



## THE REMINISCENCES OF TOM POCOCK OF EWELL

### Introduction

*Thomas Pocock was a carrier and his reminiscences, written in the 1970s, cover Ewell and the surrounding area in the period around 1905 to 1940, the earlier ones coming from his father. They do not relate to any one particular date. In his work Tom Pocock came into contact with many people and he mentions 270 by name. It is unlikely that his recollections are 100 per cent accurate: reminiscences never are, but Tom Pocock clearly had a remarkable memory and since many of his accounts are confirmed by other records, they can be considered to provide interesting and useful information on a Ewell that was very different from what it is today. The reminiscences are presented largely as he wrote them, with only a limited amount of editing. Information in brackets has been added for clarification.*

*Gordon Ralph, the Ewell Village blacksmith for many years, knew Tom Pocock personally, as he often came to the forge, and has contributed the following notes:-*

*"Tom worked for his father, William Pocock, who ran a contractor's business with heavy horses. They had more than a dozen horses at one time. They traded as T. Pocock, so presumably the business was started by the grandfather.*

*It was based in Chessington Road, opposite what is now the Health Centre. There is a block of flats there now. Next to the stables and yard was a pair of houses, in one of which Tom lived. Later he moved to a house he had built in Walnut Fields nearby on a plot of land owned by the business.*

*He was born around 1908 and died in the 1980s. He went to the C. of E. school in West Street, Ewell. I remember him as being tall, well-built and rugged looking, with brown hair. He had two younger brothers. Tom and his brother Albert eventually ran the business between them. They gave up the horses and ran a furniture removal firm with lorries until some time in the 1970s."*

### High Street, from London Road, left hand side

First came the low brick wall with coping stones on top, then the higher brick wall to the double gates back entrance to the Rectory (Glyn House). Inside the drive, two gardeners' cottages on the left, the first occupied by Mr W. Worsfold Snr, the head gardener, second by Mr Frank Harris, the deputy head gardener. Behind the cottages and drive was the very large lawn extending to the church and London Road boundaries. The lawn was used annually for the Ewell Old Boys Sports Day. On the right of the drive was the coach house, stables and stable yard (now used as a visual aids centre).

Next was Frank Elliot's, the bakers, with its one small

bow window to the shop. The second, larger bow window was put in about the time Mr W. Carpenter took over the bakery in about 1913. Then J.O. Willis's, ironmonger's shop. The floor was on two levels. Adjoining, between bakery and Willis's shop, was the blacksmith's shop (pulled down in the 1940s). It was used mostly for sharpening roadmen's tools and farm implements. No.11 was occupied by Mr Jack Lansbury and his son Ron, who ran the local cab business. The cabs and horses were kept at the Spring Hotel yard. At No.13 lived Mr and Mrs Bill Jackson. Mr Jackson worked as a labourer on the local farms. Next was Mr Bardwick (Market House Stores), the grocer, who had the first motor delivery van in Ewell. It had an open van body with a tarpaulin black tilt cover. I think the chassis was a De Dion.

Across Church Street was W. Killick, the builders' merchant's shop, which became the first chemists, opened by Mr Howlett (approx. 1910). Then the King William pub and stable yard, where the horses that pulled the fire engine were stabled. They were owned by various people. The last was Frank Earle. Past the yard entrance was Mr Pigden's, the local tailor's shop, who made lots of clothes for the local gentry. All the outward appearances from



*Tom Pocock as a young man*

Willis's to Pigden's had not altered. Then we had the International grocery shop. Adjoining was Baldwin's, the butchers. Next was George Shapland's motor showroom and repair shop, with a petrol pump outside. This was the first motor business in Ewell. Adjoining was a shoe shop and drapers run by a Mrs Harris.

### Green Man Street, now upper High Street, from Cheam Road, left hand side

The first place was a sweet shop and post office in my father's day, which became Barclays Bank and Bank

