time Keeper and Bandmaster: Mr. H. Webster, the Secretary of the Institute: Mr. Murray and Mr. Roberts, Groundsmen - both good cricketers.

I have already mentioned one or two women, but during the war 1914-18 a large number of women came and replaced men called to the forces. I can only record a few, but they all did a good job, for it was mostly very hard work. Miss Bradshaw (Chemist): Mrs. Baines, Miss Catherwood: two Mrs. Baileys helped out in the Laboratory. Miss Hayes, Miss George, Miss Thomas (Mrs. Redding), Mrs. Wolfries, all forewomen.

When the war ended, things began to get back to normal and several men who had been wounded (some had lost a limb) were found jobs. When in 1920 a three eight-hour shift system was started, the change-over took place without a hitch.

Before I finish with personnel, a little true tale:- When Mr. Joe Lardener retired, his gang made him a present of a very nice walking stick. He was very proud of it and, when describing it to a friend, he said it "had a beautifully strong ferret at the end, and his intrails inscribed round a silver band". No education, but a good man.

### Leisure

It was Mr. E.V. Schou, the first Managing Director, who made it possible the Works Club. Known as The Institute, costing £14,000 to build and equip, A.& B. Hanson - Contractors, it was registered in the name of "Otto Monsteds Ltd. Employees Club and Institute" and the running of it was left in the hands of delegates appointed by the employees. Besides a large concert hall with fully equipped stage, on the right-hand side -a reading room and library, fully licenced bar and billiards room. On the left-hand side - kitchen and large dining room where employees could purchase a meal or have what they had brought with them, warmed up. Over the large entrance hall was a projection room and caretaker's flat. Bowling Green and Tennis Courts were adjacent.

All kinds of activities found a place stage shows of all sorts, dancing, whist drives and all kinds of sport. All this came at a cost of sixpence (4p) per month to employees over 18.

Here are some of the people who contributed to the Leisure aspect - Mr. Cowten took charge of stage entertainment: Mr. Ives, dancing: Harry Eglestone, Gymnastic Instructor, trainer to the football teams. There were first and second elevens, which used to play in the Dauntless Leagues. The football and cricket field were at the rear of the factory.

Of course, no factory would be complete without its Bookmakers Runners. Mr. Reynolds filled this spot, collecting the bets for Bookmaker Couch. Of course, this was illegal, but it kept the men happy so the management turned a blind eye.

I have detailed the annual parties given by the firm in my previous book. Dinner, concert and dance, something for everyone lasting from 6.30pm. to 3am., really a first-class do. Everything free.

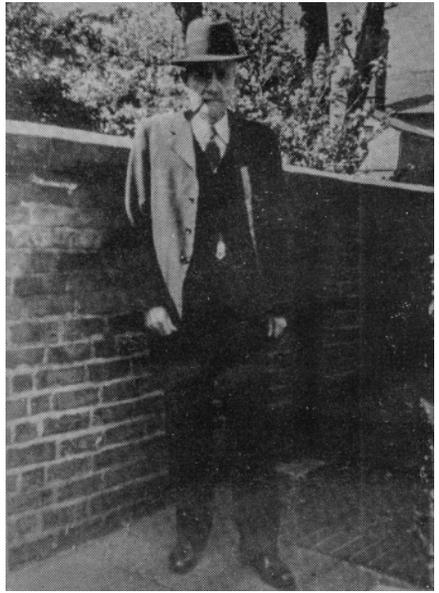
### Pending Closure

When closure was announced in 1925, every effort was made to minimise the blow. There was no such thing as Redundancy Pay. They gave good references and contacted local firms, helping several to get other jobs: and a small pension, graded according to the age and service, to all over 57.

It was stated at the time, the reason the factory was being closed down was that it would cost too much to alter production to the pre-packed and carton era. More goods were being sent by road, and the whole area owned by the Company too big. The production was being split between Van-den-Berges of Fulham and Jurgens of Purfleet.

### The Aftermath

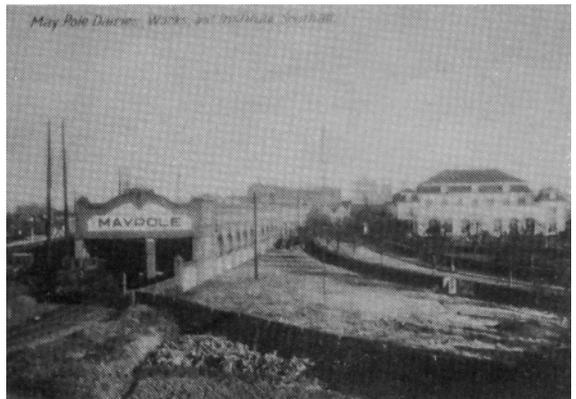
The works stood empty for nearly three years, when a portion was taken over by Angus Watson & Co. in 1932. A large piece of land at the rear was sold and this is where the Quaker Oats factory now



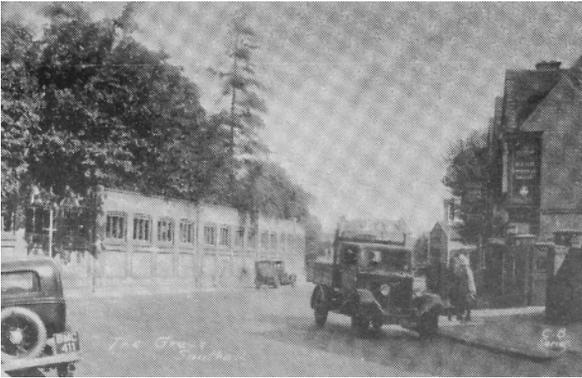
“Jimmy Hobson”  
-see Appendix 6



Maypole Institute



Maypole Siding 1924



Southall Green



Otto Monsteds 1918



Loaring & Son - Established 1907

stands. Another piece of land became what is now Hortus Road New cemetery, with entrance at the end of Osterley Park Road.

Other parts of the factory have housed several different companies, including Cramic Engineering: Malga Creamery: Spring Grove Laundry: Steel Radiators: Birds Eye Foods: Fenwick Ventilation Ltd.

The large firm of Walls now have the front portion, and one can only hope that some of the happy atmosphere of the past still prevails. How pleasing it is that plans are taking shape to establish a Great Western Railway Preservation Group in part of the old Shipping Siding.

The "Institute" still tries to fulfill its original function, but the atmosphere is different and the rates charged by the Council to organisations make it very expensive to hire for private use.

One thing that will please all Old Maypolians is that where their bowling green and tennis courts were, now stands a very nicely built Old Peoples Home - "The Limes". (Maypole Lime trees are still along the front). Council-owned, it was opened the middle of November 1966. The first couple in were Mr. & Mrs. Fields from Queens Road. I know at least two old Maypolians have ended their days there.

More recently, offices of the London Borough of Ealing Social Services have been opened just a few yards down Bridge Road and these, in a different way, contribute to Peoples' Welfare. Maybe before very long the whole area will have a new look when the proposed new road is constructed to by-pass King Street. The public enquiry was held in 1968 and the scheme was agreed to but, of course, since then the cost would have gone up by at least £10,000 a year, due to inflation.

In 1936, the old water pumping house, just in Bridge Road, was converted by a lot of hard voluntary labour into a first aid station for the local No. 55 Division St. John Ambulance Brigade. Although the idea of Superintendent Taylor was a good one, unfortunately it proved not quite suitable for its intended purpose. The entrance was on the east side, when it would have

been much more useful had it been facing the bridge, where a path for ambulances could have been made. Also it was not big enough for general brigade work, so the Division still used to meet at Featherstone Road School, It carried on, however, and several of our local police were very grateful for same, finding it very convenient and warm to pass away a few hours of night duty. At the outbreak of the 1939-45 war, it was taken over for ARP work and not used again afterwards.

## Southall Green

Southall Green is really a very small area (in 1790 Rector of St. Marys Church, Norwood, describes Southall Green as the Hamlet where the Manor House stands with 33 houses) roughly surrounded by Hayes, Northcote, Norwood on the North side: North Hyde, Hayes, South side: Beaconsfield Road to the canal to the right and left-hand side of South Road to footpath (Devil s tunnel) then East Glade Lane to Top Locks, Havelock Road, left-hand side and Western Road, right-hand side of the road, with the Gas Works right in the triangle to Bulls Bridge.

So you can see when the railway came in 1838 it was almost on The Greens northern boundary. For the first 20 years there was only a level crossing - Southall Station was built in 1859. Since then the bridge and road have been widened in 1926 and reinforced in 1962. It is now rather ironic that we still have only half an out-of-date station.

The gas works with its sports fields and gas factory "Straight" or road, running parallel with the railway, and its transport section with its entrance in Beaconsfield Road, take up most of the Green west of the railway.

Very outstanding is the large gasometer. This was built mostly by German engineers in 1931-32 and, due to North Sea Natural Gas, is now redundant. It is 320ft. high. Just after it was built it helped to raise money for the Southall Hospital. By paying sixpence (2½p) people could climb or be taken by lift to the top to see the view. Lights had to be placed around the top and other identity marks placed on it to help aircraft.

Also in the Straight were two houses known as Govenor House and Chestnut Cottage, occupied by Mr. Stephenson and the other by Mr. Neighbour. Mr. Dave Neighbour, who was Mayor of Southall, was born there.

Just at the entrance to the straight is what we always used to call "The Water Works", with its 105ft. red water tower (to us kids Southall's Castle) built by A.& B. Hanson in 1890 for the South Western Water Board. My memories are of Mr. Beaver in charge, nick-named "Turn Key".

On the railway side nearly opposite Randolph Road used to be a small pub named the "Prince Albert" - W. Freemantle was landlord in 1896 - but this gave way to the Railway Hotel (or glass house) in 1900.

Randolph Road and The Crescent were built to house railway and gas works' employees.

This brings one back to Beaconsfield Road. On the corner of Randolph and Beaconsfield Road used to be a small, private kindergarten, run by Miss Newdick, whose father was an estate agent in the same premises. The two Miss Bush's lived a little further along. Beaconsfield Road led right down almost to the canal built on both sides with the roads of the Hamborough Estate branching off on the right-hand side, Lewis Road, Hanson Gardens, Grange Road on the left-hand side. All this property was developed between 1900 to 1926, with the exception of Hanson Gardens and Ranelagh Road.

Beaconsfield Road was meant to continue over the canal by bridge to Hayes, but the powers that be have always shied at the cost of a bridge on the rates. Several uses have been suggested, including a fire station, school and a meeting hall on the allotment site on the canal side but, who knows, one day the sensible thing will be done and thus afford a much needed relief road to Hayes.

