THE RUISLIP, NORTHWOOD AND EASTCOTE

LOCAL HISTORY SOCIETY

BULLETIN

MARCH 1973

The Committee has decided that owing to the very high cost of printing a Bulletin will only be produced as and when we have plenty of material available. I am sure that all members will agree that this issue is extremely interesting and invaluable.

PLEASE REMEMBER THAT THE FINANCIAL YEAR ENDS IN MARCH AND AS FROM APRIL 1st SUBSCRIPTIONS ARE DUE. AT THE A.G.M. IT WAS AGREED TO RAISE THE SUBSCRIPTION TO 50p. Subscriptions should be paid at the April meeting or sent to the Treasurer, Mrs. E.W. Crane, Highmead, Cheney Street, Eastcote, Pinner,Middx.

Mr. Veal, the Outings Secretary has arranged an interesting Summer Programme and the Committee hopes that members will participate fully in these events.

My thanks go to all those responsible for making this such a valuable edition.

Doreen L. Edwards (Hon. Editor)

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SUMMER PROGRAMME - 1973.

Saturday, 19th May. CAMBRIDGE

Visit to King's College, Cambridge - with luncheon as guests of the College.

We are restricted to a party of 30 and this outing is fully booked.

Coach leaves St. Martins Approach, Ruislip, at 9 a.m.

Monday, 4th June. PINNER

Mr. Verden, Secretary of the Pinner and Hatch End Local History Society has kindly agreed to provide us with a guide for a walk around the interesting and historic parts of Pinner.

Meet at 7.30 near the Methodist Church in Love Lane. Car park adjacent.

Saturday, 23rd June. WEALD AND DOWNLAND MUSEUM

The Weald and Downland Open Air Museum at Singleton, near Chichester in Sussex offers the opportunity to see old farmhouses, small town and village houses, which have been re-erected in a country park.

Members to bring a picnic lunch. We will go to Chichester for tea.

Coach leaves St. Martins Approach at 11.0 a.m. - fare 75p. Entrance to Museum 20p.

We need more participants for this outing - the coach is only partly filled (as of now, 1st March).

Monday, 16th July. HARROW-ON-THE-HILL

Mr. Trevor May, who gave us a most interesting talk on The Growth of Harrow in the 19th Century, will take us around Harrow-on-the-Hill and if time allows, to St. Mary's Church. With Mr. May as our guide, this should prove a most entertaining evening.

Meet at 7.30 in St. Mary's Churchyard.
(For further information ring 866-2784,.

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Fuel in Local History

Our talwod is all brent
Our fagottes are all spent

John Skelton (1460-1529)
in Why Come ye Nat to Courte

The fuel used by an English householder up to the time of the Industrial Revolution was determined by the nature of the terrain in which he lived. In the Highland Zone he could find peat, gorse and heather on the moors and mountains. In some places mineral coal occurred on or near the surface and was employed as early as the 13c, mainly for lime burning and other industrial purposes. For domestic use peat was highly important not only in the north and west but also in some parts of the east and south, notably in the low-lying regions of the east and in the New Forest. It is now known that the Norfolk Broads owe their origin to medieval peat diggings. Some 10 to 12 feet of peat was removed from large expanses of land and in the course of time the hollows so formed became filled with water. The records of the New Forest make a distinction between turves of peat and of turf, both of which were extensively dug for fuel. Even in the mid 19c 518,000 turves of peat or turf were cut annually.

In the south of England and parts of the west, such as the Forest of Dean, wood was the most important fuel. On many manors the taking of wood fuel from the lands of the manor for his own house was a right of the tenant: it was known as common of estovers (Norman French, estoffer, to provide) or fire-bote (Old English, bot, a profit or advantage). The right to dig turf or peat was known as turbary. Estovers was not a licence to the manorial tenant to cut down anything he chose, in any quantity he desired. Custom confined him to prescribed amounts of gorse, heather and bushes. In addition, on some manors he could take from the larger trees any wood he could reach with his bill hook or dead branches he could pull down with his crook - hence the phrase "by hook or by crook". He might also have the right to take away "lop and top from felled trees" i.e. the smaller branches, the lop, and the upper part of the stem, the top. In Ashdown Forest, for example, the commoners could take small branches from trees as well as furze, and when a Lord de la Warr in the late 19c tried to put a stop to these practices the Court of Appeal upheld the rights of the commoners.

All these rights were exercised under the vigilant eyes of the manorial officials. In the New Forest, turf and peat were dug only "by view and allowance" of the foresters. In the mid 19c there were 1500 dwellings in and around the New Forest with these rights and a single right might amount to around 4,000 turves. Cords of wood were also assigned by the officials. The right was limited to that amount of turf and wood which was reasonably necessary to the commoner.

For the well-to-do in the south there was plenty of ash, oak, beech and other choice woods in the form of billets. The poorest might have to make do with such fuel as the poor law officers might give them and any they could find, such as dead wood, gorse, tussocks of grass and sedge, hedgers' loppings, driftwood if they lived near the sea or a large river, and even dried cow dung. The writer remembers an old farm labourer, who lived at Hyde Heath in the Chilterns some 40 years ago, who fried his bacon on a glowing cow pat! Both the rich and the better-off members of the peasantry made extensive use of talwood, bavins, faggots and coal. To-day, the least known of these words are talwood and bavins. Bavins were apparently a form of faggots or of talwood bundles, but talwood was a very distinctive form of fuel and it is surprising that it is so rarely mentioned in books having a bearing on local history. In Latin mss it is termed "taliatura" and in English talwood, or rather confusingly, tall wood, with several variants in spelling as will be seen. It is defined in the Oxford English Dictionary as wood for fuel cut usually to a prescribed size, from the Old French bois de tail; tail, cutting, cut; modern French tailler, to cut. The inclusion of talwood among the five or six varieties of fuel listed in Acts of Parliament and local regulations which sought to control the type and size of fuel sold under different names shows how important it once was. The couplet by John Skelton which prefaces this article is further evidence that it was the accepted word for a much-used form of fuel.

