

Kingston

Upon

Thames

Archaeological

Society



OCCASIONAL PAPERS 1

Kingston upon Thames Archaeological Society

Occasional Papers 1

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Important note about this edition

The original document was scanned in by Colin Rodger for the Kingston upon Thames Archaeological Society, using Optical Character Recognition and other software. The document produced in this way was subsequently reviewed by Patricia Smith. It is provided purely as an aid to research; the original document continues to be the definitive version.

All the articles in this document should be understood as work in progress, based on the information available to the authors at the time of writing. There may have been later reports providing further information, or even different conclusions. Where the Society is aware of later reports, these have been noted at the start of the relevant section.

Excavations at Old Bridge Wharf, Kingston – 1972 Interim Report

An update appeared in London Archaeologist V 4 No 13 Winter 1983 and the latest, on the 1986 work there, is in "Waterfront Archaeology" CBA Research Report 74 1988.

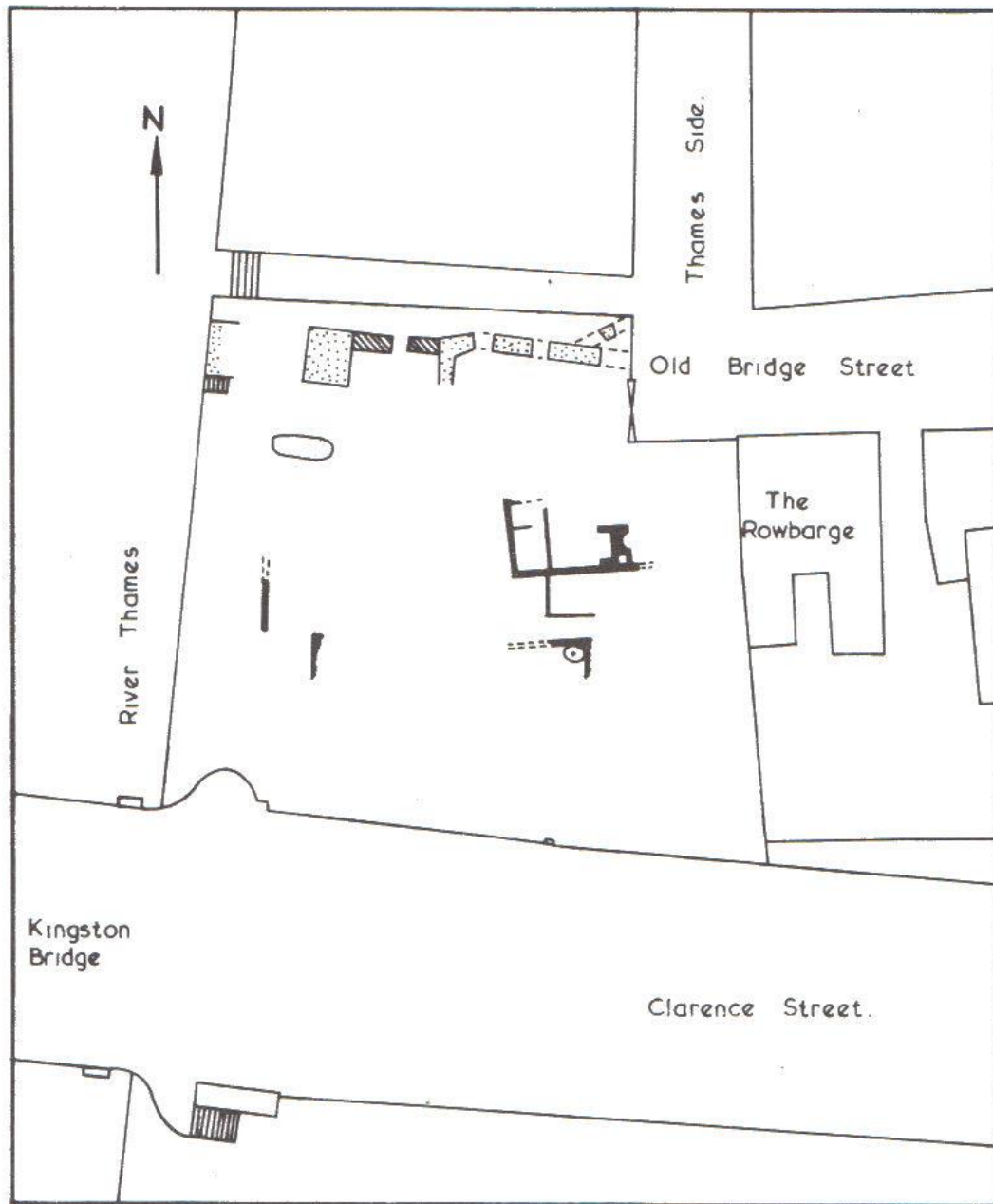
Throughout most of 1972 the Society carried out limited excavations on the site of the old Kingston Bridge after the demolition of Gridley Miskins woodyard. The site is at the bottom of Old Bridge Street immediately downstream from the modern Kingston Bridge.