Beaconsfield Road School, built in 1914-15, was used as part of the Australian Hospital attached to the St. Marylebone School during the first world war. The Technical College started its development around 1928. Both these places are just out of the area of this book.

On the corner of The Crescent and Beaconsfield Road used to be Southall Coffee Tavern proprietor Mr. Jarvis. This was burned down 9th August 1887. The site lay derelict until 1911 when the Central Hall was built - Mr. Vinicomb was caretaker - it was in general use for concerts etc. The Brotherhood used to meet there, their orchestra became well-known under its conductor, Mr. Oliver.

Moving along The Crescent was Deacons' Cycle Shop, they also had a garage further along and were the first firm in the district to have a Car Hire Service. Lilicals Coal Office came next and what was a very old and well-kept grocery business of Scott & Taylors. Next was a block of flat-fronted flats with about 30ft. of garden in front. These had been built in 1880 and were in a bad state of repair so, as soon as the Council could offer alternative accommodation, they were pulled down, leaving the open space now earmarked for a car park.

Then come the thirteen houses built for railway workers. These used to be slate-roofed, but this have given way to red tiles.

Steps leading to the station on the left.

To the left-hand side of South Road which, incidentally, was Southall Green Lane until the railway came - then became Southall Station Lane, is a small section of Avenue Road which now leads to Park Avenue. Until this was made, past the entrance to the park was Dodds Field and a small orchard - Southall football team played there for a short time. As kids, a very good attraction for us was an iron construction which turned at the top like a roundabout, so you can guess what we got up to. Then on to the Devil's Tunnel which takes the footpath under the railway to Glade Lane.

Leading off on the left-hand side of the Bridge was the road to the Railway Goods Depot and coal wharves. On the way you would pass Belsher and Gibbons, Cornwalls, Whitehouse Coal Offices on the left-hand side, and on the right, the weighbridge and the siding used by the Post Office. Coal trucks came into the siding for the various agents. Sometimes it was weighed straight into sacks and loaded for delivery, otherwise it was stacked because, if the trucks were held too long, demurrage had to be paid.

The Goods Depot used to be kept fairly busy, and three of the staff were well-known - Mr. J. Turner and Mr. R. Elines both became officers in the local St. John Ambulance, and Mr. Pilkington who used to deliver the goods by horse and van. Behind the Goods Depot was a field which was the football field of the Southall G.W.R. team. This is about all there was of the area of Southall Green on the North Side, after the railway came.

A horse-drawn cab service used to ply for hire at the Station. Mr. Holland and Mr. Marwood were the cabbies. Also, nightly, a coffee or refreshment stall had its pitch outside the Station, run by Mr. Nelms. How well I remember the large cheese cakes with plenty of of shredded coconut on top which, on request, would be put on top of the tea urn to be served up hot: also the flat trays of Nelson and Tottenham. I was never sure which was which, but one was like baked bread pudding, about 4" by 2" by li" thick, with plenty of sugar on top, and the other more like a sponge with pink icing on top, cut into triangles, which I think must have been Nelson. Either of these could be had for a penny (½p). Tea, coffee, Oxo a large cup for 1½pence (1p).

On the right-hand by the side of the railway there were for years several huts which eventually gave way to a very nice railwaymans hostel. This was fitted Out with all comforts for long distance drivers and single employees. Not long after the railways became British Rail, the hostel was closed down. Despite the fact that the Southall Technical College have at all times been short of student accommodation, and being only about 400 yards away, it was allowed to stand empty for several years, in which time it was so vandalised as to make the building almost unsafe. Eventually in 1976 someone took matters in hand and, at a cost of more than it was built for (due to inflation, of course), "Martin Court" with 18 flats came to be. What bad waste by the powers that be.

There is another example of bad planning in that area. Running parallel with the railway on the right-hand side is Queens Road, the end houses of which are in sight of the station - or were before the present development. It was originally planned that Queens Road should come to the Green, but the people who owned the land with frontage to the Green had different ideas and, of course, in those days there was no such thing as compulsory purchase. So, instead of a few minutes, it takes at least twenty to get to the Station. With the present development it surely could have been possible for a path to be made to the station.

It used to be a joke when the old type Ford cars made their way over the Station Bridge. They would start their effort, chugging away, and we used to interpret the noise thus:

"I'm going to get up,  
I'm going to get up.  
I am, I am, I am, I am;  
Breathe a sigh of relief,  
I'm over, I am, I am, I am, ooo."

Hortus Road had the Co-op Bakery at the far end, with a footpath leading to the Church Path. On the right-hand side was builders yard of Watsons, the Estate Agent. There now is a Spiritualist Church. Just a little further along were two cottages which had flat shop-fronts added. This was Alexanders, Stationers, Tobacco and Sweets.

At the side was a small road which lead to Godbolts Slaughter House and the twelve Woodland Cottages. These were one example of Brickmakers Cottages, with a long garden in the front. Next came a canopied-front butchers shop, Godbolts - later Anstis; and on the corner of Kingston Road a very old house with a garden in front.

All this area was cleared around 1935-36 and re-developed; shops up to Kingston Road and a nice old Peoples' Bungalow complex where once was Woodlands Place. Kingston Road is one of the oldest in the Green. On the right-hand side all the houses are built in pairs, all of local stock bricks and, except for the first eight, all are alike - bay fronted with round arched porches. The left-hand side is a more modern terraced type - a vast contrast. On the left-hand side is the Ebenezer Hall, opened in 1972.

The "Three Tuns", built early 1800, has hardly altered over the years. It has no cellars and the barrels used to be stored in a low slated extension at the side. There was for years a Men's convenience attached to the front, but this has now gone.

Next came two cottages turned into shops. The two pineapple-topped pillars at the entrance gate to the rear are still there. One shop was Reeves, the clockmakers, and the other Salters, the Chemists. The next block of shops built about 1900 housed Flexmans, Upholsterers, Charlesworth (later Taylors), W.H. Smith & Sons, Sweetshop and, on the corner, Poole's Dairy.

## The Green

I have made comment on the people who owned or leased land on the right-hand side of the Green, from the Railway Bridge to The Romans". The first part was a cherry orchard, known to us kids as Hammonds. Next was a house - The Grange (the last tenants were Mr. & Mrs. Walker, May 1937), then came South Lodge which was built sideways on to the Green with gates and pillared entrance. This was all on what was Southall Green Farm, and on lease from the Earl of Jersey. The rates on the whole of the farm in 1821 was £4.0s.9d. (£4.04) per year.

In 1912 Western Iron Foundry (late Le Grand Sutcliffe & Gell) purchased a portion, and a road put into the works leaving the frontage, the most valuable part, still available for development.

This has gradually happened. The Grange pulled down and Phoenix House, a seven-storey office block, built in 1959-60 with a 90 yard frontage, housing several Government Departments, and later Southbridge Way, with Kings House on the right, and a small trading estate.

South Lodge was a very nice house with grounds, and it was here that the newly-formed Southall section of the St. John Ambulance were on duty for the first time at a garden fete.

Mr. R.W. Baxter of South Lodge also provided a barn for his farm workers and this was to be used for entertainment on temperance lines. In June 1889 this was destroyed by fire. He built a hall to replace this and thus began the Barn Mission.

Mr. Baxter was Chairman of Southall Norwood Urban District Council in 1903-4. He was a very shrewd business man. The first bit of development on his estate was when the "Southall Electric Cinema" "The Gem" was built and opened in December 1910, with Mr. Murch as the Manager - this was rebuilt in 1932. A road was made down the side and a small trading estate established. Some of the companies which have been there are:- Goldways Bros., Wholesale Grocers: Galloways, Medical Chemists: Voltas, Cleaning Fluids: Dillarways (Welders) Southall By-Products. All electricity for these was controlled from a small generator which is still standing at the entrance to the road.

When Mr. Baxter died in 1966, the site was purchased by the Catholics and, in 1967-68, the new St. Anselms Church was built by Newton & Partners, at the approximated sum of £130,000, which included the Rectory. It was officially opened on 20th April 1968 by Cardinal Heenan.

## Osterlev Park Road

The name needs no explaining. It used to be one of the first-class roads off the Green. Several large houses on the right-hand side used to house, among others: Dr. A. Brooks (he was Divisional Surgeon to the local St. John Ambulance), later Dr. Fox: Mr. E. Holder: Mr. A. Stanley, proprietor of the "White Swan" - brother of G. Stanley of the "Three Tuns: Crosby House Preparatory School, J.G. Richie Principal: Mr. G. and Mr. A. Waddington. On the left-hand side: Mr. T. Salter, Chemist: Rev. H. Smith, Baptist Minister: Mr. A. Hanson, Rates Officer: Ven. H. Y. Blandford: Mr. H. Imhoff, builder, among others.

The Southall-Norwood Public Library, built on land given by Messrs. Baxter & Gosney, at a cost of £4,000, the gift of Andrew Carnegie Trust. The Foundation Stone was laid by Lady Jersey, and was opened by James Bigwood, Esq., M. P., 26th July 1905. Chairman of the Library Committee Mr. G. Gosney, with books numbering 2,338. Librarian Mr. W.L. Coltman, later Mr. Percival was in charge for over 30 years. At the end of the road is the entrance to Hortus Cemetery. This 7¼ acres was purchased for £3,274. It was consecrated in 1944 by the Bishop of London and The Lodge and administration office added in July 1946.

The Manor House Barn was pulled down in 1915. Next to this, at the corner of King Street and the Green, is the "Victory" public house. In 1914 it was re-named from the 'King of Prussia. This was built in 1830 when the rates were £9.12s.0d. per year. It was rebuilt in 1930.

Standing back in its own grounds, where Church Avenue now is, used to be Elmfield House. It was here that authoress Mrs. Chalice was born. Her books "Memories of French Palaces" and "Distinguished Women of France", are well-known. It later became the residence of the Gosney family. Mr. Gosney had a great deal of influence in local affairs. On May 29th 1895, a presentation was made to him for his services as a County Councillor. It took the form of an illuminated address and an album containing the names of 180 subscribers. He was a Churchwarden at St. Johns' Church and gave a great deal to various charities. The family moved to Hill House, Mount Pleasant. Mrs. Gosney died March 1923: he died 1st April 1935, before which time he had been Churchwarden at Holy Trinity.

Elmfield House was pulled down in 1905 and in its place came Church Avenue. Elmfield Market, four shops facing King Street, the corner one being Butlers, Mens' Outfitters. In Church Avenue a shop which was Stapletons, Stonemasons and, at the rear of the shops, a small stable with workshop above, in which Rose Brothers made baskets.