Talwood, bavins, billets, faggots and coal were all obtained from the natural woodlands of Southern England, which consisted, and still in part consist, of what ecologists describe as a tree layer and a shrub layer and the lawyers who drew up estate documents described as boscus and subboscus, or if the document was in English, wood and underwood. The wood was mostly oak and the underwood hornbeam or hazel. In our own area of West and North West Middlesex there were large acreages of oak wood and hornbeam underwood. Hornbeam (Carpinus betulus) is here growing not far from the northermost limit of its natural distribution. The oak provided valuable timber and the hornbeam if allowed to do so, would also become a large tree, but from early times until the present century it was coppiced (Old French, coupaiz, to cut) to provide talwood, that is to say, it was treated almost as a field crop. Sections of each wood were cut in rotation every ten to fifteen years at which time the stems were six inches upwards in circumference. From the old stools there quickly sprang up a fresh cluster of straight black stems such as one can see in the Ruislip woods to this day. Hornbeam was highly esteemed as firewood - "it burns like a candle", said Evelyn - and the quantities cut were considerable. In the Minister's Accounts of Ruislip for 1434-35 mention is made of the sale of 21,200 of "tallewode" to "divers men" at 17s. a 1,000, and in 1435-36 11,500 were sold at the same price. Cutting firewood was one of the labour services rendered by the servile tenants of Ruislip to their lord. There are also references in these accounts to the sale of parcels of woodland, not the land itself, but the trees or coppice on it, which the purchaser could cut at his leisure, within a reasonable period. The survey of St. Catherine's manor (an area of the north-west side of the parish of Ruislip, including Mad Bess Wood, then known as West Wood) taken upon the attainder of Thomas Lord Paget in 1587 mentions parcels of growing underwood valued at £6 per acre.

The survey also records the sale of eight loads of "tallwood" worth 3s. 4d. the load. About the same period, John Lyon, in the statutes he drew up for Harrow School, provided that six good loads of lash bavins and four good loads of "tall wood" were to be taken from his lands at Kingsbury for heating the school.

Talwood was produced in large quantities on the Kent estates of the Archbishop of Canterbury. Some was used in his own household, some sold locally and some in London. The price of the talwood "on site" seems to have been about the same as it was in Ruislip, but if it was transported any distance the cost was increased enormously owing to the slowness and difficulty of communications. Du Boulay states that in 1471 talwood taken overland from Bexley to Woolwich cost 40s. a 1,000 and the shipment from there to the Archbishop's palace at Lambeth added a further 20s. a 1,000. At Woolwich the wood was stored temporarily by the Scudders, an Erith family engaged in factoring and river transport, and wharfage was paid at the rate of 10d. per 1,000 for "tosards", the name given to the smaller cut wood and for other types pro rata.

The forms of wood most often listed in statutes and ordinances were talwood, billets, faggots, bavins and coal. It is not always easy to be quite certain what precisely these terms meant at various times and in different places. A billet was a log and one regulation sets its size as at least 3½ feet long and 15 inches across. Talwood appears to have been straight lengths of wood of fairly uniform thickness (a few inches) prepared in bundles at least 4 feet in length. One is sometimes in doubt whether a stated quantity of talwood refers to the individual pieces, or to loads, or to bundles. Faggots would appear to have been bundles of miscellaneous branches, twigs and sticks. The difference between a faggot and a bavin is by no means certain, but a faggot could evidently be an inferior product, for in Ruislip in the 17c the Overseers of the Poor bought faggots at 9s a 100, including carriage, but paid up to about 16s. to 17s. 6d. including carriage, for 100 bavins of which there were two kinds, bush bavins and lash bavins. The names suggest that bush bavins were irregular masses of sticks and twigs, and that lash bavins were pieces of wood lashed together. Lash bavins were the more expensive. In 1663 the Ruislip overseers paid Mr. Hawtrey £1.12s. for "200 lash bavins and the carriage out of the Parke", i.e. Park Wood, of which the Hawtreys, of Eastcote House, had leases from time to time. We know from other entries that carriage was 3s. a 100, so that the lash bavins cost 13s. a 100. In the same year, one of the poor inhabitants of Ruislip known to the overseers as "Old Bat" (i.e. Bartholomew) was given 50 "boush bavins" in May and 100 bavins (type unspecified) a month later. Mr. Hawtrey received 12s. for this wood, i.e., 8s a 100.

Coal is a pitfall word for local historians. Up to the 17c it almost invariably meant wood charcoal. Charcoal broken into pieces was called small coal. Mineral coal was called pit coal, moor coal, earth coal, stone coal or sea coal -

the last a reference to the method by which it was transported to its main markets. Charcoal was used in braziers for cooking rather than for house warming. The colliers often referred to in local historical documents were charcoal burners or dealers. In 1233 Harrow and Hayes between them supplied their manor lord, the Archbishop of Canterbury, with 48 cartloads.

In the 19c and 20c in Ruislip it was still the practice to sell parcels of underwood to dealers, who had it cut up into firewood for sale locally and in London. J.J. Roumieu, the curate of Ruislip, writing in 1875, noted that the extinction of arable land and the laying down of the parish to hay, had not been beneficial to the poorer people. It was often the women and children who earned the family bread by preparing firewood for the London market. As late as the 1920s several wood dealers were listed in directories of the Ruislip-Northwood-Eastcote area. The writer recalls that some 20 years ago there was still a little coppicing of hornbeam in Copse Wood, and the straight even stems were used as bean poles.

The use of peat and wood for fuel was of long duration. It was not until the 17c that mineral coal came into common use in places readily accessible to the sea traffic from North East England, and not until the growth of a canal and railway system and the opening up of new coal fields in the 19c that it became the normal fuel everywhere.

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L.E.M.

NOTES ON THE HISTORY OF PARK WOOD AND COPSE WOOD

by Eileen M. Bowlt

PARK WOOD

Boundaries

Park Wood is undoubtedly a remnant of the Park "for wild beasts of the forest" mentioned in Domesday Book. It extended north to south from about the centre of the Lido to the Eastcote Road and east to west from Bury Street to Fore Street. Its boundaries can be traced in Bury Street where the road curves west towards Harefield, deviating from its northerly route, and in Eastcote Road which runs parallel to the Pinn, but suddenly takes a wide sweep southwards between Ruislip and Eastcote. Until this century traces of the Park boundary could be seen in the form of a bank on the north side of the Eastcote Road.

Included in the Park Wood was the open land now known as the Pinn Fields where the animals would be able to graze. Deer wandered the Park. Richard de Cliffe, receiver of the vacant Archbishopric of Canterbury and in charge of Harrow Wood, was ordered in 1270, to deliver 5 live does from Harrow Wood to the Prior of Ruislip to stock his Park.

Accounts for 1436 record that the Park palings were repaired. The earthworks which run across the wood and are particularly noticable just inside the entrance at the top of Broadwood Avenue are probably part of a system of banks, ditches and palisades which enclosed the area.

Leases

After the death of John, Duke of Bedford in 1436, The Manor of Ruislip was in the hands of absentee landlords, first John Somerset, Chancellor of the Exchequer and finally King's College, Cambridge. It was the practice of the College to let out the demesne and several other manorial rights on lease. The woods were let out separately from the rest of the demesne.