A series of three trenches were opened and deep archaeological deposits were investigated in them all. By far the most dramatic was the discovery and clearing, in trench III, of stretches of the masonry approach ramp and one pier base of the dry land part of the old bridge which was demolished soon after the opening of the new bridge in 1829. We knew from various records and contemporary illustrations roughly the position of the old bridge, in line with Old Bridge Street, and some 80 ft. north of the modern bridge and, in the river bank, with some steps to one side, can be seen a short stretch of old masonry facing – the abutment of the actual river span.

The main source of information on the bridge structure comes from the Bridgewardens' Accounts which exist from the early sixteenth century. A full discussion of the documentary evidence must be reserved for the final report, however, a few points are salient here. Although we know there was a bridge at Kingston by at least 1219 its actual position can only be surmised. However, we do know that by 1360 what is now Old Bridge Street was in existence and had houses on its north side and led from the bridge round to the market place and this seems to fix the position, on the site, at least in the first half of the fourteenth century. The bridge arches over the river seem always to have been of wood, as they were in the nineteenth century, but in the sixteenth century there is reference to stone being bought and masons being paid. These are only small items until the 1590s when there is quite obviously massive rebuilding, in masonry, which must refer to the landward approaches. Indeed, in 1673 John Aubrey describes the east end of the bridge as "30 yds. wrought up of stone and brick".

Excavation of this area, between Old Bridge Street and the river, was hampered by the solid foundations of nineteenth century warehouse buildings which proved impossible to break out so the excavation was confined to stretches between these foundations. Immediately beneath these and the demolition rubble, some 18 ins. to 2 ft. deep, it became apparent that, at right angles to the river and on the alignment of Old Bridge Street, there was a line of mortared flint and stonework, very broken-up in its upper parts but, as work progressed downwards, the line of a faced revetment wall emerged through the eastern half and to the west, by the river, the rectangular base of an arch pier with indications of the springing for the ribs of the arches in its east and west facings. The open end of the eastern arch had been blocked, at a later date, by a brick wall, which continued as a "skin" along the north face of the centre pier; this wall was pierced by a doorway with rebated jambs. The construction is of flint and stone rubble core faced with flint coursing and ashlar Reigate stone along the north and with very roughly dressed Reigate and chalk blocks along the south or inner face. It was clear that we were dealing with the northern portion of a construction very similar to the modern bridge approach but on about a quarter of the scale and with two instead of one dry arches near the river. On the plan only those features actually exposed by excavation are shown; there is, presumably, another southern revetment wall, the space between filled with rammed river gravel, which produced a solid approach ramp, two dry arches and a masonry abutment place under the carriageway which continued over the

river on wooden piles. There was much evidence for repairs having been carried out at various times, as the upper parts of the revetment walling were irregular in thickness and facing, mainly flintwork with much repointing and odd brick "patching".



Old Bridge approach: stone		Saw pit. 
brick infill		Cess pit. 
Brick walls. 		Scale. 1:500

EXCAVATION AT OLD BRIDGE STREET 1972.

At a depth of approximately 5-6 ft. below the surface there was a change of facing from the weathered and eroded flintwork to the very regular, coursed ashlar Reigate stone blocks (some 6" x 18" in dimension) and laid with a 20/25° outward batter. This was found to extend down to a depth of some 10 ft. The internal face was excavated down to this level at one point only and, below the top mortared rubble spread, showed the walling to be some 3 ft. thick with a rough coursing of stone and chalk blocks. The rammed gravel fill of the ramp, i.e. to the south of the exposed walling proved to be very clean with few finds on which to base a date. However, to the north successive layers of gravel, ash and rubble had backed up against the face as if the ground surface was continually being raised. Against the upper flint facing was much eighteenth and nineteenth century rubbish whilst below this, against the ashlar masonry, were layers of gravel containing pottery of the fifteenth and sixteenth centuries; so the archaeology seems to indicate a sixteenth century date for the initial construction of this massive masonry. The Bridgewardens' Accounts indicate that repairs and rebuilding in the early 1590s, after the storms of 1587 were the most extensive of the century, and it is assumed that the construction excavated dates from this phase. No earlier features were found and from the evidence of the other two trenches it is conceivable that the abutment of the earlier, medieval, bridge lies further up under the end of Old Bridge Street where the ground slopes up again from the open river frontage. Further excavation, of course, would be ideal to confirm this.