At the end of the road a new entrance to Havelock Cemetery and, on the left, an entrance to the old St. Anselms Church.

## The Manor House

The Manor House has always been the focal point of Southall Green. It was built in 1587 for a Lord and Lady Dacre, who had previously lived at Dormer House. In 1601 it was sold to the Awsiter family, who carried on until 1758. It was then sold to Agatha Childs from Osterley House. Next it was purchased by Williams Welsh in 1821. He it was who acquired the lease of Southall Market from .he Earl of Jersey, and re-modeled same at a cost of £1,300.

In 1879 William Thomas, inventor of the lock-stitch sewing machine, occupied the Manor. It was in the winter of 1885, due to the extreme poverty caused by the brickfield workers not being to work due to the very cold winter, that the Thomas family provided one penny dinners for up to 100 children daily. Alter 12.30, when all the children had been served, adults could have the remainder.

The last family in occupation was the Scarbrooks from 1898 to 1912, after which it was bought by the Urban Council in 1913 for £6,100 - this included the barn, four cottages and three-and-a-halfacres of grounds. It is on record that Lady Dacre consulted the famous Landscape Gardener, Capability Brown, as to the planning of the gardens.

Francis Awsiter granted permission for a Catholic priest from St. Anselms, Hayes, to hold Mass in the tithe barn attached to the Manor. This was the beginning of St. Anselms Church. At around 1900, a site was given on the right-hand side and a church built. There now stands a Catholic School.

The barn was also used for social events. It was demolished, together with the four cottages, when the Green was widened. Much more detail regarding its history can be learned from 'The Chronicle of a Manor House' by Evelyn Barnet.

Alter the Council took possession, it fell into disrepair and It was only through the efforts of the local Historic Society and the Chamber of Commerce that restoration took place, and is still serving a useful purpose.

When a proposal came before the Council to build public conveniences on part of the grounds facing the Green, at an estimated cost of £500, Councillor Waddington very much opposed it on the grounds that the perpetually recurring cost of upkeep would be clearly an irresponsible extravagance on the rates. It was stated that the cost would be around one pound per week. Today this would not cover the cost of vandalism per day.

From the "Southall News" January 26th 1886.

'The chief difficulty in the way of obtaining the dinners appears to lie In the fact that the poor have not the pennies wherewith to purchase them.

Southall News

Only a copper, Guvnor,  
What do I want it for?  
P'raps you'd like t hear my story, Sir,  
Yer would? Well come in and shut the door.

'Yer see, Sir, it's been a 'ard winter,  
And father's been dead nigh two year,  
And mother, she ain't over strong, Sir,  
In fac' she won't last long, I fear.

There are three on us 'ome with her now, Sir,  
And I am the oldest - just ten,  
The others is all on 'em young 'uns,  
The' some day they may grow to men.

And mother's down there with r'u'matics,  
Poor cretur! She ain't 'ad a bit  
O' bread or a drop o' cold tea, Sir,  
And Joey 'as had a bad fit.

The fac' is, we're all on us starving,  
The' to rub along smoothly we try,  
They talks on a Christian country,  
Yet the poor of starvation oft' die.

But what do I want with the copper?  
D'ye know, Sir, that is jest the rub,  
'Tain't that I wants it for pleasure,  
But to buy poor old mother some grub.

Can't get much for a penny?  
That shows yer don't know this part  
We 'ave one among us, God bless her,  
As is got a right, good kind 'art.

Yer see that there barn yonder,  
Where them young 'uns is pourin' out,  
That's where I'd get a good dinner  
As 'ad make any urchin shout.

Yer can have just as much as yer wants, Sir,  
But there's one obstacle now, d'ye see,  
I ain't got a farthing about me,  
And the charge for the soup is one D.

And that's why I wants the copper,  
Hark! Poor mother's agoin' to cry,  
Now, will yer 'ave pity and 'elp us?  
If not someone else I must try.

A shillin', well, Sir, you're a Briton,  
May you never know want at all.  
Thankee, good mornin, God bless yer,  
You'll think of the Barn at Southall.

*Printed and published by Charles Nash Abbott at his Printing Office  
No.6 Sunnyside, High Street, Southall, in the Parish of Norwood.*

## Church Path

This is one of the many paths which come off the Old Oxford Road, of which the High Street and Uxbridge Road are a part. The one mentioned here starts at the Avenue Road, continues on the left-hand side to the footbridge over the railway (this had to be extended when the Maypole sidings were put in, by 20 yards). Passing between the Maypole Works and the Institute (now the Community Centre), back of Kingston Road and Osterley Park Road and Grosvenor Road to Church Road, where it becomes part of the left-hand side footpath: across Havelock Road, rear of Rectory Road to Norwood Canal Bridge. The ultimate destination was to St. Mary's Church, Norwood.

One of the portions of the path should be noted, that although the Council refused to allow the Earl of Jersey to build houses on the left-hand side of Avenue Road, thereby including the footpath in the road, a later Council must have had a change of heart when Church Road was built.

At the bottom of Osterley Park Road, next to what is now the entrance to the new Hortus Road Cemetery, was what came to be known as Waddy's Dump. It was a field owned by Mr. Waddington who used part as a pig farm. Later it became a sand pit with sand being excavated for sale. During the 1939-45 war it became the dumping ground for refuse from bombed properties, among these was Woolworths and the younger element used to go scrounging to see what they could find. The site has laid derelict for years - quite a disgrace but has recently been fenced and levelled.

Grosvenor Road, named after the family name of the Dukes of Westminster, has very many poorly-constructed houses, with a small block of flats on the right-hand side. It used to be a sort of dead-end road with a piece of sloping land leading to Windsor Road. This has now been made part of the road.

Portland Road, named after a former Prime Minister, has always been a quiet cul-de-sac, with a small private school on the right-hand side and an entrance into Havelock Road Cemetery. On the corner of Osterley Park Road and the Green now stands the Southall Norwood Hospital.

This was formerly The Chestnuts, so named after a big horse chestnut tree growing on that corner. It was built in 1897 by Mr. Tommy Watson. On September 8th 1903 it was taken over by the Working Mens Club with a membership of 350. This lasted only about six years and eventually it became the residence of Mr. Michelsen manager of the Maypole.

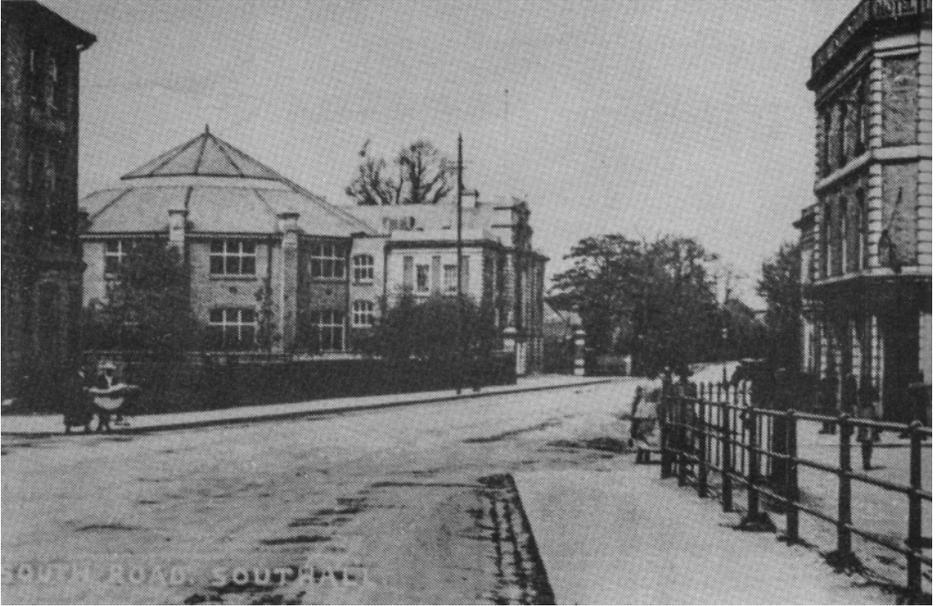
In 1933 it was purchased by the Southall Hospital Committee for the sum of £2,500 and, after building alterations, was opened in 1934. A great deal of voluntary work was done and, although a childrens' ward could not be maintained, every effort must be made to keep it going against all pressure for its closure.



Manor Parade 1950



Manor House 1920



The Green Boundary 1920

### Queuing In The Green

A great many older Southall residents will have very vivid memories of how they used to have to queue up, first in 1915-17 outside the Maypole, for what margarine or tea was available. Hours of waiting would possibly be rewarded with ½lb. margarine and ¼lb. tea. This carried on until food rationing came in officially in February 1918. First it was London only, but it became in force all over the country July 14th 1918. By a strange, but tragic, change of circumstances much larger queues came during the labour slump in 1931/32/33.

Every day (except Saturday) men could be seen queuing up at the Labour Exchange at the corner of Church Avenue to sign on as unemployed, which they had to do three times a week. Jobs were hard to get and, should you be lucky enough to be handed a green card to introduce you for a job, you had to have a cast-iron case if you did not obtain it, or it meant your dole money would not be paid. In any case it was not much. Seventeen shillings (85p) a single man, twenty-five shillings (£1.25) married man and two shillings (10p) for each child.

When you had nearly run out of benefit, you were given a form to fill in, on which you had to give all private and personal information. In due course you were summoned to appear before a Means Test Committee who, of course, had your answers before them. Among those on this Committee were Mr. & Mrs. Chard, Mr. Tilbury, Mr. & Mrs. Waddington, Rev. Roberts, Mrs. Jackson, Mr. Harries. The questioning alone made you feel you were asking for charity. Should you have been lucky enough to have anything of value - a house, good furniture or, in one case I know of, two pigs (Harry Varney), then you would have to raise money on these and they would reduce your dole money accordingly. You would get a very good wiggling if you had to state that another mouth was on the way.

Various methods came into being to help keep up morale, one was the formation of a football team to play other area unemployed; the Rotary Club provided the set of shirts and two footballs.

Things gradually improved and men began to get work. The Labour Exchange has moved from the Green to Alexandra Avenue and is now known as "The Ministry of Employment Job Centre", and the dole money sent home.

### Southall - Our Town

Where once our little village was  
A large town now stands.  
People have come, helped build our canals, railways, trains;  
Others came without a thought  
For all the havoc they have wrought.