The Elizabethan Terrier of 1565 tells us that "James Owlde, Gentleman, holds by right of his wife, formerly the wife of John Street one underwood called Ruislip Park containing 358 acres full of underwood". Presumably James Owlde was entitled to coppice the hornbeam, but could not cut down the oaks. The entry is also useful in that it gives us the size of the Park at that date. The present acreage is 234.

Mr. Owlde's lease was due to expire in 1579, but already in 1566, Robert Christmas of Lavenham in Suffolk had purchased a lease on the woods growing in the Park at Ruislip for thirty years, to run from 1579. At a time of inflation, King's College was making ready cash by selling leases in reversion.

The next lessee of the Park appears to have been Ralph Hawtrey. His will dated March 1637, leaves "to John Hawtrey, my son, the lease of Ruislip Park". The Park remained in the hands of the Hawtreys and their descendants, the Deanes until the woods ceased to be used as woodland in the traditional manner in 1872.

Variations in Size

A footnote to the Terrier added in 1580 records that Dr. Goad, Provost of King's College ordered that 10 acres of the Park lying on the west side should be granted by copy of Court Roll to John Smith Esquire, at that time lessee of the demesne and to his heirs forever.

A 1721 Survey made by John Griffin of Eton and Thomas Ward give the area as 410 acres, 1 rood and 5 poles, statute measure, but as 344 acres, 2 roods 33 poles when using the 18 foot pole or "wood measure" then customary in Ruislip.

John Doherty's Survey of 1750 gives the wood's statutory acreage as 407 acres, 3 roods, 1 pole.

Enclosure Award 1814

The Ruislip Enclosure Act was passed in 1804. The Commissioners set to work and produced the Enclosure Map by 1806, but the Final Award was not made until 1814. Park Wood was reduced by 64 acres. The Vicar received 25 acres in the north-east corner in lieu of tithes of wood which he had received at least until the mid 16th Century. This award settled an old dispute which had dragged on between Vicars of Ruislip and King's College since 1590, when the Vicar had claimed 20 loads of underwood each year for his fire. The Enclosure Award also granted the Vicar 50 acres on the other side of Wiltshire Lane, just outside the wood. Both these areas were leased for building purposes about 1890. The two houses still stand, incorporated in St. Vincent's Hospital.

39 acres were sold to the Grand Junction Canal Company at a price of £40 an acre to be cleared form part of the reservoir which they built as a feeder for the Grand Junction Canal and which is now the Lido.

Since that time, Grub Ground has been cleared, and Broadwood Avenue,Park Avenue and Sherwood Avenue have all been driven through the wood. The spinney at the bottom of Sherwood Avenue remains with its standing oaks, very old coppiced hornbeam underwood and wood anenomes and bluebells in spring time.

COPSE WOOD

Boundaries

In 1434, John atte Ferne was appointed to keep the woods and underwood within the Park and Outwood of Ruislip and he was to have such fees and wages as John Cole the late keeper had.

"Outwood" must refer to what is now Copse Wood as it lay outside the Park and was unenclosed. In the Middle Ages it was generally called Ruislip Commom Wood or the Great Wood of Ruislip and was far more extensive than the present 155 acres.

The 1565 Terrier has the entry: "Robert Christmas, Gentleman, holds there a great wood called Ruislip Common Wood, containing 860 acres full of trees and underwood".

The wood stretched from Northwood to Park Hearne, the hamlet now submerged by the Lido, and from Ducks Hill to the boundaries of Pinner. In fact, it was only separated from the Park by the stream which ran through the valley. What is now open land to the east of Copse Wood, across Haste Hill and Northwood Hills must have been wooded at least sparsely, for tenements and closes lying on the east side of Fore Street, Wiltshire Street and Joel Street are said by the Terrier to abbut onto the Common Wood.

Although called the Common Wood, no references are found to such common rights as fire-bote (right to gather fuel), which were customary on many Manors. But it is probable that cattle were pastured there in the clearings left by felling and coppicing.

Robert Christmas took out a 99 year lease on the Common Wood, dated 1st April 1565, to run from the 25th March, "last past". However, Robert Cecil, Chancellor of Cambridge University made himself "principal tenant of the site and demesne of Ruislip" in 1602, and also purchased the remainder of Robert Christmas's lease. A letter in the Hatfield Manuscripts describes Ruislip "one of the goodliest things in Middlesex".

Variations in Size

An 18th Century footnote to the Terrier explains how this vast wood was reduced to a coppice or copse. "In 1608, Robert Cecil, Earl of Salisbury sold all the trees, wood and underwood upon the common at that time not incoppiced. This part by estimation 568 acres. This part of the Common Wood seems to have been grubbed up at this sale and from that time to have continued open common." About 292 acres were left.

The Griffin and Ward survey in 1721 gave the size of Copse Wood as 341 acres 32 poles.

In 1750 John Doherty makes it 335 acres by statute measure and 280 acres, 20ds 10 poles wood measure.

The Hawtrys took over the demesne from the Cecils in 1669, and leased both the woods.

The last lease of Copse Wood granted by King's College was dated 30th June, 1853 and granted "Ruislip Coppice or Ruislip Common Wood containing 331 acres 1r. 66 p and Ruislip Park Wood containing 339 acres 1r 26 p. from 10th October 1852 for twenty years to Francis Henry Deane of Eastcote House, Alfred Caswell of the Inner Temple and John Eldred Walters of Lincolns Inn, trustees of the will of Ralph Deane, late of Ruislip.

On the 21st May 1872, a vote was taken by the governing body of King's College to the effect that Ruislip Woods were to be retained in hand and that Mr. Sidgewick, the College Agent was to look after them on behalf of the College.

Ducks Hill Plantation

In 1905, a 99 year lease of Ducks Hill Plantation and a messuage called "Horsens" was granted to Josef Conn who built there the house now known as Battle of Britain. This is an interesting reference to Ducks Hill Plantation. Where was it exactly? Doherty's map of 1750 and the 1806 Enclosure Map show Copse Wood's southern boundary to be in much the same position as to-day. But the 6 inch Ordnance Survey map for which the surveys were made between 1864 and 1876 show the southern boundary of Copse Wood a good deal further north in fact about opposite Youngwood Farm. It would appear that a portion had been cleared sometime between 1806 and 1864 and replanted as Ducks Hill Plantation by 1905.

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MEMORIES OF EASTCOTE

When we came to Eastcote in 1921, it was a lovely little hamlet. There were no pavements or proper roads and no street lighting. We only had gas as electricity did not come into Cheney Street until later.

There were no buses, so we had to walk everywhere. The walk to Ruislip was along a road with trees meeting overhead.

There were no shops in Eastcote, one had to go to Pinner or Ruislip, Pinner being the nearer, and goods were delivered. Barkers from Kensington delivered meat, bread, and groceries several times a week.