In trench II near the river, the most significant result was the identifying of an even, overall deposit of clean yellow sand covering a series of layers of muddy, water-lain sands and gravel containing very broken and abraded material of fourteenth and fifteenth century date. The clean, yellow sand layer seemed water-lain but may conceivably be a make-up deposit dumped in wet conditions; however, there is no material sealed beneath this later than c. 1500 or the first few years of the sixteenth century and the earliest stratified pottery above is generally of late sixteenth century date. A rectangular pit cutting down into the yellow sand layer was filled with ash and gravel and pottery and clay pipes etc. of the very first years of the seventeenth century. There was also the much damaged remains of brick walls and tiled floor of a presumed seventeenth/eighteenth century building and the whole river bank is finally masked with some 3-4 ft. of nineteenth century and modern rubble. We seem to have represented here marshy, riverside conditions until some time in the sixteenth century when attempts are made to make up dry land which eventually is capable of use first as a working area, evidenced by the saw pit in the late sixteenth-early seventeenth century, and finally able to support a building later in the century. It is suggested that this "reclaiming" of the river bank is connected with the late sixteenth century bridge masonry and represents activity over hitherto river area.

In trench I some 25 yds. back from the existing river bank the same yellow sand layer with underlying river deposits was encountered and indicates that a medieval river edge must exist somewhere on the line of the Row Barge public house and the end of Old Bridge Street.

Above the sand layer in trench I the brick walls of a seventeenth century building were partially uncovered with eighteenth-nineteenth century additions to the south. This seems to coincide with known views of old Kingston bridge, mostly taken from the north, which invariably show a two storied building on its southern side. This building seems to have been demolished at the time of the construction of the new bridge in the 1820s and a layer of stone chippings covers the rubble indicating the use of the area as a masons' yard during the construction works. The whole site after complete dismantling and levelling of the old bridge was used as a wharf and warehousing and was eventually

acquired by Messrs. Gridley, wood merchants (later Gridley & Miskin Limited) who occupied the site until early in 1972. Within a matter of a few years then what had been one of the most important river crossings above London since medieval times and the main point of entry into Kingston town from across the river was relegated to the rather insignificant backwater which is Old Bridge Street today.

STEPHEN NELSON

Coombe Hill Farmhouse – The Documentary Evidence

The report about Coombe Hill Farmhouse was published in full by Ian West in SyAC V 69 1973.

For more than three hundred years a familiar landmark to travellers on the road from Kingston to Merton, now the A238, as they ascended the slope of what is now known as Coombe Lane West, would have been the farmhouse. It lay about 50 yards from the roadway on the south side about 1½ miles from Kingston Bridge, and nearly opposite the two Conduit Houses, erected to supply spring water to Cardinal Wolsey's palace at Hampton Court, and which can still be seen on the north side of the road.

The farmhouse was demolished in 1969, at which time it was called Coombe Hill Farmhouse, to enable Coombe Hill Infants School to be built on the site. Before this happened however, a survey of the building was carried out by members of the Society under the direction of Mr. Ian West. As a result of this survey, it was considered by those with a knowledge of building methods and materials, that parts of the farmhouse could be dated to around 1650. This assessment was remarkably accurate and in fact surviving documents show that it was built between the years 1642 and 1651.

The evidence points to the fact that the building was a substantial one and it is described in a document circa 1679 "One farme lett to Mr. King with brick house by lease £100". It is known from other sources that Mr. King was the tenant from about 1667 until his death in 1693. Mr. Ian West's survey indicates that it consisted of two floors at around 1660, but additions were made from time to time which resulted in the farmhouse being enlarged considerably in the following three hundred years.

The farm and farmhouse formed part of the Manor of Combe or Combe Nevill and in tracing the history of the building it is necessary to know the owners of the Manor. Thus from 1642 to 1651 it was owned by Charles Viscount Cullen and in the latter year he sold to the Trustees of Elizabeth wife of Daniel Harvey (knighted in 1660). Daniel was a nephew of Dr. William Harvey credited with the discovery of the circulation of blood. On the death of Sir Daniel in 1672, the Manor passed to his son Edward who died in 1736 and thence to his son Michael who held until his death in 1748. Michael's co-heirs, he died childless, were Frances Harvey and Mary Breton who sold to the Trustees of John Spencer, grandson of the notorious Duchess of Marlborough, who was later created Earl Spencer. The Manor remained in this family until 1837 when it was purchased by H.R.H. Prince Adolphus Frederick, Duke of Cambridge, the seventh son of George III. This family held it until somewhere in the 1930s when the final dissolution of what had by then become, by the purchase from time to time of land and farms on the perimeter of the Manor, the Cambridge or Coombe Estate.