Canals were built in Seventeen-Ninety-One  
To London and, via locks, to Brentford Docks.  
The- Grand Union, on long boats, carried bricks -  
Called Stocks - by the million, handmade  
By the poorly paid men and women,  
From the good brick earth of the town.

The G .W .R. came in Eighteen-Thirty-Eight.  
Brunels wide gauge cut the village in two.  
No station - just a level crossing gate.  
The station - twenty years on that came about  
On top of the bridge, now that's met its fate.  
Only half remains, and that's out of date.

The trains came in Ough-Two  
They turned round at Haddrell's corner.  
Open top, with hard slatted seats,  
The inside was not much warmer,  
Sixpence Workman's Return to Shepherds Bush;  
Twopence to Kasner's Corner.

Otto Monsteds from Godley came,  
Their margarine had sprung to fame.  
A large works had been built to order,  
By A.& B. Hanson. on the railway border.  
Danes came with them and settled down,  
They were all a credit to the town.

From Otto Monsted to the Maypole changed,  
'Twas a happy place to work at -  
No strikes, unpleasant smells or dirt,  
With sport and entertainment, too,  
In the Institute provided for you.  
Good use was made of this during the war  
As a hospital for soldiers, wounded and sore.

The Manor House the Council bought  
To save it from the breakers.  
A Martinware fountain with flower beds around,  
In grounds of about three acres.  
The Manor, though some portion pulled down,  
Has now the Chamber of Commerce as caretakers.

Where once the "Featherstone Folly" stood  
The Dominion Cinema now stands,  
Opened 1932 by Gracie Fields, it was very nicely planned -  
Plus tip-up seats and organ grand.  
The outside now is a deplorable sight,  
With fights and brawls most Saturday nights.

Before Wimpeys developed Waxlow Estate,  
The landscape it was really great.  
Through footpaths and stiles, with Northolt two miles,  
You'd arrive at the "Crown" with a thirst.  
If now to the "Crown" you wish to go for a while,  
A bus you can take, at a cost of 8p a mile.

With great pomp a Borough made, in 1936,  
Bill Garrod was the Charter Mayor -  
Hard work for him - but done with a flair,  
So what to the lay-man did seem unfair,  
When next year a Mayor was wanted,  
Councillor Hamblin was appointed.

'O God our help' at the Cenotaph we sing  
For those who served country and King,  
But the Borough, to whom our rates we pay,  
Must surely help much more today  
To clear up the town, in many ways,  
By prosecuting those whom from by-laws stray.

The Gas works and Houlders, both closed down,  
Arrow Switches moved from the town;  
Maypole, Ticklers, Cramic, Le Grand Sutcliffe, too,  
Have all gone, all the laundry's shut down.  
Now the A.E.C. is on the way -  
That closed at the end of May.

St. Johns, Holy Trinity, St. Georges, Kings Hall,  
To help our souls come in that order;  
The Prims. and Congregationalists are gone  
But the Barn Mission, Baptists and Salvation Army carry on.  
Many halls in the town today house religious sects,  
Names of which were never before mentioned.

The Police are now more up-to-date,  
At their new station built of late.  
Quite different from years ago  
When from tin hut on beat did go,  
On foot or bike, the peace to keep,  
Night shift, find somewhere to sleep.

Fourteen schools now in the town;  
North Road Infants just pulled down.  
What a shock when I found it gone -  
But what memories will linger on.  
Starting school, Mrs. Jones Class 1,  
With Headmistress Mrs. Dunn.

I come to the end of my Town Tale,  
'Tis rumoured the Town Hall's for sale.  
If walls could speak, what tales they would tell  
of Reginald Brown, Thomson, Hanson and Mr. Burwell.  
But, one famous name will still linger on -  
Our late M.P., George Pargiter, to the Lords has gone.

Amen

R. Meads

## Havelock Road

Havelock Road was formerly Feeder Lane and was re-named after Sir Henry Havelock, a famous Quartermaster General, British Army, in the Indian Mutiny in the 1850's.

On the left is the cemetery which was opened in 1883 and consecrated by the Bishop of London. This coincided with the closing of Norwood Churchyard for burials. The cemetery was extended in 1924. A small chapel was built in 1894 by W. Brown; and the cemetery Lodge, for many years occupied by Mr. & Mrs. Stearne, and a small mortuary were built the next year. Both have now been pulled down.

Marlow Road, Church Road and Windsor Road were all built to the same design with local stockbricks. A small factory, Southall Colour & Chemical Co., was in business in Marlow Road for about ten years but finished in 1958.

Warwick Road built 1932. Part of Mr. Waddington's Dairy meadow came next and this became the site of Southall Greyhound Racing track in October 1931. It did not have a very favourable reputation and finally closed in 1977. This site is now the Havelock First School, officially opened by the Mayor of Ealing, Mrs. Lavinia Blake, Thursday 8th March 1979.

Just to the left of the school is a very nice Borough Old Peoples' Home "Martin House". It was opened in May 1977 by the Mayor of Ealing, Cllr. J. Wood, and can accommodate forty men and women. The entrance is in Swift Road. A portion of this estate finished within the past two years - Langdon's Farm and Nursery followed. They used to grow vegetables and flowers for market. The house was a low one-storey building with several packing sheds around.

The farm has given way to a Council House Estate. The names of the roads - Hunt, Hillary, Tensing, Gregory - give the clue as to the date of construction. All are named after the successful Everest Expedition. Their conquest was reported on the same day as the Coronation of our Queen Elizabeth II, 2nd June 1953.

The Maypole branch of the canal, 3½ furlongs in length, leads off from here. It was made in 1912/13 and, together with the dock, cost £27,670.

Just after it came into use, it was found that, being so narrow the water displaced by the barges could not get away fast enough, so three lay-bys had to be added. All was open land and a big orchard where Wimpey now have their works, and a farmhouse and a large barn had their entrance in Glade Lane. When I remember it we used to call it Neighbour' s Orchard, and this used to stretch as far as the Church Path. The Maypole purchased a large portion of it and used to allow employees to cultivate what was not wanted. Now the large Quaker Oats factory is there.

We are now at the extreme east side of Southall Green, at the Top Locks; these, of course, get that name for being at the top of a series of locks, the Hanwell Flight going down to Brentford. It was in a field at Top Locks (which is now part of the Ealing Borough Nurseries) that, on 3rd July 1911, a Bristol Bi-plane competing in the "Standard Flying Race" was experiencing some difficulties and finally landed. The airman was Lieut. B .H. Barrington-Kennett of the Coldstream Guards. His machine was somewhat damaged, but it was repaired, and two days later took off and flew back to Hendon. This was the first aeroplane ever to land at Southall.

On the canal bank, facing Havelock Road, there was an old Beer House, the "Prince of Wales" - square brick building, pulled down in 1936. Landlord, John Cort.

It was at this point that a branch came off the canal and records show that it came down as far as where Victoria Road is now, and was made to allow barges to come up and load with bricks, from brickfields adjoining.

Although they strictly come within the parish of Norwood, a row of cottages, Buckingham Terrace, and two other cottages stood on the left-hand side. Next was an old soap factory which was taken over in 1877 by Martin Brothers Pottery, who came from Fulham. Their pottery has become famous all over the world. There were four brothers - Charles, who died in 1910; Walter, 1912; Edwin, 1915; and Wallace, 1923 very little work was completed after 1915 and completely finished in 1923. They had a showroom in Brownlow Street, London, but this was almost destroyed by fire in 1910. One of their more public pieces is the fountain in the Manor House Grounds, and more is on display at the library. The old pottery

became a film processing works and was burned down in 1942. On the site has now been built a very modern council estate.

Between the Martinware factory and the Church Path was a large brickfield. This was rented to Bramwell Thomas in 1841 for seven guineas a year, from the Earl of Jersey. His overseer was a Mr. Brixley, and to this day the allotment site is known as Brixley field.

After some very old cottages, now replaced by Havelock Court, came the Norwood Farm Dairy Milk Depot. This is now the Sikh Gurdwara, established In 1967. Next to that was the Gas Works stables. They used to bring the horses there from the works.

This afterwards became the offices of the Borough of Southall Parks Department with Mr. Collier, Superintendent, and Mr. Morse, Deputy, in charge; but this was phased out when we became part of the Borough of Ealing. At one time an office there was used for council house rents. During 1941-47, the local Ambulance Divisions held their meetings there and housed its ambulance.

Two years ago it was sold to the Sikh Temple who have made the Sira Guru Singh Sabha Library.

We are now back at King Street.

## King Street

King Street which, until 1902, was Denmark Terrace, leads on from the Green. On the right-hand side is what was the Co-op corner, built in 1907 on what was a pond and the "stocks". They had a complete shopping complex - butchers, mens' outfitters, facing King Street. The next two shops were built in 1901, in one was Bankers - Woodbridge Lacy and Company which later became Barclays Bank Ltd., who moved to new premises on the corner of Bridge Road in 1909 - in the other was Dr. MacDonald's Surgery. These later housed Honesty's Furniture Shop, Proprietor Mr. George Creese, who took interest in town affairs and was a Councillor; a fire in 1932 severely damaged the shop.

It was a blessing in disguise to the author - being out of work I managed, with a friend, to get the job of clearing up and repairing the damage. This broke my spell of unemployment, my last.

The Doctor's Surgery became an Off-Licence which Mr. P. Coulthurst kept for over fifty years. Edgars, Mens' Outfitters, had two shops for forty-three years. In No.14 was a Ladies' Wear shop run by a Miss Hancock. She was a very eccentric lady and was well-known for her outbursts of temper (Appendix 3). Next, a sweet and tobacconist shop and, last, Russells - later Dadds & Clatworthys, boots and leather goods.

Western Road was originally the old boundary of the Green, but over the years the whole of Denmark Terrace (King Street) has been incorporated.

On the corner of Western Road and King Street, Platts opened before moving to three shops further along. Endacotts Drapers took over but was destroyed by fire on November 27th 1914 - as well I remember the hiding I got for going to it. When rebuilt it was opened by the Co-op, who eventually closed in 1977.

It would be almost impossible to mention all who have traded in King Street over the years, but some who have been well-established were - Loarings, Ironmongers (who took over the shop In 1907 from Haines, Butchers): Cogswells, Corn and Seed Merchants where you had to go up three steps to get into the shop: Platts Stores, Grocers -who could ever forget Mr. Beasley (fireman) or Mr. Gorrington in their white coats and aprons

serving eggs from the large boxes outside thirteen for sixpence (2½p): Cutlands, Ladies' Wear & Household Linen: Addis, the one-armed fishmonger: Rowe & Palamountain, noted for all the oddments they sold: Marchants, Jewellers: Quinions, Furnishers whose ancestors came to England with William of Orange. All these shops were built around 1890.