Eastcote station was only a halt approached by a slope, but on Wednesdays, between 10 a.m. and 4 p.m. you could go to Kensington High Street for 1/- return, changing at Ealing Common. You could hire a horse driven cab from Mrs. Wright of Joel Street, if necessary. I used to wait for the cows to come up Cheney Street, from the fields in Bridle Road, now called Eastcote Road, and go to Cheney Farm opposite to get my milk twice a day.

There were two houses next door to me, one damaged in the war, then the brickfield and footpath to Pinner. Further down near the river was Fyvie and opposite Hornend, the rest were fields.

Children from the brickfields used to pass my house at 8 a.m. to walk to school at Ruislip, returning between 4 and 5 p.m. a long day for the very little ones.

We had to make our own pleasures and helped at many concerts held at St. Lawrence, the church being converted into a hall during the week.

When the Village Institute Fore Street was built in 1920 many dances etc. were held to raise funds.

In 1924, the Women's Institute was started and meetings were held in the Village Institute. The W.I. held many functions in our garden, doing plays such as Midsummer-Night's Dream, Lady Precious Stread, The Pied Piper etc. On one occasion, we had two Irish pipers in their kilts playing up and down the garden.

The Methodist Church also held fetes and the wireless was relayed up the garden from the house.

At one performance of Midsummer-Night's Dream held at Hornend, on the entrance of Bottom with the asses head, a donkey in the brickfield opposite condescended to bray at the critical moment.

It was interesting to watch Mr. Tapping shoe the horses at the Forge in Eastcote High Road.

We had great fun and plenty of work at the Dig for Victory occasions, held in the grounds of Eastcote House and King's College Fields Ruislip. At the latter, the council arranged one time a display of sheep dog trials. We helped serve many lunches especially when Mr. Middleton of B.B.C. came and thoroughly enjoyed himself.

The W.I. used to go carol singing at Christmas, the men folk carrying lighted lanterns to show the way. Going from station and roads nearby right through the village and up Wiltshire Lane, across the fields to Joel Street and ending up at the Institute pretty late in time for Xmas. puddings, mince pies etc. We had some very good flower shows staged in tents in the grounds of Eastcote House.

I went with Mrs. Hinman to London for an interview, which resulted in the holding up of pulling down Eastcote House for building flats. Eventually Eastcote House and Haydon Hall, with something like 15 acres or more were acquired by the Council for the benefit of the district.

E. W. Crane.

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EASTCOTE IN THE TWENTIES

These notes attempt to present a picture of Eastcote before its development into a dormitory area and, except incidentally will not delve into its earlier history. That field has already been covered by many competent local historians. Apart from cycling visits earlier in the century my recollections date from about 1920, when it was mainly farm land with a few large houses, several farms, cottages and, of course pubs. A feature of the farm lands was the effect of double ploughing of the clay soil which left the fields looking like the waves of the sea.

Ecclesiastically, it was part of the Parish of Ruislip and church goers had to walk some 1½ miles either to Ruislip or Pinner. There was, however, a small Wesleyan Chapel in Chapel Hill which was later demolished and replaced by a permanent building on the opposite side of the road. In December 1920, a Mission Church was dedicated by the Bishop of Kensington, Dr. Maud. This was an old Army Hut which had been re-erected for the purpose by an enthusiastic group of volunteers. Prior to this, Services were held by laymen in the old Village Institute. One of these laymen and probably the leader was Mr. Kenneth Goscher, who was then living at Sigers, a farm standing where St. Lawrence Drive now is.

Eastcote appears on Rogues' map as Ascott. In certain old charity bequests it is coupled with Westcott, presumably distinguishing the East and West sides of Ruislip, but where the boundary was is not disclosed. It formed a part of the Urban District of Ruislip-Northwood when that was constituted in 1904. The population of Eastcote in 1921 was about 800. It is now about 30,000 and still growing! There were no lights in the lanes or streets and at times there was considerable flooding, particularly where Southill Lane joins High Road, near "The Case is Altered", in Bridle Road by Cheney Street and in Field End Road (then called Northolt Road) by the overflowing of the pond where the War Memorial now stands.

To recall some of the features of the district at the period of which I am writing, I am starting with the old "Village". Joel Street was the location of "The Ship Inn", a popular venue for Sunday School treats and similar functions as it provided roundabouts etc. in its grounds. There was also a farm occupied by Golding, followed by Robarts and later by Express Dairy. "The Woodman" and a few cottages opposite completed its population. Wiltshire Lane leading up to Haste Hill and St. Vincents Hospital contained "Fairacre", Ivy Farm and several cottages at the lower end. Fore Street locally known as "Frog Lane" probably because of the proximity of the River Pinn, included Fore Street Farm (at the corner where Wentworth Drive now emerges). Coteford Close was developed by the District Council under the 1919 Housing Act and the Eventide Homes opposite were built later in 1936. What is now Coteford School started as a hall for the Village Institute built by voluntary subscription raised in the village by George Philip of Atlas fame. Later it was used in the day time by the Middlesex County Council, the Education Authority as an Infants School. Finally, the position was reversed and it was purchased by the M.C.C. and let to the Institutes for their meetings. Part of the proceeds of the sale was used to restore an out building at Eastcote House for use as a billiard room by the men of the village.

In High Road there were several fairly large houses, including High Grove, then occupied by Col. Warrender, Haydon Hall the residence of the Haydon family, The Grange, The Old Shooting Box and Eastcote House. This had been the home of the Hawtrey family for some 400 years and a descendant of the Hawtreys was living there at the time of which I am writing.

Eastcote House has since been demolished, but in the grounds there still exists a dovecote which the villagers referred to as "the gallows", having in mind the apparatus which enabled the nests in the circular walls to be reached. Other features of High Road were "The Black Horse", Tapping's blacksmith's shop,the Old barn Tea Gardens, Ramin cottages (now joined into one dwelling and said to have been an Inn at one time), and Canbridge Villas (now demolished) at the Cuckoo Hill end. In Cuckoo Hill there were Mistletoe Farm, Cuckoo Hill Farm and The Circuits (now redeveloped).

Southill Lane, locally called Maggots Lane. This joins High Road near "The Case is Altered". The house now known as "Findon" was originally 3 cottages. Further up this lane was the Ice House in the grounds of Haydon Hall which can still be seen as a grassy mound. Catlins Lane had St. Catherine's Farm on the east side, another 16th century building, and 12 fairly modern houses on the west. The lane petered out into a rough track at the top of the rise and there were a few dwellings, Blackfords Cottages at the north end where the R.A.F. married quarters have now been built. It ended at "White Cottage" which now stands at the rear of Harlyn Drive. On the south side of High Road, Cheney Street had about 20 houses, the oldest being Hornend and Cheney Farm. Nearby were brickfields, now developed as Barnhill. We have now come to the southern end of "old" Eastcote and joined Bridle Road leading into Pinner. At the Pinner boundary there was a very sharp "S bend" which has been straightened.