The document which confirms the dating of the farmhouse to between 1642 and 1651 is to be found in the Muniment Room at Althorpe, Northamptonshire the family seat of the Earls Spencer. Written on parchment, well preserved, it is dated September 16th 1741. Briefly it reads as follows:-

"Copy of Counterpart of a Lease between Michael Harvey Esq., of Combe Nevill and Hugh Pelling Gentleman of the same place. Expires Michaelmas 1761".

"All that messuage tenement and Farmhouse erected and built by the R. Hon. Charles Lord Cockayne Viscount Cullen now called or known by the name of Stantons Farm".

This lease also mentions two closes of land called Hempstalles. An undated map at Althorpe, probably drawn at the date of purchase of the Manor in 1753, shows Upper Hempstall, 11 acres and Lower Hempstall, 14 acres to be immediately on the west side of the farmhouse and Upper Hempstall to be bounded on its north side by the lane now known as Coombe Lane West. The farmhouse is shown in the relative position to Coombe House as it appears on an Estate Map of 1837 and on all Ordnance Survey Maps after that date.

Two further leases, William Rose from 1761 to 1782 and John Rose from 1782 to 1813 are also to be found at Althorpe Muniment Room and each gives the name of the farm as Stantons Farm. From other sources it can be shown that Francis Garner was tenant from 1808 to 1858 and from then until 1905 it was farmed by the Page family.

A mortgage of 1829 shows that the name had changed to Coombe Farm and it was so named until about 1895 when the farmhouse seems to have been divided into two dwellings, one being occupied by Lord Archibald Campbell and called Coombe Hill Farm and the other by Mr. James Page and which retained the name of Coombe Farm. Mr. Page had the lease of the farm which was approximately 300 acres, but there is no evidence that Lord Archibald farmed at all.

The name Coombe Farm disappeared in the early 1930s, the land having been sold to building developers and the farmhouse, although at times occupied by several people, was called Coombe Hill Farm only.

The foregoing is a brief outline of the information found concerning the farm and farmhouse from documentary sources. Much has been accumulated in regard to the Manor itself and the other farms and also of the people who have either lived or been associated with it during the last three hundred years. It is hoped to record this information in some form or the other and to deal in detail with the probability that the name Stantons Farm has some connection with John Rowle alias Stanton, Beerbrewer of Kingston who in his Will dated 1602, shows that he leased many closes of land of the Manor of Combe Nevill, including two called Hempstalles.

L.E. Gent

Some Notes on Early Postal Services

It has always been necessary to send messages from one place to another and as empires grew so did the need for communication. But all of these postal services were for the use of governments only. The English postal service was no exception. English kings found it necessary during the Hundred Years War with France to have an efficient postal service and in the official records of the Privy Purse can be found information about the use of friars, priests and heralds to carry dispatches. A temporary arrangement was made by Edward IV for a series of posts for relaying dispatches to Scotland when the two countries were at war. One reason why Henry VIII, Elizabeth and the early Stuarts were unwilling to allow a private postal service was a danger of plots.

However, Henry VIII appointed a Master of Posts about 1516 and Brian Tuke became the first. It was his duty to see that the series of posts operated efficiently, which meant dividing the roads used into stages of ten to fifteen miles, in some cases more. Each stage provided horses and post boys. The word "post" had several meanings. It might refer to the system as a whole, the person in charge of a station, the person carrying the mail or dispatch, the material carried or even the horse used for the purpose. Routes were always laid to wherever the King was and to the various ports.

Few private letters were carried by the official posts. These were carried by servants or merchants would also carry letters. Queen Elizabeth did nothing to encourage the use of the service by private persons or business concerns.

Henry VIII encouraged foreign merchants and gave them considerable freedom in the matter of correspondence. English merchants did not like this and complained of discrimination in favour of their foreign rivals but of necessity had to use the Strangers Post.

By the end of the sixteenth century private letters were beginning to be included in the official posts and the routes used then stayed in use for some centuries. There was the North Road to Berwick and Edinburgh, the Dover Road, the road to Plymouth, the road to Ireland via Chester and Holyhead, then by boat to Dublin.

During the early seventeenth century there was an increase in the public use of the postal services and various towns became post towns, having post offices set up therein. Chichester, Sussex was one of these and appeared in 1616 on a list of the principal post towns. In 1674 there was a notice in the London Gazette announcing a new post road to Chichester and Arundel by way of Kingston, Guildford and Haslemere, to run on three days a week.

Kingston from 1674 to 1768 came under the control of the Chichester Postmaster (1) and therefore there are no lists of postmasters available as there are for those offices under the direct control of the Postmaster General. However, there are one or two items of information in the Borough Records and others may come to light when more research is done on these records.