Willison and Henman's Dairy on the corner of Dagmar Road was built as a Dairy with stables at rear. The next parade of nine shops were built for the Church Commissioners and are much better in appearance, three storeys and have housed among others: Quinions, Furniture Dealer: Owen Bametts, Fruiterers: Prestons, later Hoopers, Butchers: La Rondie, Ironmongers: Keevils, Mens' Tailors. The corner shop has always been a Bakers, Oxborrows, Ross, Heaths, with the bakehouse at the rear. It has on two occasions been the King Street sub-Post Office.

On the left-hand side from the "Havelock Arms" very few shops have been in the same hands for lengthy periods. Exceptions are Hardy's, Hairdressers, and his son's Cycle & Electrical Goods: Boots, Chemist, who moved to take over Timothy Whites and Taylors, who themselves came after A.A. Senior, Pharmacy. Four very old (cottage) shops used to house a Cooked Meat Shop, Hairdressers, Pawnbrokers, Butchers. All these were pulled down and Woolworth came.

The "Black Dog" licenced around 1800, used to be a Harmans Uxbridge Brewery House, still has a fair piece of land attached. Now pulled down but well-remembered is Raymonds Coffee Shop, very old in style, but what a good meal you could get.

Beverley House, the home of Mr. Ben Hanson, is still very recognisable, it stands out from the other shops. Immediately after his death it was turned into shops: Carwoodine's, later Sanders, Corn Merchants, took over.

There used to be a small cottage which stood back from the road to the side of Beverley House. This became the residence of Mr. Percy Chapman, Butcher, after he retired: later came District Nurse Simms.

### St. Johns Church - Old and New

The old Church in the Green was built 1837-38, but actually founded in 1827. It was formed by Bishops Instrument taking over a portion of the Parish of St. Mary's Norwood Green, and was enlarged by the inclusion of a further portion in 1880. The Church News of 1980 states that its area now is between the canals, the River Brent and the railway, excluding Glade Lane, but extended in 1975 to include Wentworth Road and Convent Way Estate.

The Benefactor was a Mr. Henry Dodds who had a great deal of business interest in the village. He paid for the Church, St. John's School and Vicarage to be built. It was consecrated in 1838 by the Bishop of London. The first Vicar was Rev. F. Hewson from 1838 to 1845, followed by Rev. J. Bush, 1845-47: Rev. G.F. Morgan, 1847-49: Rev. W.F. Lanfear, 1849-79. The living then was a Vicarage and a net value of £430, and is the gift of the Church Patronage Trust. The Registers date from: Births, 1851: Marriages, 1853: Burials, 1860.

The Church Yard was consecrated in 1860. The Rev. I. Jackson came in 1879, he died 1895 when the Rev. F. Roberts took over. He was Vicar from 1896 to 1926. He played a great part in local affairs. His son, Captain Adjutant F.C. Roberts, was awarded the D.S.O. for conspicuous bravery on January 3rd 1915.

The site for the new church on the grounds of Elmfield House was purchased for £700 from the Bishop of London's Fund. It was built in 1909-10 by Messrs. Steven Bastow and Co., Bristol: the Architect, C.J. Miller, at a cost of £8,000. It was consecrated by the Bishop of London on 26th October 1910. The new Vicarage next to the church in Church Avenue was completed in September 1929. What a relief for the Rev. F. Hurd who took over from Rev. F. Roberts and found the old vicarage in such a bad state of repair - he had constantly to place receptacles to catch the water coming through the roof.

The old St. John's School had up to 153 pupils - Miss G. Taylor Headmistress in 1890: Mrs. E. E. Thompson In 1892: followed by Miss Nightingale from 1892 to 1901. The School Caretaker was paid 6/6d. (32½-p) per week. The old school closed with the opening of Featherstone Road School

and became St. John's Mens' Club. Toc H met there and Self-Help Society contributions were paid there.

In July 1930, the Council offered £2,600 for the school and site. Also in 1930, the Council wanted a 4ft. strip of the site to widen Western Road. Mr. Flexman made application to purchase the site in November 1931. It gradually fell into a bad condition and all pulled down in 1954. The Council eventually bought the site and let part to Mr. Flexman.

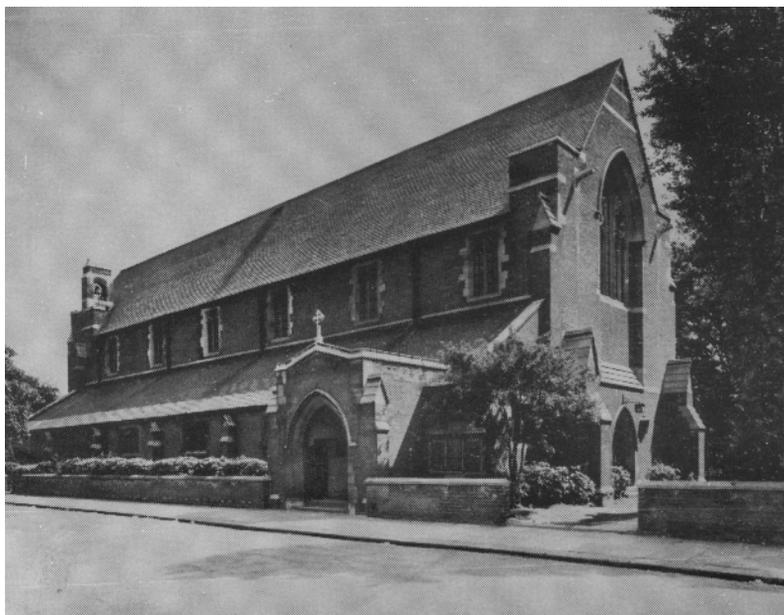
The old vicarage was pulled down in 1930 and the site purchased by Mr. Hartley and seven shops were built to match those already existing. St. John's Hall in King Street, built in 1892, was sold in 1973 and nobody could have foreseen that by 1979 it would have over the door "The Hindu Temple".

A new Parish Centre opened next to the Church in Church Avenue in 1969. For a good many years, a small meeting hall at the end of Western Road in connection with St. John's, was consecrated by the Archdeacon, Saturday 4th January 1933, but this has gone the way of several other halls in the district and is now a Ravidas Temple.

In 1931, the number of parishioners was 15,791 - now, 1980, it is estimated at over 30,000.



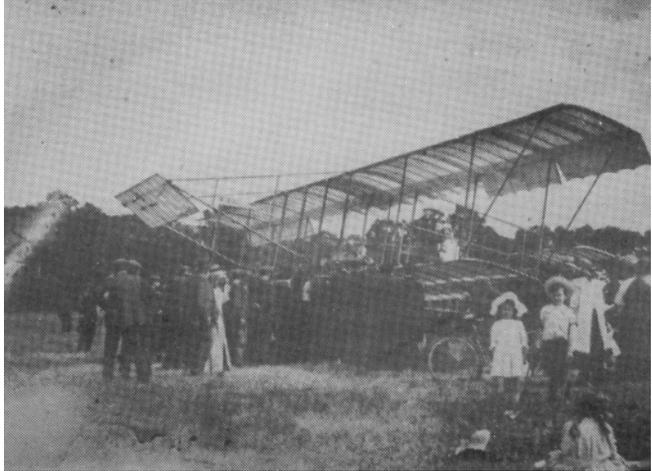
Old Church of St. John



New St. John's Church



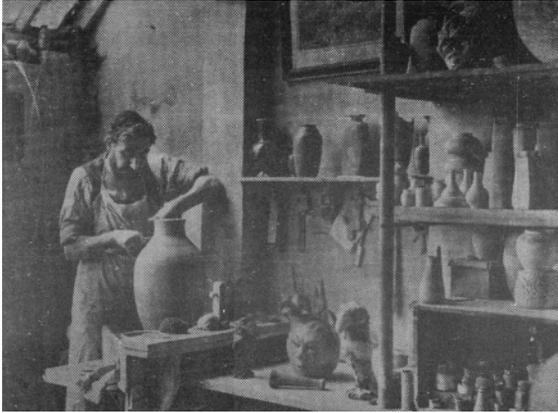
St John's Vicarage



Top Locks Landing 1911



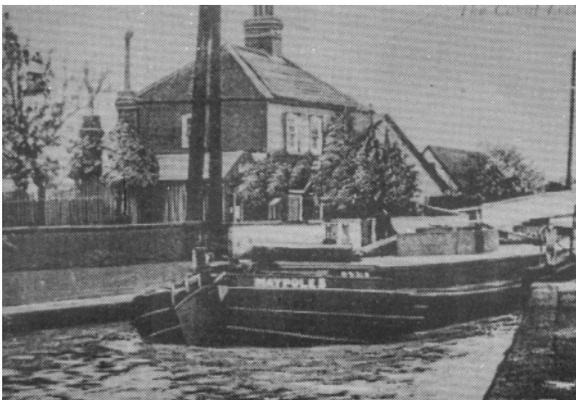
Langdon's Farm, Havelock Road 1906



Walter Martin at Work



Western Road Corner 1950



Top Locks 1920

## Featherstone Road

On the right-hand corner of the Green and Featherstone Road was Featherstone Farm House. This was pulled down, and in 1873 a Mr. Alfred Welsh (brother of Mr. W. Welsh of the Manor House) had Featherstone Hall built as a private residence. This was walled in from the Green by a 16ft. wall which had what appeared to be a series of unglazed frames around the top. This wall, together with a small lodge, was the work of one bricklayer, a Mr. Winter. It took him seven years and the total cost was £20,000.

Mr. Welsh got into financial trouble and, after changing hands several times, Featherstone Hall was sold in 1908 to Dr. Bailey and used as a private asylum. At that time the caring for mental patients privately was a very lucrative business. Mrs. Mason, of Elmfield Road, was cook and she was a great friend of my wife's mother, and many a basin of dripping, etc. came their way. Because of the unique pattern of the wall, it became known as "Welsh's Folly".

Mr. A. Welsh died in 1930 aged 96. Featherstone Hall was pulled down in 1934 and the Dominion Cinema and adjoining shops built by A. & B. Hansons. The cinema was opened in 1935 by the late Gracie Fields. It was very much up-to-date, with a large organ.