House. You went down a step into the bank. Mr Tom Mosten was the bank manager (now a wine bar). Next was Jack Perry's, the local greengrocer's shop, with a large stock of fruit. Village children used to go there and get 'an 'aporth' (½d) 'of specks'. This was damaged fruit. Then there was the chapel and lecture hall. The walls were flint (Longhursts' Garden is now there). When of school age we used to go to the hall for magic lantern shows and talks. The next shop was Frank Longhurst's, second-hand furniture shop and store. The furniture used to stand outside on the pavement. We next have the five shops known as The Highway. These had posts and chains dividing their forecourts. Some posts are still there. The first shop was Miss Cushion's, haberdashery, the third Ern Quincey's, sweets and tobacco. The fifth was George Crockford's, the fishmongers. The next little shop was the local clock and watch-maker's, a Mr Pidgeon, who lived in Elm Road. There was then a private house with garden in front. Then we had Hodge's, draper and outfitter, another shop and then Dunford's the bakers. Their horses' stable was behind the shop. The horses used to walk through the narrow passage between the shops. The carts were kept in Green Man Yard. Next was Scott Revell's cycle shop. They did a good trade selling and repairing cycles. Then the Green Man pub. It had three bars, saloon, private and public. You went down a step into the bars. The old pub was where the car park is now, and the new pub is where the stables and stable yard used to be. The stables were feather-edge board, but the pub was brick built. From the stable yard to the corner of Reigate Road was a row of cottages, with front gardens, which had a low brick wall, topped with iron railings, at the edge of the pavement. Only the second cottage from Reigate Road has not been altered. Among the folk who lived in the cottages were Tom Wise, who was a signalman at the Brighton Station (Ewell East), and his brother Bill, who was station foreman at the London, Brighton and South Coast Railway Station at Epsom, in Station Road (Upper High Street). Except for Hodge's and the Green Man, all the other places have not altered much.

### ***Ewell High Street, from London Road, right hand side***

First we have The Long Spring, which was edged with wooden posts and a single iron bar along the top. The posts were about three feet high. At the Kingston Road end was the police box, manned 24 hours a day by a constable. Also there was a low shed which housed the 'police handy', a stretcher type conveyance, with two large wheels midway and a small one in front. It was used for accidents and also for wheeling drunks to Epsom Police Station. The Long Spring was cleaned out every year by the Epsom Rural District Council. Boards would be edged along the posts and the silt dug out on to the path by men and allowed to drain for a couple of weeks. After the job was finished, it was then carted away and spread on local fields. The men always got down on to the chalk bed of the river and scrubbed it with brooms. The water used to run like milk for a couple of weeks afterwards. During race weeks there was a lot of fun along here as the horse four-in-hand brakes from London used to water the horses here, often as late as 10 p.m. On hot days the local

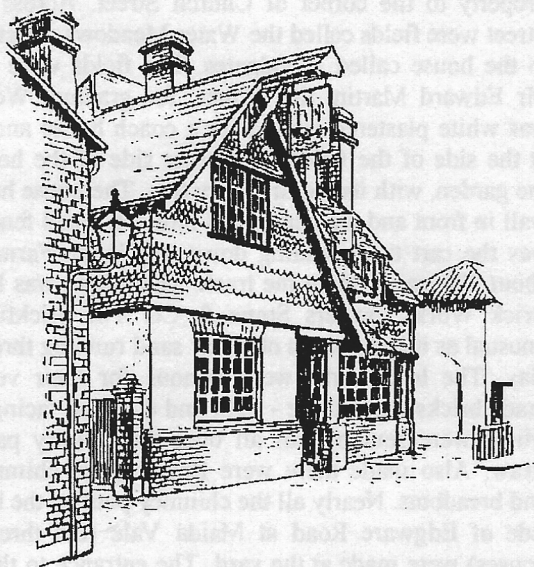
children used to get large sticks of rhubarb with big leaves and sell them for a penny or two to the ladies for sunshades. Traction engines and steam waggons used to put hoses across the path to fill the water tanks with clean spring water. Next to the Dip Holes there is a commemorative stone here which was replaced in 1916. The stone was carved in the stonemason's yard in the London and South Western Railway goods yard (Ewell West) by Mr Tom Snookes and paid for by Mr Arthur Glyn. We, the boys from West Street School, were marched to the unveiling of the new stone, when two pewter cups on chains were put there for drinking purposes.

We then have the main gate to Garbrand Hall (now Bourne Hall), with dog over. When the tail broke off it was replaced by a bullock's horn from Cracknell's. This was when the Willis family lived there. The last private resident was Sir William Hopkinson, who was the engineer who constructed Laleham Reservoir. Crossing Spring Street, the first shop was Cracknell's butchers. The slaughterhouse adjoined Spring Street and then the open-fronted shop with canopy to edge of road. At Christmas time the shop would be filled with meat of all kinds and in front would be two pigs' carcasses lying in straw, each with a lemon in its mouth. Behind the shop were the stables for ponies and carts. There were at least three ponies for delivering to the big houses, who had large joints. Folk from the cottages used to buy sixpenny worth of beef pieces and a kidney for meat pies and puddings. They would get enough for about four people's dinners for 3-4 days. The roadmen would buy a piece of steak for sixpence and fry it on a shovel over a fire devil on their job. There was a 7ft 6in red brick wall from the front of the butchers shop to the granary. This, with the next shop and stable yard behind, belonged to J.Moger & Co., the coal, corn and forage merchants. The shop window had intricate designs of coloured grains about two inches wide. Inside the shop were built-in wooden bins around the sides, each holding about five bushels of various corn, bran etc. The coal waggons were all quarter lock type, to carry twenty two-hundredweight sacks, which the coalmen called 'long sleeved 'uns'. Owing to the small lock, the waggons needed the full width of the street to turn into their yard.