An Act of 1711 created a unified post office for the British Isles and postmasters were sworn in when they were appointed. It is perhaps due to this that the following entry appears in the Bailiffs Minute Book on the 6th August 1716 (2) :-

“Mr. William Patterson tooke the oath for the faithfull discharge of his office of employment as Postmaster within the Towne of Kingston upon Thames according to the Statute made in ye ninth yeare of her late Majesties Reign for establishing a Post Office. And also Joseph Johnson tooke the like Oath as Deputy under the said William Patterson”.

This is signed by William Patterson but Joseph Johnson made his mark. It seems strange that a Deputy Postmaster could not write.

Then in 1763 there was a case before the Bailiffs concerning a fight in which Joseph Peters is accused of assaulting a boy (3). Joseph Peters was Postboy to Mr. Belcher at the Castle Inn. One of the sureties for the appearance of Joseph Peters was Richard Portman, Innkeeper, who became in 1769 the first Postmaster of Kingston when the Post Office took over the management of the sub-post offices of the Chichester Branch (4). Unfortunately the entry in the Bailiffs Minute Book does not state which Inn belonged to Mr. Portman. However, from the Rate Rooks (5) it appears that Mr. Samuel Belchier (Belcher) was Innkeeper at the Castle Inn, in High Row, from 1724 to 1761 when he died and Mrs. Belcher then ran the inn until 1770. Richard Portman is shown in the same records (5) as the Innkeeper of the Sun, also in High Row, from 1768 to 1811.

It is possible to find mention of Kingston's postmasters in the various records of the Post Office which are kept in the Record Office at the General Post Office in St. Maring le Grand [probably St Martin le Grand – ed], London. The General Accounts 1770-1780; 1780-1790; 1790-1800 show that Mr. James Cook is Postmaster from 1770-1797. Again in the Rate Books (5) James Cook is shown as the Innkeeper at the Castle Inn from 1771 to 1803. In 1797 there were three postmasters, Mr. Cook, Mr. Joseph Westcott and Mr. Joseph Aslin. The last named remained in office until 1800 when Mr. Strange was appointed. To date I can find no details of the residences of these last three postmasters but hope that when full details of the research into the Rate Books is available they will be found.

Some details of the work of this period can be found in the Series of Postmasters Minutes and Postmasters Reports. In 1793 in the Postmasters Reports (7) there is a complaint from “two very respectable gentlemen” regarding the extraordinary delay in delivering their letters. The Postmaster explained that the Letter Carrier had kept the letters in his possession for sometime. He promised to employ a more trustworthy person.

In 1794 letters to the two Dittons sent through Kingston instead of Isleworth arrived there at 10 am and the inhabitants had until 5 pm to answer them. It was decided to send them through Kingston and when asked the principal inhabitants of the two Dittons thought very highly of the accommodation proposed for them (7). Later in the same year there were again complaints about the delivery of the letters which were again satisfactorily cleared up and Mr. Cook remained postmaster.

Reports in 1795 are concerned with delivery of mail through Croydon to Epsom. After investigation it was decided to send letters by the Mail Coach to Kingston and then to Epsom. As there was a reduction in the allowance for Riding Work, an annual saving of £32 5s. 0d. was made by this arrangement.

However, on December 28th, 1796, whilst on his way to Kingston from Epsom, the Post Boy had the mail bags from Dorking, Reigate, Leatherhead and Epsom cut from his horse while he was in the Post Office at Ewell. Fortunately on January 2nd, 1797 they were found in the garden of Mr. Woodman of Ewell, whose servant was rewarded for finding them (7).

In 1797 there was trouble with the letters again and Mr. Cooke was dismissed. It was reported that business had been transacted in the public bar and there had been delay and inconvenience connected with mail sent on the Portsmouth Road. Mr. Westcott who followed Mr. Cooke was soon in trouble also and was dismissed, to be followed by Mr. Aslin. In 1799 Mr Strange takes over. A report made on the 5th April 1799 states that the salary was £12 and the Riding Work to Epsom was £33. On the 14th January 1800 there was an application for an increased allowance from the post boy who rode from Kingston to Epsom whose pay was £6 1s. 0d. for twelve miles. He was allowed a temporary increase of one shilling a day.

It can be seen from the foregoing that there was an early postal service in Kingston which continued under the Chichester Post Office until the latter part of the eighteenth century, then becoming a post office under the direct control of the Postmaster General, continuing up to the present day.