Featherstone Road (formerly Workhouse Lane) took its name from Featherstone Farm (Featherstone being an old Roman name). Turning into Featherstone Road on the right-hand side are eight flatfronted, three-storey houses built around 1880. The first was turned into a shop - Hulberts Cycle Shop, later Motor Parts and Petrol. In another, Cleo Laine (the singer) lived with her parents. The Working Mens' Club occupied the last one they now have new premises built at the rear with entrance in Featherstone Terrace. Next came five cottages with shop fronts added. First, Durbins, Haberdashery: next two - Charles Moss, Butchers (he was a Councillor and in 1927-28-29 was Chairman) (See note.): Durbins, Greengrocers and, on the corner Warrens (later Summers), Grocers.

This brings us up to Featherstone Terrace, built in 1864-65 42 flat-fronted cottages. The rents for same, when built, was 4/6d.(22½p) per week. This became known locally as "Bug Alley", but let me make it quite plain that this does not reflect on any of the families who lived there, and had to make

the best of very small cottages. They have all been knocked down and the whole site is awaiting new development.

On the corner of Featherstone Terrace is the shop which was the first Post Office as we know it today, opened in 1868 by Mr. Henry Hanson. Later it became a sweet and tobacco shop run by the Mills family.

The Featherstone Arms Public House was built in 1832 and has hardly changed at all except that it was a Beerhouse only, now fully licensed. Next comes A.& B. Hanson's yard and offices. They became established in 1850 and settled in what used to be the old workhouse. The firm became very prosperous as building contractors, erecting many well-known pubs, schools, cinemas and other public buildings. They were also funeral undertakers, making the coffins in their workshop. The Hanson family had a great deal to do with local affairs, which I will deal with later (Appendix 2).

An older cousin of mine started with the firm in 1909 as office boy and was a Director when it closed in December 1977. He lived for over forty years in one of the two houses and offices attached to the yard.

On the corner of Featherstone Road and Hartington Road is a piece of land which has always been known as the "Bath Site". It was left by will for the express purpose as a site for slipper baths. At the time it was left, houses were being built all around the area in 1890-95, but hardly any had a bath. Various uses have been made of parts of it. The R.A.F. Cadets and the Pride of Murray Pipe Band both had huts, and an attempt was made to turn it into a childrens playground but, so far, there are no plans to put it to its intended purpose. Of course, more houses now have had baths fitted, but the fact remains, baths would still fulfill a useful role and would be much better than the eyesore the site is at present.

Hartington Road gets its name from a Liberal statesman who became Duke of Devonshire in 1891. In Hartington Road left-hand side is now the Headquarters of Southall Division of the St. John Ambulance Brigade. The hall formerly belonged to St. John's Church and was used for social functions. In the 1939- 45 war, it was taken over by the Civil Defence and became a feeding centre. When the war ended it was allowed to become derelict until 1947, when it was purchased by the Brigade for £3, 000. With



ENDACOTT'S, KING STREET, SOUTHWELL  
AFTER THE FIRE.

Endacott's Fire 1914



Endacotts - Destroyed by Fire



Mr. Hardy's Shop 1902

the financial help of the public and a great deal of voluntary labour, it was formally opened in June 1950 by Dr. Charles Hill, then the "Radio Doctor", but not before the Borough Council had thought fit to force a public enquiry on area planning grounds - there being at the time a 10-15-20 year development scheme for the area which, so far in 1980, has still to get off the ground.

At the rear was Avery & Vincents Joinery Works, established in 1902 - now part of Abbess Ltd. (formerly Anbott Brothers).

At the corner of Queens Road and Hartington Road was a corner store, and it was here that William Gardiner came to, after he had been acquitted in the Peasenhall murder case (Appendix 1). He was the grandfather of the Wilmot family. Mrs. Wilmot was well-known for her help and care for others as a St. Johns Nurse, and Ernie founded a Coach and Car Hire Service which, unfortunately, had to be sold up due to his bad health.

Following straight on from Featherstone Road is Dudley Road (named after Sir Henry Dudley, writer of comic opera). On the north side, ten shops and houses to its junction with Queens Road. The "Lord Wolsey" public house, built in 1908, was in the licence of Mrs. E. Osborn and, after she retired, it was taken over by "Lofty" Chapman. On the south corner is Dudley Road School, built in 1896. This housed mixed Juniors, also a small woodwork and cookery centre (now being used as a school clinic). All the houses were built around 1895-6.

Sussex Road (named after the Earl of Sussex) leads through to Western Road, Scotts Road (from Scotts Emulsion), Balfour Road (after Lord Balfour, P.M. in 1902), and Clarence Street (after the Duke of Clarence), branching off on the right-hand side. Moore's Grocery and Post Office, and Goodchilds, Butchers, on the corner of Dudley and Sussex Road were well respected tradesmen.

Between 61 and 91 there used to be a block of thirty small flats with a railed balcony. These were pulled down in 1969 and the site is now a Council-sponsored Adventure Playground. Ten more houses brings us to Spencer Street (after Earl Spencer) on the north side of which was "Hope Hall", a small mission hall, and twenty-eight two-storey flats which were the worst slum property in Southall. These were all pulled down in 1936

and the site still stands vacant. It used to be a very depressed area, and Ripolin Limited, Paint Manufacturers' works, now stands on the site at the top of the road where the Submersible Motors used to be, before it was burned down in October 1919.

Right at the end of Dudley Road is the "subway", a tunnel under the railway, leading to White Street and the Gas Works. This was built in 1885-86 and was the direct result of the persistence of several people crossing the railway, knowing that a footpath existed that went through the Gas Works to Bulls Bridge. It cost £300 and, of course, it proved it was needed with the use made of it.

We are now at the Gas Works. The first Gas Works was built by a private company near the canal in 1865. This was dismantled in 1869 and the Brentford Gas Company built the present Gas Works. Most of the old installations were replaced in 1929-30. The Manager in 1892 was Mr. W. Bugby. In 1933 it was taken over by the Gas Light & Coke Company, who had been formed in 1912 and had offices in White Street. With the coming of North Sea Gas, the factory gradually closed down - finally closing in 1973. Now the site is frequently used by film companies on location.

White Street, with its thirty-eight small houses, has all but disappeared. Williams Houlders, Chemical and Acid Manufacturers, and others who have been in the area Whiffens & Ackingsons (Chemicals): Maylors, Paint and Varnish Works, have all gone.

The "White Lion" public house which stands on the corner of the Straight and White Street (originally on the tow path at Bulls Bridge) must be remembered when the men from the Gas Works used to come in sweating and stripped to the waist, drink a pint or two and go straight back and sweat it out again. The present landlord, Mr. Hutchings, was born in Southall - son of Mr. C. Hutchings, Councillor.

The first two shops on the left-hand side, of Featherstone Road, were the Co-op Bakers and Grocery, with a meeting hall over the top. They became very popular by paying what was known as "Divi" on their purchases but, gradually, one after another various departments closed. The last to go being the grocery which closed in June 1976. Now the corner has a very sad look, and the upstairs hall is let out on general hire.

After three shops, formerly Wardlaws, Florists: Cass, Hairdressers: Wyatts, Boot Repairers, is Elmfield Road (after Elmfield House), a cul-de-sac of twenty small houses.

Sharp & Sons, Undertakers (Mr. A. Sharp was President of Southall Football Club for several years), Collins Electrical came next - Charlie Collins took a great deal of interest in the town, a Councillor for several years and Chairman 1933-34 - four Edwardian houses, built with a very unique style (numbers 13 and 19 have doors on the side, numbers 15 and 17 on the front), all have long front gardens, brings St. John's Road.

Thirteen shops follow, built around 1886. Some of the tenants have at times made headlines. Gammages, Corn Chandlers: Bastin, Newsagents (he was also a violin maker): Mullengers, Fishmongers, the sons had shops in Western Road and King Street, wet and fried fish, the last son finished business in 1977: Godbolts, Butchers: Laws, Boot Repairers he, together with a partner (Blackgrove), started a small clogmaking workshop in premises across from Waltham Road.

The Drill Hall, built in 1901, has housed Middlesex Yeomanry, a company of Middlesex Regiment Territorials and, in 1923, 317 (Middlesex Anti-Aircraft Searchlight Company, RE), this was until 1937 when they moved to the new Drill Hall, Uxbridge Road, and it became a furniture depository.

Featherstone Road now turns left into Western Road, and all the houses on the left-hand side are very old type bay-fronted with a small front garden behind a solid front wall. On the right-hand side are the two Featherstone Road Schools, the first one was built in 1895 and was a mixed school, the large school was built in 1901-2. Mr. J. Dunn, who had been Headmaster of Southall Green Schools for twenty years, retired in 1904. He was followed by Mr. West for twenty-seven years, then by Mr. R. Down, M.B.E., from 1935 until 1969. In the Caretaker's house was Mr. Albert Smith, J.P.

Mr. Albert Smith was born in 1867 and became Featherstone Road Schools' first Caretaker in 1902. He remained so until his retirement in 1932. He joined Southall Fire Brigade on Its formation in 1900: became its Chief Officer in 1921 and, altogether, served forty years with the Brigade. During the 1914-18 war he served with the Ambulance Corp. in France,

becoming one of the "Old Contemptibles". Keenly interested in local affairs, he was a member of Southall Urban Council from 1921 until 1932. In 1930 his local work was recognised by being appointed a Justice of the Peace at Ealing and Brentford Courts, on which he served until about a year before his death in 1951, at the age of 84 years. All his life he had attended the Baptist Chapel at Cranford and was Its Secretary for fifty-nine years.

### World War II Events at the Gas Works

During 1944, bombs were dropped on the Retort House. Three men Ted Lawrence, Jacky Benn and Bunny Webb were awarded medals for conspicuous bravery. A Wellington Bomber crashed in a Gas Works field at the rear of Beaconsfield Road. Thankfully, all the crew baled out safely.

In the late Autumn, a Spitfire - which had taken off from Northolt Aerodrome - crashed just inside the main entrance gates, hitting a tree and just missing, by feet, the Bensole Plant and rear of numbers 1 and 2 White Street. It was around 12.30pm. Mr. Leonard Bowdler and Mr. C.C. Smith pulled the young Canadian pilot from the cockpit, but he was already dead. Due to the heat It was some days before the plane could be moved, as ammunition kept exploding. No one else was injured. The pilot was buried with full Military Honours and, after the war, his body was exhumed and taken back to Canada.

### Left-Hand Side of Western Road

After some 1890 houses, used to be a square-shaped house which was the residence of several doctors - Dr. Sinagar, Dr. Win Werninch and Dr. Galloway - the latter was found gassed in his garage on 29th January 1924. The house has now been pulled down and a block of flats built. Five very large bay-fronted houses brings us to Belmont Avenue. This road leads to nowhere; at the end is the old site of the "White Swan". This was purchased by the Council in 1935 for £330. Maybe one day the long proposed road from King Street to Western Road, via Pluckington Place, will go through and Belmont Avenue will connect up.