Then there was the Harry Wilkins bakery and shop (Pisces). At the turn of the century it belonged to a Mr Picknell, whose name used to be on the end of the shop until recently. Cross West Street and the first shop was George Alder's, the butchers. Next was Coakes, the grocers and provisions, who had small drawers which held spices etc. behind the counter, and in front of the counter was stacked rows of seven pound tins of biscuits, from which were served the biscuits, loose in bags. Rice, sugar, etc. was put into blue bags made by screwing a sheet of paper. Then next was Williams, the paper shop, which had four lime trees in front of the windows. Next was Mr Powley, the bootmaker (Lloyds Bank), who made boots to measure and also did repairs. Adjoining was the fire station which housed the horse drawn fire engine and firemen's equipment, and above was the Parish Council Office. Mr George Hards was the Clerk. Next was Savage's, the fishmonger and then there was Alf Spencer's grocery store.

### *Green Man Street, from Cheam Road, right hand side*

The first shop was a drapers for a short time, but about 1921 it became the first motor cycle shop in Ewell and was opened by George Bates, who was agent to B.S.A. motor cycles and sold many locally. He also did repairs. Next Goodship and Saunders, builders office and yard. The rear workshops were burned down, also the stables, in about 1912 and were rebuilt in brick and timber. It was black tarred feather-edged board. It happened about midnight and the local policeman borrowed the bike lamp off Mr Dave Rumble's cycle to divert the mail horse drawn van which ran to Epsom every night. Mr Rumble was a fireman on the L.B.& S.C. railway box at Epsom sheds. He lived in Church Street, Ewell. There was then a row of four brick built cottages with gardens in front. It was in the last one, which Mr Charlie Reed lived in, that Mr Tom Cotton opened the village's first dental surgery in about 1920, in the front room of the house. There was then the roadway into the large black barn, next to which was a couple of wooden cottages. A Mr Mitchell lived in one. Then the Lord Nelson pub and yard, another row of four wooden cottages and a small sweet shop at the end. In one cottage lived Ted Miller, a parish councillor, and another was occupied by Mrs Monk. Fred Earle moved into the



*The Lord Nelson*

shop from Colnbrook around 1920. The last shop was C.I.Curtis dairy, with stables and two wooden cottages behind the row of cottages and Earles. There were about four milk-round ponies and carts and they went to every customer twice a day. The step at the side of the shop (now Ganache) was where the bulk milk from farms was delivered mornings and evenings to the dairy. Then The Grove, where people, grown up and children, used to gather on all the big race days to see the traffic, horse drawn, converging from Reigate Road and Epsom Road, causing big traffic blocks on Derby Days up till 9 - 10 p.m.

### *Epsom Road, from Village, left hand side*

The first house, which had brick walls to both Epsom Road and Reigate Road, was Dr Reichardts. The house lay

back from the road with the entrance from the corner of Reigate and Epsom Roads. Just inside the gates were the stable buildings etc. About half way up the Epsom Road was a door in the wall to the surgery. One went down one step inside the wall to the entrance. The other partner in the practice was Dr Ferguson. Both retired about 1920 and were followed by Doctors Herbertson and Cope. Dr Reichardts had the first motor car in Ewell. It was driven by Monty Bell who had trained as a mechanic at T.Hersey's garage in Epsom. The boy who delivered the medicines was Bernard Weekes. The doctors employed their own dispenser, a Mr Quinlon. Just past the surgery was the stable yard of the next house Persfield, the home of Mr Ratcliffe Walters. The grounds had a brick wall up to and down Mongers Lane. The next house, The Old House, had the front entrance to Epsom Road, with a six foot brick wall boundary extending about 100 yards. The stables and outbuildings were in Mongers Lane. From then on was an oak panel fence about five feet high. Behind was a 20 feet thick belt of trees, then a 3ft iron railing fence along the fields, which extended right across to Reigate Road. The length of the fence was approx. 400 yards.