Field End Road started from High Road by Eastcote House. On the west side were the extensive grounds and house occupied by Sir John Anderson and known as "Eastcote Place". Next came the Wesleyan Chapel previously mentioned, a few Victorian houses, "The Retreat" and "The Barns". On the east side were "Park Farm" and Sigers. We have now come back to Bridle Road. From this corner Field End Road was little more than a lane between trees and hedges bordering open fields leading up to Eastcote Halt (on the new Metropolitan Railway extension to Uxbridge) and continuing on to Northolt. There was a large pond where the War Memorial now stands. Previously the Memorial had been erected at the corner of Bridle Road. The lane was very winding and its subsequent straightening left Devonshire Lodge some distance from it. There was nothing further before the railway bridge, but it may be interesting to mention that a few years later, following the development of Elm Avenue and adjacent properties, Mr. W.A. Telling erected a hall to provide social amenities for the new population. This subsequently became the Ideal Cinema and has now been demolished. At that time, Elm Avenue had not been developed beyond Lime Grove and there was a barrier against vehicles across the road at the boundary with Ruislip at Park Way.

Returning to Field End Road, on the south side of the railway there were very few dwellings. Bailey's Pavilion, near where "The Clay Pigeon" now stands was another venue for Sunday School treats etc. Cavendish Pavilion which was part of Debenhams Sports Ground was built about 1914 and bought by the Ruislip-Northwood Council in 1948.

These rambling notes may give some idea of what Eastcote was like in the "twenties". I have not attempted to sketch the social scene. Suffice it to say that in the absence of radio and television any entertainment arranged by local groups received the whole-hearted support of the village. Many were the happy evenings of singing, acting and dancing which will be rembered by some readers of these reminiscences.

T. G. Cross

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Short History of the Mansion, Moor Park

This mansion was built in 1678/79 by James, Duke of Monmouth, the accepted son of Charles II and Lucy Walters born in Holland in 1649. A contract of marriage was negotiated between him and the wealthy heiress of the Earl of Buccleuch in 1661 when he was twelve years old, the age of his future wife being nine. They were married when he was sixteen and she, thirteen. Five years later when he was twenty- one, he and the Duchess purchased Moor Park from Lord Butler and eight years later the building of the mansion began.

It has been suggested by some that the house was designed by Christopher Wren, others assert it was by one of Wren's pupils, but no documentary evidence exists to prove either suggestion. When completed the house was considered to be "one of the finest examples of Stuart brickwork in England", the brickwork is still there having been faced over with Portland stone in 1720.

One of the chief features of the Mansion is its perfect proportions, length to height, breadth to height, spacing of the windows, height of the portico, there is no mixture of architectural styles, excepting the Grecian portico, which is admissable with the square non-mullioned windows.

On the accession of James II in 1685, the Duke of Monmouth headed a rebellion to place himself on the throne as successor to his father Charles II, but James took immediate action and Monmouth was defeated at Sedgemoor in Somerset, taken prisoner and executed at Tower Hill.

Moor Park was seized by the Crown but in 1686, the Park and the Mansion was regranted by James to the Duchess of Monmouth. In 1688, she married Lord Cornwallis. In 1720 she removed to her estates in Scotland, she died in 1732.

The estate was purchased by Benjamin Hoskin Styles who it is reputed amassed a large fortune by the South Sea Bubble, and with the vast profits he realised purchased Moor Park. He immediately applied himself to the improvement of the house and so complete was the transformation effected that the original structure entirely disappeared. Styles employed an Italian architect, Giocomo Leoni to re-style the house, he designed the magnificent portico on the front which consists of a pediment supported by massive and lofty columns of the Corinthian order, the columns are thirty-seven feet in height independent of their bases and capitals, the former being six feet and the latter four feet high, making a total elevation of forty-seven feet, two wings and collonades of the Tuscan style were added and the whole encased with Portland

stone. The Venetian artist Giocomo Amiconi or Amigoni was also employed and the paintings by him in the main hall are his finest surviving work, the date is about 1732, (Amiconi came to England either at the end of 1729 or beginning of 1730) and depict the story of Io and Argus, from the first book of Ovid's Metamorphosis.

The first painting shows Jupiter, Chief of the gods talking to Io, a Greek princess, while Juno his wife looks on; having brushed away the cloud which hid them. Cupid, the god of love, leans on his bow. The second one depicts Io transformed into a heifer by Jupiter. The heifer is placed by Juno (who suspected the change) under the care of Argus. Mercury, (the messenger of the gods) ordered by Juno to kill Argus and set Io free is trying to lull him to sleep with music which he succeeds in doing. In the third picture is seen Argus with his head resting upon a rock whilst Mercury unsheathes his sword, Juno looks complacently down from a cloud. In the fourth, Juno is shown seated on a throne of clouds receiving from Mercury the head of her faithful but unfortunate servant Argus. The ceiling is painted and gilded and the centre contains an imitation of the dome of St. Peter's, Rome.

In this entrance hall are five solid white marble doorways covered with sculptured figures of all the virtues and of peace and plenty, the gallery is surrounded by gilt railings behind which are five more solid doorways. The staircase is painted by Sleker, it bears his signature. "Sleker Venetia inventit pinxit Ano 1730".

The lounge at the back of the house has a ceiling of great beauty, it is of the Aurora, imitated from Guido's Aurora in the Ruepigliose Palace, Rome. It is said by Walpole that this ceiling is by Verrio, others that it is by Sir James Thornhill who supervised the entire pictorial representation of the house, but if this ceiling is by Verrio, it must have been painted before 1707, the year Verrio left the country. If this is so, it is part of the decorations of the house when occupied by the Duchess.

In 1722, Styles became M.P. for Devizes and Calne and represented that constituency until his death in 1739, aged 62. His wife died a year later, both being buried in the Chapel attached to the house. The cost of his alterations to the mansion exceeded £150,000.

The mansion and park then passed to his son Francis Hoskin Eyles Styles who retained it until 1752 when the estate was sold to Lord Anson. Not content with the lay-out of the gardens as he found them, he called in "Capability Brown" to re-design them. He destroyed the formal character of the gardens, raised mounds here and there and planted large clumps of trees on the east side of the mansion. He constructed the old pleasure grounds, planting it with trees and shrubs of every description and making a small lake, erecting nearby a "Temple of the Winds". The cost of the alterations by Lord Anson was £80,000. Lord Anson died suddenly in 1762 at the age of sixty-five.