Eight shops which frequently change hands, brought Roe & Silcox, Dairy, with yard at rear, and Sydney Brand who, for several years had a motor transport company. Brands also dealt in old iron, metal, rags, etc. and when anyone took their tots to get the money value, Mr. Austin (Taxi - his nickname) was the man you had to deal with. A very wiry little man, the last I can remember, who had Army puttees wrapped round his legs. He would weigh and value your scrap. A good old servant.

The 'Bricklayers Arms' has changed very little since built in 1860. The sign outside shows a coat of arms under which are the words "In God is all our Trust". It is next to this that the by-pass road from Norwood Road should have come.

The new Featherstone County Secondary School, built by Messrs. Try Limited of Cowley, is on a site of approximately eight acres and was officially opened on Saturday 14th March 1959 by Sir Ronald Gould. Mr. M.G. Down, M.B.E., Headmaster. It was built on charity land which, at one time, was public grazing ground and, later, an allotment site. The money obtained for the site was used to build new Almshouses at Frogmore Green, and their maintenance.

Florence, Leonard and Albert Road, all named after the children of Mr. J.J. Stevens, who built the houses on what was known as the Coronation Estate In 1900. On the corner of Florence Road, we come to the Coronation Bakery, built for Mr. Fowler in 1904, after moving from King Street. Their delivery vans could be seen around. There was always the smell of hot bread coming from their large brick ovens. At Christmas time they would

cook over 100 Christmas Dinners for people in the neighbourhood, some coming from as far as Kingston Road.

Just a little further along is a small trading yard, Tapping & Co., Coach Builders, were very well-known. Cramic Engineering Ltd. started here and gradually expanded. Several other small firms started here.

From here onward was formerly Heathern Road, which was dropped when the Ribbon Development of houses came in 1900. Mr. A.E. Boot had a bungalow at number 217. From here is the Manor Way Council Estate, built in 1920-21-22 by A.& B. Hansons. Questions were asked at the Council Meetings as to why the average cost of a house was £1,150, yet houses were being built in Allenby Road for £407. I am not able to give the answer.

### Western Road Right-Hand Side

We are now at the Western Road end of Sussex Road. Leading off Sussex Road is Scotts Road, which one could assume got its name by the fact that the Scotts Emulsion (Messrs. Scott & Bowne) had a works established at the bottom end in 1906. When the works was built their Trade-mark - a fisherman with a large fish on his back -was created in mosaic on a wall of the factory facing the railway. It was approximately thirty feet high with about 22,000 pieces of marble. It was the work of an Italian craftsman, and adapted from a photograph taken in Norway by Mr. A.B. Scott. When a rebuilding took place in 1975, it was taken down carefully and preserved on a new site. Scott & Bowne became part of the Beecham Group in August 1978.

The factory is actually in Johnson Street, which got its name from Johnson Lundells who also had a works in that area, the development being the responsibility of Messrs. Gosney & Baxter.

Balfour Road leads round into Spencer Street. The block of flats referred to before was pulled down in 1957. Clarence Street was formerly York Terrace, and was renamed to try to create a better environment.

Leading off on the right from Western Road was a small track leading to Tildesley Low Cottages eight small cottages nicknamed 'Tilly-Billy-Bottom'. These were pulled down in 1935.

The Primitive Methodist Church, which faced down Western Road with steps in the front, was pulled down at the end of 1960.

The entrance to Southall Football Ground comes next. Western Road Football Ground opened September 17th 1905 by Southall Athletic with a crowd of 300. Renamed Southall, the Club over the years has had a very mixed history, reaching the final of the Amateur Cup in 1925 - being beaten by Clapton 2 to 1 at New Cross. In the mid 1950's a fire totally destroyed the West Stand.

The Half-Way House, rebuilt 1931-32, has a very attractive exterior. Twenty old-fashioned cottages, two with shop fronts, got the nickname of "Garping Terrace". This came about because It was a habit on fine evenings for the women to sit out front, and garp and gossip. All this land from

Sussex Road to the canal was Glebe Farm (Mr. and Mrs. Sparks), the farmhouse and barn were where the shops are now.

All the large housing estate at the right-hand side - Derley Road etc. - was developed by the "General Housing Company" between 1930 and 1936. The Western Road Girls' School was opened October 1911, but a small school had been opened 2nd May 1887 with 30 pupils Mrs. Eugenie Thomas was Mistress at £90 per year. In 1890, in agreement with the Hayes Council, the local boundaries were changed and, in doing so, it brought forty more children to be educated so an addition was put on to the school. The Caretaker received 6/6s.(32½p) per week.

After the Lady Jersey's Own Scouts H.Q. and the former St. John's Church Hall, comes Brent Road, well-known now as a turning point for 105 buses. At the end of Brent Road, on the left-hand side, was Kearley & Tonge, food factory.

This partnership came about in 1880. Hudson Ewbanke Kearley (later Viscount Davenport) had a £20 a year job with Tetleys at 17. Being ambitious, he set up in Mitre Square, calling himself Kearley & Company. He took a partner, G .A. Tonge, and started "International Tea Company". They started the Southall works in 1925; it finally closed 1971. Viscount Davenport was Food Controller 1916-17.

We are now on the canal side with the "Junction Arms". A photo of the old pub is shown. It was rebuilt in 1931. Further along the canal bank used to be an old beerhouse, the "Kings Head". In 1821, it had stables and yard, garden and paddock. The landlord was Edward Smith, his rates were £18 per year. We are now almost to Bulls Bridge, the extreme western boundary of Southall Green.

Traffic lights were installed at Western Road corner In 1935. A pleasant little garden has been effected by the Southall Town Council, planted with trees and grassed over; replacing the derelict old St. Johns' School Playground, which had become an unsightly dumping ground. I have quoted the above from a cutting from the "Gazette" 1952, which shows two photos, before and after. As can be seen today the open space could be on its way back to its former state. Next to this, still a disgrace, are the remaining foundations of the old school.



A. and B. Hanson

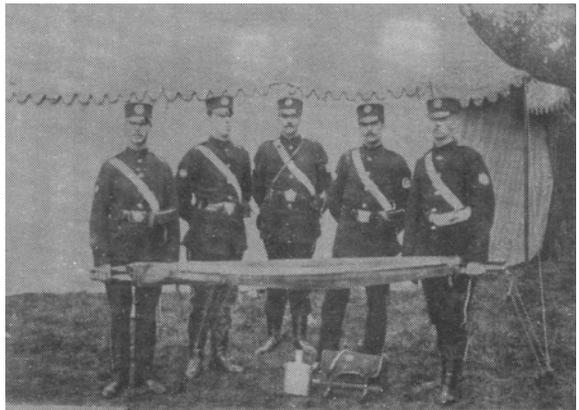


Hanson Staff - Centenary 1950



RADIO DOCTOR  
UNVEILING FACIA OF HEAD QUARTERS, HARTING TON

New S.J.A.B. Headquarters 1950



St. John Ambulance Brigade

Members of (Southall Section) No 44 West London Division, on duty at Good Samaritan & League of Mercy Garden Fete, held in the grounds of South Lodge Southall on August Bank Holiday 1909. This being the first duty undertaken by the Brigade in Southall.  
Pres. H.S. Vale R.V. Day, M. Archer, J.R. Taylor, W. Archer.

St John's Ambulance 1909

Where now stands the petrol station were four houses, the first of which for some years was Reg Flexman's, who had several coaches on hire and booking office. The end one of the four at St. John's Road had shoring timbers supporting the side of it. The houses on the right-hand side of St. John's Road had the old-fashioned brick wash houses built separate from the house, with coppers and chimneys.

The Baptist Church, built in 1889 and rebuilt in 1901, seats 300. It has always been well supported, with good companies of Boys' and Girls' Brigade.

At the corner of Western Road and Waltham Road is 'Belmont House'. In September 1885, Mr. Gosney purchased the mortgage rights to a piece of land having a frontage to Western Road of 452ft. The said piece of land being in the precinct of Norwood, in the Parish of Hayes. Mr. Gosney made stipulations that no house be built in Waltham Road under £320, and on the land facing the Western Road frontage, of less than £200 per house. No hospital for infectious diseases, or trades of any description to be built on the aforesaid site. In 1909 Dudley MacDonald Mackenzie purchased the site for £545. Belmont House was built in 1909 by Mr. Peter Bell and, after being occupied for a year or two by Dr. Vercoe, became the residence of Dr. C.W. Seccombe in 1916. He served Southall for several years as first Deputy, then Medical Officer of Health for Southall Norwood Urban District Council, was the first Divisional Surgeon to Southall Nursing Division St. John's Ambulance, and was created Officer Order of St. John. He died in retirement, aged 87, in 1947. His son, Dr. John Seccombe, has carried on the family Practice and is also an Area Commissioner in the St. John Ambulance Brigade.

The house next to Belmont House is built in a very peculiar style. It is nicknamed the "Cant House" as, instead of being built square, the walls are all at an angle. Mr. Gray lived there for several years, and it is now used for accommodation for doctors, partners in the Practice.

In Waltham Road, just to the rear of Belmont House, is what became known as 'Imhoff's Castle'. Built by Mr. Imhoff, a builder, it had all the appearance of a small fortress, unlike all the other houses around. The brickwork was all cemented over, flat roofed with castle-like rampart, slit

windows and, what appeared to be, small cannons poking out. It is still there but has had all the ornamentations taken off.

From Waltham Road to Featherstone Road are some twenty-one very old houses, with small front gardens, built around 1894, and two shops which have changed hands frequently, the corner one being the offices of Wilmots Car and Coach Hire for quite a while. Just in Featherstone Road, on the left-hand side, used to be a small Gospel Mission Hall; this has now been pulled down to widen the entrance to the coach yard - formerly Wilmots, now Fox's. The thirteen shops from Featherstone Road to Sussex Road, built around 1900, have had Halls, later Hills, Papers and Confections, on the corner. Mr. J. Hill was a Councillor for several years. A.F. Mullenger, Fried Fish Shop; Ascotts, Chemist; Herberts, Hardware; Deacons Motor Engineers; and a two-shop Drapers at the Sussex Road corner.

I have now come to the end of my wanderings around Southall Green, which has covered some old and some new history. But one can only wonder what the Green and Southall would be like today, IF . .