The next house was a large brick house with drive in front, with low wide gates at each end. The name of the house was 'Halings' and was owned by the Hampton family. It was last used by Rolls Royce for a Rolls Royce drivers training school. Then there was Lynton Prep. School and adjoining houses, which have not altered. Just around the corner in Park Hill Road was a private school run by the Rev. Joseph 'Joey' Shaw, and later by his son, Mr Charles 'Charlie' Shaw, who served as a councillor for many years and was well liked in the village. The only other house past Park Hill Road was Gresham Cottage. The garden with hawthorn hedge in front reached up to Park Hill Road. At one time Mr Higgs, the solicitor, lived there. There was then a field with hedge in front, up to Half Mile Bush (Windmill Lane). A fun fair visited it each summer up to 1914. The entrance was where the shop is now. At the outbreak of the 1914 war it was taken over by the government for training the U.P.S. (University and Public Schools Training Corps). The men were billeted in the local houses.

### *Epsom Road, from Village, right hand side*

The first house was Ewell House. The last private owner was a Mr Jacombe. The front drive to the house adjoined The Grove and the coachman's lodge was inside the gate on the left. It was a two storey house, part tile hung. The back drive was in West Street. The house had a low wall, with an oak panelled fence on top. On the Epsom side of the property it extended about two thirds up the hill. When the Epsom Rural District Council widened the road in the 1920s a skeleton was dug up, believed to be a soldier killed in a battle fought there 3 - 400 years ago. Next was the drive to Tayles Hill, the property of Major Coates, who gave coronation mugs to the village children for both King Edward VII and George V coronations. Just inside the drive on the left was the single storey lodge occupied by Mr Major, who was in charge of the estate. To the left of the drive was the field for the estate cows. There was a six foot oak panel fence, with a thick belt of trees behind, about 20 feet wide, then a low iron railing fence on the

edge of the field for about 200 yards. The next house was Purberry Shot, owned by Mr Melmouth Walters. The house lay back from the road, with stable yard on its left, with the coachman's cottage. The coachman was Jack Watkins. He used to have a cockade in his coachman's top hat. The house had oak panel fencing the whole length of the property to the track (Kingsway).

The track led down to the old brickyard. There were four black tarred feather-board cottages which backed on to the West Street to Fairview Road footpath. In one cottage lived Chummy Bryant the village chimney sweep, who pushed his brushes round on a hand truck. Adjoining the track was an orchard with large beech trees in front of it. It was rented by Mr Dave Pocock. There was then Hessle House - the last private owners were the Butlin family - with fields fronting on the Epsom Road. The next house was Hollycroft with a large orchard on the Epsom side. The house was at one time occupied by Horatio Bottomley, the financier. Next was the house Invermene and a few three storey houses. In one lived a Mr Hatch. At the end close to the road were the two white cottages adjoining Fairview Road.

### ***London Road, from the Village, left hand side***

First the Spring Hotel, which was the only free house in Ewell. It had a full licence. There were two gardens at the back and stables, outbuildings. In addition to the cab horses stabled there, in summer the change of horses for one of the stage coaches also stood there. The fence in front of the yard was a 5 feet high wooden open upright one. From there to the Church Rooms were allotment gardens (now telephone exchange). They had a hawthorn hedge with double gates halfway along. The Church Room had a high holly hedge in front. Adjoining were the two flint built cottages adjoining Mill Lane.

Next, crossing Mill Lane, was a large house called The Grange, the home of the Carlisle family. The house was back from the road, with five foot iron railing fence in front and it had trees and shrubs behind it. The drive had gates each end, one at the corner of Mill Lane, which was the entrance to the stable yard, the other was at the entrance of the cart track which led to the footpath to Kingston Road and the recreation ground, which was opened at King George V's coronation. Next was a paddock, rented by Mr George Green for his horses - it had an elm hedge in front - then a large field extending right across to Kingston Road. This belonged to Mr Martin who grazed cows there. The hunt met here at various times in front of the Organ Inn. The Organ had a pull-in for carts, vans etc. and one Derby Day in the early 1920s two East End, London gangs met here after the races and a bloody battle developed and a lot were injured.

Next were about six wooden feather-edge board cottages painted white, with gardens in front. They had steps up from the road to the front doors. In the first one was a Mr Ralph, the woodman. At the end of the cottages was the Brick Kiln pub. It was a beer house, with canopy and seats in front. Then a larger double-fronted detached house. Jim Taylor the local signwriter lived here. There was then a 5 foot oak panel fence belonging to Stoneleigh House estate. It extended approx. 300 yards. Halfway along was the drive to the mansion. It was owned by the Stevens family (Argentine meat importers) as their country