In 1763, the estate was sold to Sir Lawrence Dundas, created a baronet in 1762. He went to great expense in procuring the most costly furniture, employing Cipriani to decorate the ceiling of the dining room, the walls being adorned with tapestry. He fitted up a magnificent chimney piece of lapus lazuli supported by two full length figures in the drawing room and along the front at the top was a row of small figures dancing hand in hand relieved by a rich blue colour which formed the background. This mantelpiece was later removed by Lord Leverhulme. Sir Lawrence died in 1781 and his son Sir Thomas sold the estate in 1785 to Thomas Bates Rouse.

Thomas Bates Rouse had been a director of the East India Company. He resigned his position with that Company because he thought he was going to be appointed to the Board of Control under the famous India Bill brought into the House of Commons by Charles James Fox. Disappointed at not being given office and unable to maintain such an establishment as the Mansion he took down the collonade and the wings and sold the materials to supply his exigencies. It was he who constructed the underground kitchens and the conservatory and orangery adjoining the house. He died in 1799 and was buried in Rickmansworth Church.

The next occupier was Robert Williams, he purchased the estate when he was sixty-six. At the age of fourteen he had been apprenticed to an upholsterer in King Street, Covent Garden. He became connected with the East India Company and obtained permission to take a share in a "venture". In time he built ships which were chartered under the Company's flag and at the time of his death in 1814 owned fourteen Indiamen of the first class. Towards the end of the 18th century, he joined the banking house of Lowe, Vere and Williams. This house after passing through changes of style is now the bank of Williams Deacon and Company. When he purchased Moor Park he was M.P. for Dorchester. He was buried in Rickmansworth Church.

He was succeeded by his eldest son Robert, who also became M.P. for Dorchester. He made several alterations to the mansion and extended the boundary of the Park and increased the size of the estate to 4,000 acres. The extent of the estate when purchased by Robert Williams in 1801 was 600 acres. A temporary pressure on the bank in 1825 induced him to offer the property for sale and although a great deal of the property was sold, the house and the Park remained and was not sold until May 1828 when it came, with about 1,500 acres around it into the possession of the Grosvenor family.

The estate was purchased by Robert, second Earl of Grosvenor, afterwards created Marquis of Westminster. On his purchase of Moor Park he had the gardens adjacent to the house enlarged and laid out in the Italian style, erected the north terrace with its promenade and built the gateway at Batchworth Heath. He stocked the pleasure ground with trees and ornamental shrubs from many parts of the world and was visited at the Park by William IV and Queen Adelaide in 1833. He died in 1845 and Moor Park came by inheritance to his third and younger son Lord Robert Grosvenor, born in 1801.

He was raised to the peerage in 1857. He purchased the Manor of the Moor in 1866 and died in 1893, aged ninety-two and was buried in Holy Trinity Church, Northwood, which was largely built through his benefaction. He was succeeded by his eldest son Lord Robert Grosvenor, who died in November 1918. He too was buried in Holy Trinity Church.

The third Baron Ebury, sold Moor Park in September 1919 to Lord Leverhulme. He commenced business as William Hesketh Lever and was the founder of Port Sunlight on the Mersey. He was Liberal M.P. for the Wirral constituency from 1906 - 1910.

In May 1937, Moor Park Limited sold 350 acres to the Rickmansworth Urban District Council, which granted a forty year lease to the Moor Park Golf Club Limited in November of that same year. During the war it played its part by becoming first the Headquarters of the Territorial Army and the A.T.S., and finally the Headquarters of the Second Airborne Corps, part of the 21st Army Group. The great battle of Arnhem was planned from this building. The house was returned to the members in 1945.

G. Cornwall

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Boy Scouts: first formation in the Harrow area,
by V.M. Woodman, 73 Murray Road, Northwood. Nov. 1971.

It is not easy to think back to what happened over 60 years ago, but I would like to put on record the original formation of the Boy Scouts in the Harrow area, and I trust my first-person approach seems easier.

I lived with my parents at 124 Welldon Crescent, the end house on the left. Opposite the end of the Crescent was an area with a galvanised iron Chapel - the Congregational, which had a football club for whom I played although we were not Congregationalists.

Every Church in the area had its football club and there were inter-club matches. Most of the clubs played on the top end of the Harrow "Rec", which was undrained and deep in mud. Next door to the Church was Edens school which has grown very big.

Now to the Scouts. A middle-aged small batchelor named E. Haddon Harley who lived in Headstone Road had made arrangements with the "Cons" to form a Scout group and I was 15 then, the year 1908, and so I became one of the original Scouts. My parents fitted me out with the shirt, slouch hat, scout pole and short trousers (as I was normally wearing long ones), and we had our first meeting as far as I was concerned, at the top of Harrow View where all beyond was fields. I was so self-conscious and uncomfortable in this unusual get-up that I kept on my jacket and hid the slouch hat under my coat and wore my usual school cap.

That was our usual meeting place and we marched to the end of Harrow View over a foot bridge on the old London North-Western (or was it L.M.S?) Railway, and then by footpath to Harrow Weald Common which we made our teaching ground. From that meeting place at the top of Harrow View there was a footpath to the right to Marlborough Hill, a very exclusive area at this end but reduced in selectivity as it approached Wealdstone. To the left was only three open fields, no thought of Cunningham Park, and then the lane leading to Headstone Farm, and I think this lane or track led from the Pinner Road. From the farm on the other side, was a footpath to the top of Wakehams Hill at Pinner (just by the fountain) and I think this footpath was closed when they built the cemetary at Pinner.

I think our first meeting room was over a stationer's in St. Anne's Road, the corner shop. We later had a room lent to us in Byron Road, by the builder George Gooderson. We did a bit of indoor training, knots, first aid and other useful things, and we had camps of various lengths at various places. At 16 I started work in a City office, but kept up with the Scouts for several years and finished up in the Territorials at 19 (London Rifle Brigade).

One very interesting thing was a visit to the Jamboree we held with other groups. It was attended by Lord and Lady Baden-Powell and I have a small snap of him walking with my late sister, who met her husband through the Scouts. The Jamboree was I think at Kenton, then all fields.

I did not have anything more to do with Scouting until about halfway through the Second World War, when I was on the committee of the Ruislip-Northwood Group and for two or three years was Chairman, but I had to give it up when there were more active members available.

Also a Hatch End group about five or six years ago had a do, I think it was in the Drill Hall. My late sister and brother-in-law were invited and I gave the organiser some old Scout records I had, including an attendance list of my patrol when I was a patrol leader.

Regarding my embarrassment at first wearing Scout uniform, in those days we all dressed very formally, Norfolk jackets and from "shorts" to "longs" more or less at a certain age.

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MILE STONES

With the hundreds of signs that are now seen on our roads it is interesting to recall the days before the Motor Car and the few that were in being in the days of the horse.