I would like to thank the staff of the Post Office Record Office for their courtesy and help; Mr. Jeremy Greenwood of the Postal History Society who suggested the connection between Chichester and Kingston; Miss E. Silverthorne of the Surrey Record Office who drew my attention to the Bailiffs Minute Books. I am indebted to Miss J. Wakeford, a fellow member of K.U.T.A.S. for suggesting that Mr. Portman lived in High Row and to Mr. and Mrs. L. Gent, also members of K.U.T.A.S. for the detailed information concerning the postmasters' residences. I hope that some member who has more knowledge of postal history and postmarks may be able to take these brief notes further.

REFERENCES :-

- (1) The Postal History of Chichester 1635-1900. Brigadier G.A. Vine, O.B.E.
- (2) Bailiffs Minute Book 1705-1720. KE2/5/1.
- (3) Bailiffs Minute Book 1750-1765. KE2/5/4.
- (4) Post Office Accounts.
- (5) Rate Books KG3/3/2-10.
- (6) General Accounts 1770-1780; 1780-1790; 1790-1800.
- (7) Postmasters Reports.

Joan Wilkins

No. 29 Market Place (formerly Cook Row) Kingston upon Thames

The building itself is probably a late sixteenth century house jettied at second floor level and also at first floor, but now concealed behind the modern shop front. The building was modernised and restored in 1922.

It is now occupied by the Housewarming Centre. Previous to this it was the "Wheatsheaf" public house and according to G.W. Ayliffe, Old Kingston (1914) it was "an ancient timbered and gabled tavern kept by Richard Ensom and his wife who both died there. For many years afterwards the business was carried on by their son Richard, who died only a few years ago. This house was for a long period the meeting place of Lodge 41 of the Ancient Order of Druids, the lodge-room and surroundings being painted to represent the usual Druidical temple amid a grove of trees ... Charles Dickens was a frequent visitor to the 'Wheatsheaf' during the time he visited in this neighbourhood."

With the aid of the Rate Books in the Borough Records we have been able to trace the occupiers back to the late seventeenth century. Public house names were frequently changed but the site has been a pub until recent times. The first mention of it as the "Ship" public house (where the following event occurred) in the Rate Book is in 1769. It is named as the "Old Ship". Tobias Hedges is first mentioned as occupier in 1701 and he was there in 1705.

The Kingston Bailiffs' Minute Books give some events that occurred regarding the people who lived in Kingston at that time. The following is a rather interesting and also tragic happening.

"Monday 10 February 1706 Coram Ballivis,

Richard Bragg, Tobias Hedges, James Edward depose on their severall oaths

Yt on Tuesday the 4th of February instant, a Gunn charged in the entry of Tobias Hedges at ye Shipp alehouse in Kingston and being standing there a child of ye said Tobias Hedges took the Gunn into his arms a fingering the lock and trigger of the said Gunn.

It went off and shott Thomas Hamond a child of James Hamond in ye face and eyes, dangerously wounding said child.

Edward Hedges the child confessed the same and shewed the Bailiffs the manner he did it.

Sgn. Rich Bragg
Tobias Hedges
The mark of James X Edward".

(KE 2/5/1, f.24 1706/7)

An entry in 1708 states "Thomas Hamond Blind Both eyes being shot at by accident". He was awarded 8s. per month in the Poor Relief of the years between 1707 and 1719. In 1720 the entry becomes "Widow Hamond and Blind Boy 2s. added making 10s."

Tobias Hedges left Kingston, for the following entry appears in the Bailiffs' Minute Book (f.29 in 1707/08):-

"Monday 5th January 1707

A certificate for Tobias Hedges to the Parish of Mortlake in ye county of Surrey signed by ye Bailiffs".

The Kingston Parish Church Burial Register for 1731-1737 (transcript in Kingston Borough Reference Library) states:-

13 July 1731 Toby Hedges Buried

23 October 1737 Thomas Hamond Buried.

According to the Rate Books Widow Hamond was a near neighbour of the Hedges, as she is listed as an occupier at this time. There is also an entry in the Burial Register for July 1723 of a Jane Hamond Widow, Poor, being buried. As we have not the Christian name of the widow, we cannot be certain about this being the same Widow Hamond. The death rate was so high that you tend to get several people bearing the same names. This was due to epidemics and the high infant mortality rates.

It is interesting to delve back into the past of the town you live in and imagine the lives and events of ordinary people gleaned from the records available from various sources. The Market Place has been a shopping centre for at least six hundred years and Cook Row was so called at any rate from the fifteenth century. It is still the place where people are buying their foodstuffs. There were no street numbers as there are today, as everybody would know one another in a smaller community and be referred to by trade and name.