home. Their town house was in Buckingham Palace Mansions, Victoria, opposite the station. The drive had a single-storey stone-built lodge on the right, just inside the large iron gates. Next there was a row of houses, some detached, others semi-detached. Most were built by Mr Kendall, who lived in the first one that went just round the park corner. There were some large fields with a culvert running into them. They were farmed by Mr Arthur Lavender the hay merchant from North Cheam. At the bottom of Elm Hill was a detached house belonging to a Mrs Skinner, a racing pigeon fancier, then more fields and at the top of the hill two pairs of semi-detached white plastered houses. In one, opposite the milestone, lived Mr Pearce, the retired station-master from Ewell L. & S.W.R. (Ewell West). He had two daughters who had a donkey and trap which they used to drive to the village to do shopping, and on Sundays to church. The last place was Sparrow Farm. It was a pasture farm belonging to R. Whites, the London soft drinks manufacturers. They kept their horses there during winter months at the end of the soft drinks season. The horse keeper, who lived in the farmhouse, was a Mr Dick White. The house was about 200 yards from the road, at the top of the farm road.

### ***London Road, from the Village, right hand side***

First the flint wall of the Rectory grounds, then the Church property to the corner of Church Street. Across Church Street were fields called the Water Meadows, extending up to the house called Woodgates. The fields were used by Mr Edward Martin, the farmer, for grazing. Woodgates was white plastered walls with a coach house and stables at the side of the fields. The other side of the house was the garden, with its old mulberry tree. The house had a low wall in front and the garden a 5 foot oak panel fence. Next was the cart track leading down to Church Farm House, about 300 yards down the track. Then there was Nonsuch Brick Works, owners Stone & Co. The brickfield was unusual as it had a seam of silver sand running through the clay. The brickworks were famous for their very high grade bricks made there - light and dark red facing bricks, which were sent by rail all over the country packed in straw. Also made there were flower pots, chimney pots and breadbins. Nearly all the chimney pots on the left hand side of Edgware Road at Maida Vale (the three storey houses) were made at the yard. The entrance to the works was opposite the Brick Kiln pub. About 100 yards from the entrance was a single storey house where the brickworks foreman, Mr Bill Sparrow, lived. Harry Cooke was the carman. One or two horses were kept there. A boy was employed to fetch beer from the Brick Kiln in what was called a khaki baby (one gallon stone jar) for the brickmakers. He would make several trips a day to the pub.

Past the brickyard was Ivy Cottage and another house, then the entrance to Cherry Orchard Farm. The house and farm buildings were about ¼ mile from the entrance. It was farmed by Joe Lavender as a pig farm and market garden. The farm hedge extended to Nonsuch Park entrance. Nonsuch Park entrance had a two story lodge just inside the gates on the right hand side. The gates were high iron upright railings with a swing wicket gate of same type. The main gates were always closed. The drinking fountain outside the gates was erected by the Farmer

family, who lived in the mansion at the time. The last private family to live there was Col. Colborne. There were no more houses on that side of the road, there being a continuous fence of the park boundary.

#### ***Reigate Road, from Village, left hand side***

The first field behind the High Street cottages was the fair field, the gateway being just at the corner of the cottages. It had a criss-cross wooden fence extending to Mongers Lane. The row of horse chestnut trees was inside the fence. The field was used for grazing purposes by Mr E.Martin. Mongers Lane crossing was the scene of many bad accidents to cars etc, after which the A.A. stationed a permanent traffic control patrol there until it was closed when the Ewell By-Pass opened. Across Mongers Lane was one cottage belonging to Pit House, where the coachman lived. After that there were only the fields of Priest Hill Farm for about one mile, and then the next house was North Looe, where Tom Walls, the actor, lived and had his racing stables. It was there that he trained his horse 'April the Fifth', with which he won the Derby. There was then North Looe Farm, which the Surrey County Council divided up into small-holdings. These reached as far as the Drift Bridge. Past the bridge were two cottages which belonged to the Kensington, Chelsea and St. Marylebone Residential Schools.

#### ***Reigate Road, from the Village, right hand side***

From the Village to Mongers Lane was a brick wall with the trees inside the wall enclosing Dr Reichardt's garden foot way and the rest the kitchen garden of Persfield. Across Mongers Lane were the two cottages, in which lived the head gardeners of the two Walters brothers. Both cottages were well known for their very fine displays of flowers. Next was C.I.Curtis dairy farm buildings. The cowshed was where the Ewell Autoway Training School is. There was a fine pedigree herd of Guernsey cattle producing top quality milk. Every year about six new heifers were brought over from the Channel Islands to help keep the herd top quality. The fields stretched up to the railway and across to Epsom Road. The head cowman was Mr Dave Coomber. Over the railway bridge were three large houses and just one more near the bridle path (Cheam Road to Epsom). The name of the house was Masterton. It had about one acre of garden. Otherwise from the railway to Fir Tree Road was the boundary field of Longdown Farm, except for the Longdown Lane turning just past the milestone, and College Road turning near the Drift Bridge (railway).