These I understand were on all the main roads were started from zero at the Marble Arch, to which point they were at 1 mile intervals on the left hand side of the roads leading to London and the only road I know anything about apart of having heard about Dick Whittington and his cat, is the main Harrow road through Pinner to Aylesbury and beyond. I remember one in Bridge Street about opposite our present Post Office, when Bridge Street was widened this particular stone was acquired by

a Mr. Wimbush and placed in his garden at "Fair Acre" which was the 1st house on the right in Waxwell with a big drive in and when he sold "Fair Acre" he made a feature that in his garden was this mileage stone - that was many years ago.

A few years ago when they were widening the Rickmansworth Road in Northwood there was another Milestone which I tackled the road contractor about and after a lot of persuasion and threats he agreed to move it and is now level with its original place opposite Hills Lane. He tried hard for me to have it personally to save him the cost of moving it, its in rather a worn or weathered condition, there is also I am told another on at the top of Kewferry Hill almost on Batchworth Heath. Coming back from Wendover recently I noticed 6 or 7 some very conspicuous in the grass verge and some quite readable and remarked.

Hills Lane is just below where the old Sand Pits which were very deep and the site is all along one side of Highfield Crescent and is an open site with lots of trees and a few allotments. Hills Lane is an ancient foot path across Northwood Golf Course to the Poors Field that runs between the Lido and Ruislip Woods.

A little further along the Rickmansworth Road just past the Golf Club house is Northwood Common where there are to be seen the diggingsfor gravel from which the roads were made long before Macadam produced his tar top dressing and roads were then very rough and quickly worn, hard core from old buildings was also used.

My late Father who was born at Stanmore told me that as a boy he used at times to accompany the hay and straw carts to the hay market where the contents were often sold by Auction, they used the Edgware Road and at the top of Shoot-up-Hill, Kilburn, was a windmill and cafe (good pull up for carmen) where they always stopped for a blow, and they usually loaded back with stable manure which of course had to be cleared from London. I had similar experience with riding on a cart as a small boy and being tucked up on the sacks and jogging along home. The usual thing for horse drivers in those days was to be at the stables between 5 and 6 a.m. to feed and groom their Horse(s) and then have their own breakfast before starting the real day's work.

A personal note whilst on the horse days and an excuse for getting away from Television, in 1912 I joined the London Rifle Brigade Territorials and after one year as an infantry man carrying pack and rifle, I decided to join the Transport Section and for training the regiment hired for the day or weekend or camp civilian horses and vans and we were taught driving etc., one trip was to Esher which meant driving round Trafalgar Square, another was to Barnet and on mobilization in August 1914 we were sent to the docks to collect horses and carts including two water carts, but this schedule was about 4 years old and lots of transport owners had given up horses and adopted motor lorries but we were made up from other sources to our full 72 horses per battalion strength of about 900 - 1,000 men, this included horses for the Colonel, Company Commanders, Medical Officers, Transport Officer and about 8 or 10 pack ponies. Pack pony drivers or leaders was the worst job as the weight each side of the pony had hooks to carry spare ammunition boxes each weighing 80 lbs. which had to be put on by the loaders and often the pack would

slip under the pony before it was possible to get to the other side and left the second box on, the ponies did not like it either and had a habit of blowing themselves out so causing the pack to slip, another unpleasant effect was when leading the animal a sudden stop meant a bump in the back with the ammo box and it was worse still when we went over to mules, some of which had not even been broken in. All for 1/- per day with 3d. a day extra after 2 years but I was paid another 3d. a day proficiency pay, I later went on a shoeing course of 8 weeks at remount depots for this and extra 6d. making a total of 2/- per day eventually.

The private regular started at 1/- per day and if married 7d. was stopped for his wife and he had 5d. all to himself, but, there was no dole or similar and a lot of unemployment and the army was a living. A funny sort of life about 9 months with time to kill and then about 3 months hard graft and training for the annual manoeuvres which were pretty tough, we territorials used to spend odd weekends with the regulars which meant living in their huts on wooden bed on very hard squares of hard matting called biscuits (affectionately) all had to be tidied up ready for kit inspection by the orderly officer.

The transport section was a more pleasant life with less Bull and drill but 3 hours a day grooming at least and hours spent cleaning harness which was closely examined even to the back of buckles very often, the great attraction was of course the comradeship and making our own fun amusements.

I rejoined after the war for 4 years, but it was not the same and after war service seemed so futile and of course we were older and more sophisticated with other interests.

Vere Woodman

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Mr. Vere Woodman, the writer of these two articles, and many others over the years, passed away shortly after sending them to me. The Society extends its sympathy to Mrs. Woodman).

D.L.E.

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February 1973

RESEARCH IN URBAN HISTORY

Few of us who are interested in the history of our own area are given the opportunity to use the facilities of a university as an aid to their researches. I am now in my second year as a part time postgraduate research student of urban history, working under the direction of Professor J.D. Burnett at Brunel University. The subject of my research being "Aspects of the Economic and Social Development of North West Middlesex in the period 1871 to 1971 with special reference to the area covered by the present London Borough of Hillingdon".

The growth of cities and the spread of their influence over whole societies in every part of the world may be regarded as the major social transformation of modern times. Until very recently it has also been one of the most neglected fields of historical research in this country. Two tendencies are now at work. One is the growing awareness that many of the

most urgent problems of to-day are rooted in urban conditions and that these need to be understood to a great extent in historical terms. Another is the inclination of historians themselves to look for explanations of economic and cultural change in the circumstances that gave rise to and flowed from the process of urbanisation.

Recent years have seen a growth in the study of urban history in British universities. At Leicester University, for example, there is a powerful group in the Department of Economic History headed by a Professor of Urban History, Professor H.J. Dyos who is the author of a pioneering study of suburban growth.1. London University has its centre for Urban Studies at University College and in many other universities urban studies form part of the work of Economic History and Geography departments. At Brunel University I work in the School of Social Sciences under the direction of the Professor of Social History. I am at the moment the only person at the university carrying out research into urban history. Whilst this may have disadvantages in terms of not being able to exchange ideas with fellow researchers in the same discipline, it does have considerable advantages in terms of personal attention and the lack of competition for scarce resources.

Many urban historians have studied the development of particular towns. Most have dealt with some aspect or period of time in the development of a town, whilst others have made comparative studies of a number of towns. 2. Far fewer historians have studied suburban growth. Professor Dyos' study of Camberwell is a notable example, but even in this case the area was to some extent already urbanised at the beginning. In recent years there has been a growing awareness of the importance of studies of suburban growth. Thus Dr. D.A.Reeder; "There are still relatively few writers on London who have studied the history of particular places and estates to explain the nature of the process of suburban expansion or to exhibit some of the patterns of metropolitan growth and development. One way in which the available material on the history of parishes can be used to examine the suburban development of London is by comparing the physical and social characteristics of different places as they changed from semi-rural communities into residential and industrial districts of London". 3.