IF the Southall Norwood Urban District had not been so insistent on conditions, and had allowed trams to run between Southall and Hounslow via Frogmore Green, Norwood Green, Heston. This was proposed in 1901 and would have taken place, but the Councils proposals made the project too costly.

IF the Council had agreed to put a bridge over the canal and allowed Beaconsfield Road to go through to Hayes - it would, of course, have relieved traffic in the Uxbridge Road.

IF St. John's Church had agreed to sell to the Council the 4ft. strip of land at Western Road, maybe the road would not be the same now as it was in the days of horses and carts.

IF the old shops (formerly cottages) built in 1856 had been pulled down in the High Street and the left-hand side of Hamilton Road cleared to widen the High Street, as has been going to be done since 1923, how different it would be.

IF the "New Look Station Bridge Area", proposed by private developer~ which was well publicised in the West Middlesex Gazette on Saturday 4th April 1964 had taken place, Mrs. I. Cavell - Chairman of the Town Planning Committee - and Work Committee Chairman Councillor F .R. Day would have been very proud of the Million-Pound plan and we should not now have the Station Bridge traffic congestion.

IF the proposed new Norwood Green Police Station, built in 1902 had been sited in Adelaide Road where the Council wanted it - but the Police had the last say.

IF the Council had carried through their proposal of 1909 to put the road continuing Norwood Road through Pluckington Place to Western Road, what a relief to King Street that would have been.

IF the Council had been firm and acted to get Beverley House pulled down instead of allowing it to be turned into shops and stand out, making shoppers step into the road to get past the prams.

IF the 10-15-20-year scheme which the Southall Borough Council had in mind for the right-hand side of Featherstone Road and Dudley Road since 1948 had only been started, maybe by now we should have seen great changes.

A QUOTE: The Council moves in mysterious ways its proposals to perform. Every year these various schemes are delayed means thousands of more pounds they will cost.

God forbid that we shall ever see the Water Tower turned into a block of flats, or a minarette for the purpose of calling all Old Southallians to Church.

## APPENDIX 1

In 1902 at Peasenhall, Suffolk, a Mr. and Mrs. Crisp employed a servant named Rose Harsent. A few hundred yards away lived William Gardiner with his wife and six children. He was known to be a devout Primitive Methodist, Choirmaster and Sunday School Teacher.

On Sunday June 1st, Rose's father called at the house, bringing clean linen for his daughter. He passed into the kitchen and found the body of Rose lying on the floor, near the staircase which led to her bedroom. She had fearful wounds and an attempt had been made to bum her. A doctor and policeman arrived and established that she had been dead about four hours.

From all the evidence collected, suspicion fell upon William Gardiner. Asked to account for his movement over the week-end which concluded that, at the crucial time, he was at home in bed with his wife. On being questioned, his wife's statement agreed in every detail. On June 3rd Gardiner was arrested and charged with the murder of Rose Harsent. After appearing before a magistrate, he was sent for trial to the Suffolk Assizes at Ipswich.

The trial began on November 7th, before Mr. Justice Grantham, W.F. Dicken K.C. for the prosecution, and Mr. (later Sir) Ernest Wild K.C. for the defence. A great deal of evidence was produced for and against. They tried to fix on him that he was responsible for Rose's pregnancy and that was the motive, but no amount of cross-examination could shake the statement made by Mrs. Gardiner. The jury retired and, after 4~ hours, could not agree and were discharged.

Gardiner again stood trial on Wednesday 21st January 1903 when, again, the jury failed to agree after 2~ hours. Putting into being various laws, it was entered as "Nolle Prosequi" case "not proven" - and this was the decision of the Home Office. Gardiner was discharged. He was advised to change his name, but refused to do so. They came to Southall and opened a shop, not being afraid to have their name over the door.

## APPENDIX 2

When the Hanson family came to Southall in 1850, it was the start of an era. Of Danish origin, there was a family of six sons. Ben Hanson was nine years and A. Hanson, seven years. They eventually formed the firm of A. & B. Hanson, and the business grew into one of the biggest Public Contractors in the county; building pubs, churches, schools and a great variety of other buildings, until the firm finally closed in Southall, 1977. The list of activities involving the family in local affairs is almost endless, and here are just a few.

Mr. Ben Hanson, who lived at Beverley House, King Street, besides being a Partner in the building firm, was for several years on the Southall Norwood Urban District Council - Chairman on three occasions; Chairman Chamber of Commerce 1924 and 1927; on the Schools Attendance Committee 1889; Highways Committee 1891; President of the St. John Ambulance. He lost his wife in March 1923. He died on 29th May 1927 at his grand-daughter's home in Norwood Gardens, and at his funeral on 4th June, the cortege was preceded by the North Hyde School Boys' Band and the whole was reported in the National Press.

Mr. Arthur J. Hanson, the other Partner, lived at "Revelstoke", South Road; he also held several public positions including Vestry Clerk until 1927, Precinct of Norwood; Sexton of St. John's Churchyard 1889. His wife died in April 1878 at the age of 29. They had one or more children die in infancy. He himself died June 1931 at the age of 87.

His son, Mr. Alfred Hanson, who resided in Osterley Park Road, held several public posts including Rating Officer for the Southall Norwood Urban District Council for a number of years, and was associated with a great many clubs in the district. A keen fisherman. His wife died in October 1909, aged 30. He died February 1939, aged 63.

Other notes I have:

Mr. G. Hanson Southall Head Postmaster 1887.

Mr. Henry Hanson opened the first Post Office as such in Featherstone Road in 1868. He died May 1937, aged 90.

Mr. H.G. Hanson - Burial Board 1891; Lighting Inspector on Highways Board 1891.

Mr. A.J. Hanson Assistant Surveyor and Assistant Overseer 1890- 1891, salary £80 per year.

Miss Wark married the younger son of Mr. B. Hanson.

They had quite a lot of property in the town and, until 1898, Kingston Road was their private property. It then became a public road, taken over by the Council.

### APPENDIX 3

Miss Hancock kept a Ladies' Wear shop in King Street for quite a few years. She gained a reputation for her outbursts of temper.

It is well known that she thoroughly objected to the male sex stopping to look at her display of Ladies' underwear etc. in her windows and would shoo them away with threats of a bucket of water thrown over them to cool their ardour - and has done so from the upstairs windows. Even if ladies went in to buy, she would quickly size them up and, if they hesitated at all, would promptly tell them to go elsewhere. Children sent there on errands for their Mums would be asked who they were and, unless it was a direct sale, would be told to clear out. Despite all her tantrums, she did sell good quality goods, and if she did take a liking to you, she could be a good friend.



The Junction Arms 1897



#### APPENDIX 4

The son of Reverend Frank Roberts, vicar of St. Johns Southall, Frank Crowther Roberts - was born on 2nd June 1891 and joined the army in 1911, commissioned into the 1st Bat. Worcestershire Regiment, promoted Lieut. in 1913. Awarded the D.S.O. on 3rd January 1915. Promoted Captain in August 1915.

In 1917, he was awarded the Military Cross and in March 1918, he was acting Lieutenant Colonel, and on 8th May 1918 the Citation for the award of the Victoria Cross was published. It stated that "during continuous operations which covered over twelve days, he showed most conspicuous bravery in leading his improvised party into a counter-attack covering the retirement of troops, which would otherwise have been cut off". Lt.Col. Roberts was wounded and mentioned in despatches. He remained in the army, serving as Brigade Major to Egyptian Army 1919-1925. He was awarded the O.B.E. in 1927.

He married in April 1932 at Bretby Parish Church, Miss Winifred Wragg of Swadlincourt.

After several more assignments, he retired in 1939 with the rank of Major General, only to become Commander of South Midland Div. Territorials on the outbreak of war.

General Roberts is still alive (1980) and lives in Staffordshire.

## APPENDIX 5

Mr. Llewellyn Harrison (Lew) was a well-known and respected person in the town. Coming to Southall at the age of 15, he worked for E. Plaistows and A.& B. Hansons, Builders, in very responsible positions.

He was in the Holy Trinity Church Choir when living in North Road, and St. John's Choir, with a splendid tenor voice, when he came to live in Featherstone Road.

He played for Southall F .C. and was always in demand for his gift of entertaining.

He served in the 1914-18 war in the R.A.S.C.(MT) in France. A Freemason and President of the Southall S.J.A.B. He died 19th September 1963, aged 55.

## APPENDIX 6

Mr. A.E. Hobson (Jimmy) was employed by the Maypole Margarine Works for 32 years and became a foreman. Before that he was in the Coldstream Guards. Together with Mr. I. Hume and Mr. Stanley Stirling, he received a Civic Welcome Home on returning from the Boer War. He was a good sportsman, playing football for the army, Tottenham Hotspur, Q.P.R., Brentford, Middlesex and Southall. He had seven children.

Mr. & Mrs. Hobson celebrated their "Golden Wedding". He died on Whit Sunday 1948, aged 77. Burial in Southall Old Cemetery.

## APPENDIX 7

The first Featherstone Road Boys' School opened January 5th 1891 to accommodate 200 boys, with Mr. J. Dunn Headmaster. He had been headmaster at Southall Green Boys' School for twenty years. After four years he retired and, in 1904, Mr. West became Headmaster.

In February 1921, a memorial to old Featherstone Road boys killed in the war was unveiled by Field Marshal Sir William Robertson. The School has always had the reputation of turning out some good sportsmen. Mr. West retired in 1931 and a temporary Head appointed until 1935 when Mr. M.G. Down became Headmaster. By a freak of circumstances, Mr. Down, although Head, was paid at least £6 per month less than six teachers under him. This gradually righted itself. During the war, despite air raid warnings, schooling carried on and Mr. Down did a great deal for the youth of the town, for which he was later awarded the M.B.E.

After inspecting several sites, eight acres of land was purchased from the Southall Charities Trust in Western Road, and the new Featherstone County Secondary School building started in 1959. The County Architect, C.G. Stillman, F.R.I.B.A. - Builders, Messrs. W.S. Trys of Cowley. It was officially opened on Saturday 14th March 1959 by Sir Ronald Gould. The School's motto is "We seek - we find". The school has become famous with the formation of a brass band. It has had several foreign tours, including America.

Under the new education system it now educates boys and girls and is linked with what was Western Road Girls' School. It is well equipped with its own sportsfield. Mr. Down retired in 1969. The Headmaster now is Mr. A.A. Berg, B.Sc.

The small Dudley Road School was built in 1897 and was an Infants' School for thirteen years. It has since been used as a School Dental Clinic.