#### ***Cheam Road, from the Village, left hand side***

The first shop was a cafe owned by Mrs Richards. Mr Richards was a bootmaker. There also lived there a Miss Barnes who was the local R.S.P.C.A. representative. The door of the cafe was up steps. Next was the post office. Mrs Wicks was the postmistress. Then the entrance to Glyn Hall and the cottage, outbuildings and yard at the rear of Radford & Clarke grocery store. A Mr Jim Drake, a bricklayer, lived in the cottage. One of the outbuildings was used for storing salt in 28 lb and 20 lb blocks, plus rock salt for horses, cattle etc. The salt was used by local bakers in the Epsom, Ewell area. Radford & Clarke were

the local agents for Cheshire salt mines. It came to the L.B.& S.C. station (Ewell East) in 5 - 6 ton closed trucks. The treble fronted shop had large windows divided into small panes. The shop employed a staff of about 6 persons. Outside on the pavement was a row of trees.

The first house was a large square-built, white house, which was about 40 yards back from the road. It was called Dorset House (now a car park). The Faber family lived here. Next was a high brick wall which was the boundary of the Rectory kitchen garden, about 45 yards long. Then there was the high flint wall, with gates, the entrance to stables, cottage and coach house of the next house, Ewell Grove, a large house with half-moon drive in front, with large iron gates each end, with large beech trees at the entrance. The house had iron railings in front. Sir David Evans lived there, at the time he was Lord Mayor of London. There was then a low flint wall with an oak panel fence on top, fencing the dell up to the footpath to Cheam. The lodge along the footpath, (now White Ladies), was the head gardener's cottage, all part of Ewell Grove estate, which extended about a third of the way along Sounding Alley (Ox Lane). Past the footpath was a large field belonging to Sir Gervas Glyn. This was where the 1914-1918 war victory celebration were held. The field was where the nursery now is before the by-pass road divided it. There was then another field owned by Mr J.Martin, the farmer, used for grazing. The next house (now Essex Lodge) - here lived a Mr Price who owned the candle making factory at Battersea. There were then 2 - 3 more houses up to the drive to Nonsuch Court Farm. The drive was lined with horse chestnut trees and the single storey lodge (still there) was where the gate was, which led to the farmhouse and buildings, including the distillery. The farmer was Mr E.Martin, the farm bailiff a Mr Cox, and mostly mint was grown and distilled there. Local people used to buy the strong mint water, very hot taste, used in the distilling, about a shilling a gallon, for winter drinks and colds.

Past the farm drive were three more houses. In the last one Dr Cope lived. It was called Glyn House and was demolished to make the car park for the pub. Then the Glyn Arms Hotel, with stables at the rear and garden extending to the railway line. The pub had a small pull-in with a horse trough. The pub was used mostly by carmen, farm workers and people out walking on Sundays. From the railway there were fields of Nonsuch Court Farm with the cul-de-sac halfway up Howell Hill leading to the house known as Springfield, now a nursing home. It was the home of a Mr Baxter and family. From the cul-de-sac there were more fields belonging to Nonsuch Court Farm as far as Harefield Bridge. About a hundred yards from the top of the bridge was the other entrance to Nonsuch Court Farm buildings (the entrance was where the drive is to Nonsuch girls school).

#### ***Cheam Road, from the Village, right hand side***

The first building was The Star pub (beer-only house, now a wine bar). There was no pull-in. Outbuildings were at the side, also a garden where the first purpose-built garage was erected in the early 1920s, by Capt. Richards, for repairs and car hire service. The first house was where Dr Raynor lived and had his surgery (Grove Cottage). There was a stable and yard, later converted to the doctor's

garage. The next house was the Manor House where Mr E. Martin, the farmer, lived with his daughter, a Sunday school teacher. The grounds of the house extended to Mongers Lane and along there to Reigate Road. Mr Martin used to tell people that he remembered when in 1845 the London Brighton and South Coast Railway was put through his farm (Priest Hill). Past Mongers Lane was Pit House. The grounds extended the length of Mongers Lane to Reigate Road to the gardener's cottage and included the pit (where Homebase is). A Mr Curry lived at Pit House. He was a coal factor in London. The stable yard entrance was at the corner of Mongers Lane. The gate was never closed as there was a right of way footpath to Reigate Road. The next house was Staneway. Here lived Col. Potts. The house was on a lower level than the road. There were steps down to the front door, which had a glass canopy over them. There were further steps at the side of the house, which led down to the kitchen, which was below the road level, but level with the pit at the rear of the house and the kitchen garden. There was also a drive down to the stables, outbuildings and coachman's cottage.