What immediately strikes one when studying the development of Hillingdon is that in a period as short as one hundred years it has changed from being essentially an agricultural area, with scattered villages such as Ruislip or Hayes and the market town of Uxbridge, into a densely populated urban area with only the vestigial remains of agriculture which would no doubt have completely disappeared had it not been for the introduction of the Green Belt.

Whilst taking care to avoid preconceived notions about the nature of the social and economic development in the area, the influence of the preceding facts upon one's researches is considerable and unavoidable. It is too early to discuss such questions as to whether the spread of industry into Hayes initiated or followed population growth in that part of the borough. 4.

On the other hand, the sheer increase in population in the period is unquestionable and as Professor Schnore of Wisconsin has put it; "An autonomous social history ought to begin with a study of population: its changing composition and distribution in time and space". Reference to the census returns shows that the population of the area covered by the present London Borough of Hillingdon has grown in the following way:

1801 -	9,279 *	* Subsequent changes in
1901 -	26,929	boundaries render this
1921 -	47,943	figure subject to a
1931 -	83,957	variation of + or -
1951 -	210,312	approximately 200.
1971 -	234,718	

The figures for Hillingdon can be broken down into smaller units, such as parishes and/or parliamentary wards, for more detailed study of such questions as peak growth rates. Further work should answer questions about distribution, migration, occupations, place of work, origins etc. It is also possible to consider population changes in Hillingdon in the context of what has happened in the rest of the London region,5. or in the larger area of the South East of England. 6. We are fortunate in that what is now a large part of the London Borough of Hillingdon (the Borough of Uxbridge, the Urban District of Ruislip-Northwood and the Urban District of Hayes and Harlington) was included in a study of the 157 towns in England and Wales with a population of 50,000 or more which made use of modern computer techniques. 7. It is thus possible to make even wider comparisons.

The population of Ruislip-Northwood, for example, increased from 16,035 in 1931 to 68,288 in 1951. This increase can be seen to be in line with the large gains in population in the ring of suburbs around London in the same period. 8. It is, however, by far the largest percentage increase in West London, being 325.9% (the second highest being Hayes and Harlington with 185.6%). Reference to the work of Moser and Scott shows that the increase is not merely large by London standards. Their work shows that of the 157 towns in England and Wales which had a population of 50,000 or more in 1951, the increase in population of Ruislip-Northwood of 325.9% in absolute terms in the period 1931 - 1951 was the second highest of all 157 towns studies. Furthermore, that part of the increase which was due to births over deaths (53.4%) was also the second highest as was that part of the increase due to other causes (272.5%). 9.

The nature and development of the transport links in the area such as roads, railways and the canal are clearly another important aspect of study. There is not only the question of the historical development of these links, but a consideration must be made of the fact that the transport links are predominantly of an E. to W. nature. This has clearly had an effect on developments within the area. 10. Nor can the influence of the growth of Heathrow be ignored. Not only do the majority of all international flights to and from Britain use Heathrow, but in terms of the value of international trade it is the third largest port (air and sea) in the United Kingdom. 11. It is, moreover, by far the largest single source of employment within the Borough

(not merely for Borough residents - which in itself affects the question of transport facilities). This source of employment has grown rapidly in recent years. 12.

Reference to succeeding official reports reveals the changing transport pattern in the area. Such reports are often as interesting for the way in which they show what has not happened as they are for the way in which they reveal the often considerable time lag between the suggestion and implementation of some new development. Thus Abercrombie's Greater London Plan of 1944 suggested a two mile extension of the tube railway from West Hounslow to link with Heathrow. 13. Work actually started on this line in 1970 and the target for completion to the central area is 1976. 14.

In the case of road developments G.L. Pepler first introduced the idea of 'urban parkways' in 1911. He suggested that a parkway should be built encircling London at a radius of about ten miles from Charing Cross. The parkway would act both as a ring-road, by which fast traffic could avoid London, and also as the basis of a zone of garden suburb or parkland development. 15. The idea of urban parkways reappears in the West Middlesex Regional Planning Scheme in 1924. "In order to provide suitable connections between the existing and proposed open spaces and thus co-ordinate them into a veritable Park System it is suggested that a number of Parkways should be formed by the addition of wide grass margins planted with trees to certain existing roads and by constructing new roads with such park strips where required". 16. Five of these parkways were suggested of which three affected the area of study. Of these three only the southern section of Long Lane in Hillingdon (between Clifton Gardens and the Uxbridge Road) appears to have followed the suggestions of the committee. Parkways are again included in the Abercrombie Report of 1944 which suggests ten although none were in the area of study. 17. By 1969 with the Greater London Plan, produced by the G.L.C., the concept of urban parkways, "to provide attractive drives for pleasure traffic giving access - en route - to the various parks within the region," 18 appears to have disappeared without trace.

An interesting new road was suggested in the West Middlesex Report of 1924. Road No. 24 was to be "A new road leading from Salisbury Road, Ealing, crossing the Brent and Brentford branch of the Great Western Railway, connecting up with Osterley Lane and passing north of Heston through Cranford and linking up with Cherry Lane north of Harlington thence by a new route to cross the river and railway at Drayton Mill. This will afford an excellent east and west connection intermediate between the Bath Road and the Uxbridge Road." 19. Although this road was not built, it is interesting to note that the M.4. constructed in 1963, follows with minor variations only almost exactly the route suggested above.

Finally, one can consider the concept of the D-Ring Road suggested by Abercrombie in 1944. "The provision of an express arterial road, called the D Ring at a radius of 12 miles from the centre, is deemed essential, so as to aid and regulate fast traffic distribution to and from the express radial routes on the orbit that would provide some definite relief to traffic congestion within the Metropolitan area". 20.

A section of this, complete with a viaduct at Eastcote, would have greatly affected our borough. By 1969 the thinking behind such a road remained whilst the route had been altered and the name of the road changed to Ringway 3. 21. Any discussion of the effects of this, if indeed it is in fact constructed, must needs await the attention of some urban historian of the future.

I have refrained, in this short essay, from discussing the overall plan of my thesis. My researches are not yet far enough advanced for that. What I hope that I have done is to show those who are interested in the history of their own area that the range of sources available which may help to throw light on the nature of certain developments in the economic and social history of what is now the London Borough of Hillingdon are, in fact, considerable. Certainly there is much more relevant material deserving of further study than I had imagined when I began my research some eighteen months ago.

D. Tottman, B. Sc. (Econ.).
25.2.1973.

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