Joan Leal

Batson's Forge and Wheelwright's, Brook Street, Kingston

The complex of buildings occupying the site of 23 Brook Street have long been used as a Wheelwright's and Forge. In 1972, the buildings were examined by Society members and the oldest workshop was recorded in detail. This (building A on plan) was mainly constructed of reused timber on dwarf brick walls except the north wall that was brick with timber binding courses. The framing was of very rough construction and had no doubt been modified over the years. The timber walls were covered with soft wood boarding externally and the roof of slate. The west wall originally had double doors at ground and first floor, the latter indicating that the "office" had originally been intended as a storage loft. The present lofts were later insertions and would have originally been open to the roof. There is one original unglazed window with three diamond mullions at the west end of the north wall. This workshop was probably erected during the eighteenth century.

The wheel centre is situated in the corner of the yard formed by buildings A and C. Building C contained the Forge but had been reconstructed at various times. The framed and boarded building (D) built between the workshop and the road is of early nineteenth century date. It has a slate roof and was probably used for storage at first floor and workshop below but this cannot be proven as the internal divisions have been removed. The house (building E) was not examined and building B was of modern construction.

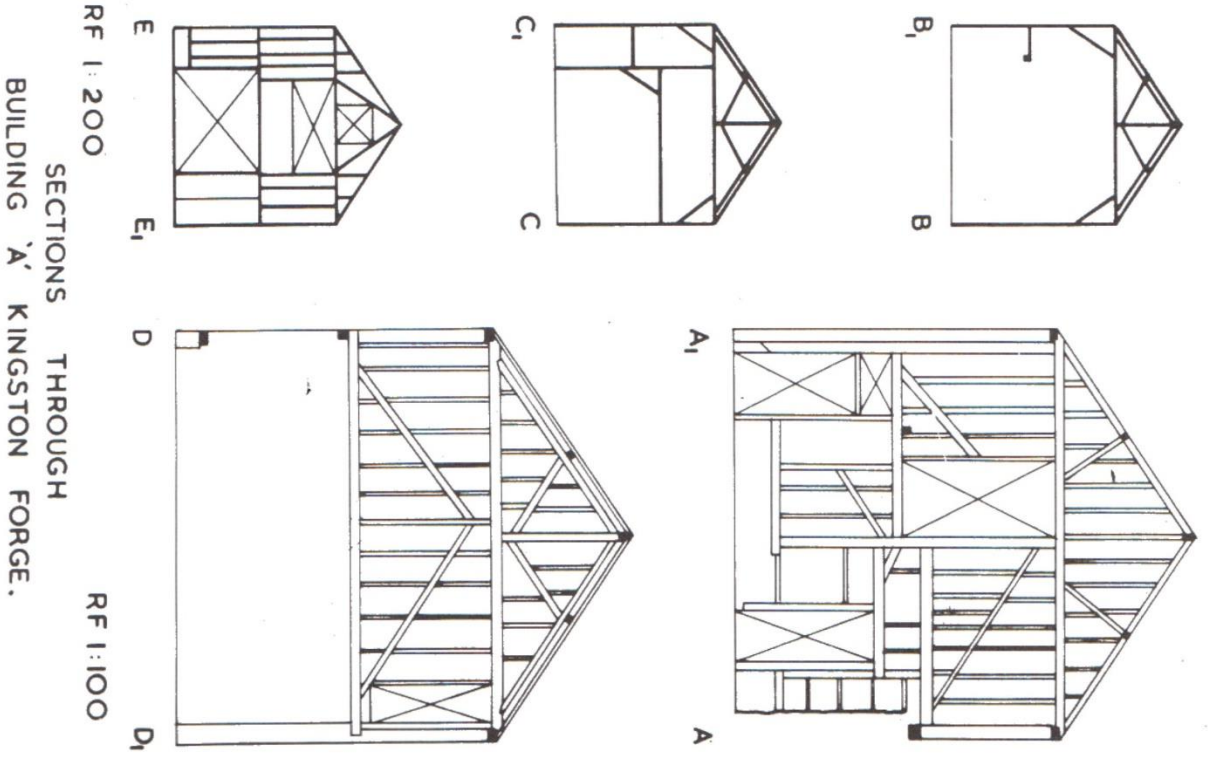
According to Ayliffe (reprint p.21), c. 1837 this was Wheatley's Cart-builders yard, "now carried on by Mr. Batson". In 1838 Poor Rate (no. 231) Wm. Wheatley owned and occupied a house, yard and workshop. It is possible that Wheatley took over the business shortly before this as in 1830 the site was apparently owned by John May, who paid a quit-rent to Kingston Manor of 2s. 6d. for "several tenements in Heathen Street", (K.B.R. KF1/3/21, p.14). In 1866 this quit-rent was split between "house and premises in Brook Street" for which Wm. Wheatley paid 1s. 3d., and which he occupied, and a tenement in Eden Street for which he also paid 1s. 3d. The quit-rent has not been traced before 1830.