Adjoining Staneway's garden at the side (before the By-Pass) was the next house, Holmfield. A Mr Rowe lived there. He was an antique dealer with a business in London. The house had stables and Mrs Rowe was often seen riding a big hunter side saddle around the area. Behind the house was the farm road that led to Priest Hill Farm. There were two farm cottages at the side of the railway. In one lived Mr Perron, the farm carter, and in the other Mrs Crow. Under the bridge, further up the road, was the homestead and two more cottages. In one lived Mr Sam Tyrell, the farm foreman.

The next houses were Kingston Lodge, where the Bowring family lived, then Conaways, where a Mr Dovey lived. The next house was St. Normans. The garden extended to end down the side of the road to the station. The name of the family who lived there was Cheetham, and the head gardener was Mr George Streeter, who later became the groundsman at Court Rec., Epsom. The road to the London Brighton & South Coast station had a house for the station-master on the left side. The station-master was Mr Fenn. There was also a goods yard with coal wharfs used by J. Moger & Co. and an exit from the station yard direct to Priest Hill Farm. This was for unloading of truck loads of manure which came from London stables direct to the farm. Past the railway there were Priest Hill Farm fields to Banstead Road. From Banstead Road to the top of Howell Hill were four houses. In the second house Mr Rowle lived, the very well known London heavy harness maker. The shop and workshop were at the corner of Blackfriars Road and Southwark Street. The last house belonged to Mr W. Parsons, the paint manufacturer, whose works were at Mitcham. The house was always given a new coat of green paint every few years. There were then only the fields of Cuddington Court Farm, until the homestead entrance (now entrance to rugby ground), and then more of the farm fields to the railway line. The farm was mostly arable, growing corn, potatoes etc. The farmer was Mr Bill Hay.

P.S. Dr Raynor always carried a Gladstone bag and talked to himself when doing his visits. The local boys and girls used to say he was saying 'I'll kill or cure the b... today'.

### ***Spring Street, from the Village to Chessington Road, right hand side***

The high brick wall of Garbrand Hall (Bourne Hall) has not changed much. Where the entrance to the library is, were the high double gates, which were the entrance to the stable yard, coach house, stables with coachman's flat above, and also the hay loft. It was a dark red building - brick - in all about 80 feet long, facing the gateway. Over the flat was a clock, set in the apex of the roof. The clock chimed. It had a black face with gold coloured hands and figures. The wall then continued to where the exit from the library is. Here was a double high gate entrance from the garden. It was right opposite the entrance to the Poultry Field belonging to Garbrand Hall.

### ***Spring Street, from the Village to Chessington Road, left hand side***

The left hand side from the Village to Hop Pole Alley is not changed at all. The last house before the alley was - so the old people who lived in the 1800s and passed on the information said - a laundry for the large London hotels of the time, and the blankets, sheets etc. were laid on the large lawns to dry. They also said that the reason for the recess in the wall of Garbrand Hall, opposite the double gated side entrance of Chessington House, was made at the time of the laundry so that the large four-horse drawn laundry vans could have a better swing (turn) into the gates. This could very well be correct as the iron striking strut is still at the side of the left hand brick pillar. These were used a lot at narrow entrances to stop the iron tyres and the stocks (hubs) of the waggon wheels colliding with the pillars and knocking them down.

Past Hop Pole Alley where the road turns right was the Lyncrets Meadow. It extended to the Poultry Field. The hawthorn hedge is still at the side of the footpath, except at the end where the house, Spring Cottage, was built. At the Hop Pole Alley end was a short length of fence, about 30 feet, then a five bar gate with a stile at the side, to the public footpath across the meadows to another stile at the top, where the footpath turns right to Chessington Road. The footpath was where the footpath now is, on the right hand side of the road at the side of the houses. The meadow was used for hay crops and grazing for horses by Thomas Pocock. Past the meadow was a four to five foot oak panelled fence with a holly hedge behind. The Poultry Field was behind; the gateway to it was about 20 yards from Chessington Road.

### ***Banstead Road, from Cheam Road, left hand side***

The houses to the top of the dip in the road were of various types and age. Amongst the older ones were Cleeve Cottage, The Elms, where the Page family lived, and a large house called 'Shalimar' on the top corner of the cul-de-sac, the ground of which extended to where the Mormon church now stands. Past there were the small houses now still standing, all in single family occupation. From then on was a large 40 acre field (now sports field) extending to the footpath from Cheam to Reigate Road. This was the only field belonging to Priest Hill Farm not inside the farm boundary. From then on to the foot of Banstead railway bridge was part of Cuddington Parish

and consisted of arable fields, part of Walnut Tree Farm. The farmer was Pat Kerr. The homestead stood where Gilhams Avenue is now. Pat Kerr also had the farm in Cheam Village where the garage now stands. It was a dairy farm. At the foot of the railway bridge was the road to Cuddington Isolation Hospital.