A date in the 1830s might suit the existing house (front part of E) but according to an article in the Kingston Borough News of 24th March 1972, the Brook Street business was opened in 1738. It is difficult to identify in the rate books before 1838, but might be traced through the Land Tax Records, since John May owned the site towards the end of the Land Tax period. The same article said that Mr. Jacob Batson's son Eric had just retired from the business. Jacob Batson was the first of the family in the Kingston business, according to the Surrey Comet (6th July 1963), which recorded the death of Mrs. M.A. Dale who was born in 1874 at Hambledon, Bucks., and came to Kingston in 1877 with her parents, her father Mr. Jacob Batson having taken over the Wheelwright's business in Brook Street.

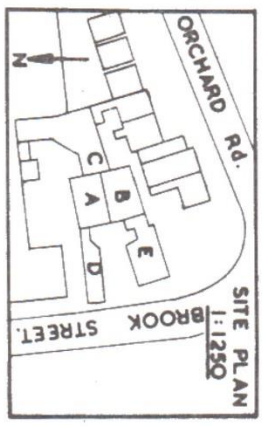
John Kennett, Wheelwright, was occupier of a tenement in this area in 1599 (will of Robert Norton) but the exact site is not identifiable at present but could well be the same. It may be of interest to note that another Wheelwright's centre was found a few years ago behind a small house on the west side of Richmond Road, which was being adapted to a hairdresser's shop.

I. J. West

Documentary Notes:
Miss J.E. Wakeford

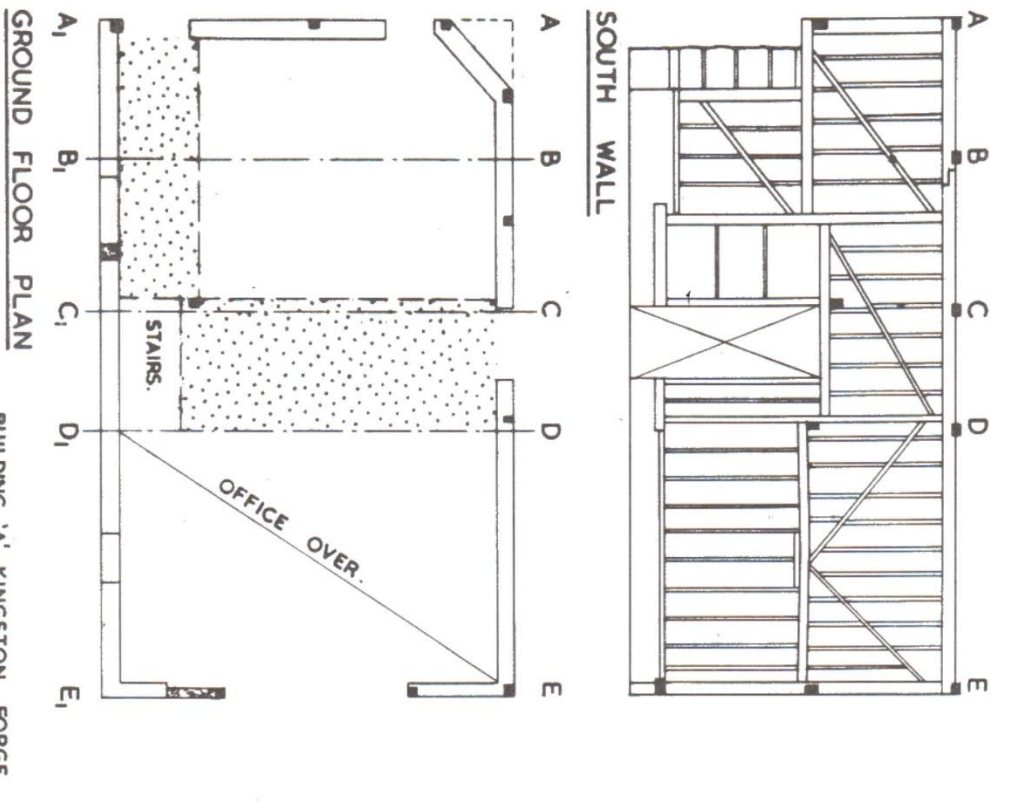


SECTIONS THROUGH
BUILDING 'A' KINGSTON FORGE.
RF 1:200



SITE PLAN
1:1250

- Original brickwork.
 - Later brickwork.
 - Storage loft. over.
- RF 1:100
L.J. West.
Aug '72



GROUND FLOOR PLAN
BUILDING 'A' KINGSTON FORGE.
RF 1:100