### ***Banstead Road, from Cheam Road, right hand side***

Except for the two farm cottages (Priest Hill) in the dip of the road by the old chalk pit, there were only the fields of Priest Hill Farm to the footpath, Cheam to Reigate Road (North Looe). Then from the footpath to the railway bridge were the fields of Walnut Tree Farm. The Banstead Road was about 20 feet wide and from the dip to the railway bridge had high banks on each side about 6 - 8 feet deep. During the early 1920s, one winter the road was completely filled with snow to the top of the hedgerows, making it approx. 10 - 12 feet deep. It took a hundred men over a month to clear a passage through it wide enough for people to walk from Ewell to the hospital.

### ***Kingston Road, from the Village, left hand side***

First the Horse Pond. This had a low kerb as far as Chessington Road, so that the horses and carts could go into the water, which was always crystal clear. When the springs were high the water used to come over the road about 6 - 8 feet. Every day race horses from Epsom were brought to stand in the water for upward of an hour at a time. There were at times 20 - 40 horses there at one time. During the race days at Epsom, gypsies used to come with their horses and carts loaded with old 18 gallon milk churns. They would drive into the pond, fill the churns with water, take them back to the Downs, put yellow lemonade powder in it and then sell it at 2d a glass to the race goers.

From Chessington Road there was the flint wall to the entrance of the Upper Mill. Part way along the wall opposite the pub was the entrance to the Mill House; there was a glass covered canopy. The last private family were the O'Cock family. Mrs O'Cock was a sister of the miller, Henderson. The Upper Mill was run by a water wheel until the mid 1920s, when owing to an extra well being sunk at Epsom Water Works, the river flow was reduced and a large gas engine was installed to assist running the mill when the river was low. The mill foreman was Mr Ted Groves, and at night it was run by a Mr Chandler who lived in one of the Powder Mill Cottages at the bottom of Plough Road. Past the mill entrance was a low black fence. The mill workers had their allotments there between stream and road, now Riverside Walk. There were then fence posts with one iron rail on top, 3 feet high, replaced around 1912 by the present wall and railings, which were built by Epsom Rural District Council. The fence at the side of the stream extended to the bakers shop, which was the oldest bakery in Ewell, belonging to the mills, and was run by Mr Harry Marks who delivered locally with a large basket and at times with a baker's barrow at weekends. For the distant deliveries a pony and cart were used. The stable was at the side of the bakery. The shop is now a private house.

Next to the shop, two cottages. In the first lived Mr

Plowman, who worked at the Upper Mill, and in the second Mr Alf Martin(?), who was a signalman at Ewell L.& S.W.R. Station, now Ewell West. Adjoining the cottages were the undertakers premises and the house for the foreman. The undertaker was a very well known character, Mr Alf Longhurst. His grandson still runs the firm. Mr Longhurst used to conduct all the large funerals for a large area beyond Ewell. Next was the Lower Mill with house, in which lived the mill owners, Mr Billie and Alec Henderson. The mill was run by two shifts of men, about six in each. The working hours were 6 a.m. - 6 p.m. with ½ hour break for breakfast 8.30 - 9 a.m. and 1 - 2 p.m. dinner break. The millers always lined up by the wall outside the gates just prior to their starting times. The other shift was 6 p.m. - 6 a.m. The mill was powered by a steam engine. The two engineers were Mr Ern Bishop and a Mr Thomas. The mill foreman was Mr Bill Axtell. The mill had a private railway siding to it from Ewell L.& S.W.R. goods yard, from where all the coal and grain for the mill were delivered by railway goods waggons from all parts of the country. From the private siding goods shed a small light railway ran on pylons right into the mill. The flour, oatmeal, bran, also cattle feed, from both mills were delivered by both one and two horse round-top millers vans. These were replaced, first by one steam waggon and trailer on iron tyres about 1911, and a second, approx. 1913, on solid rubber tyres. The make of the steam waggons was 'Allchins'. The driver of the first was Mr Tom Charman and the second Mr Bill Barter. Both lived close by.

Past the entrance to Meadow Walk were two wooden cottages. In the first one, facing down Kingston Road, lived 'Congy' Batchelor, who was a miser. He had all the windows of the cottage boarded up. When he died lots of gold sovereigns were found hidden under the floorboards. The next two brick houses were run as laundries, the first by Mrs Whittington and the second by Mrs Perry. They did the laundry for some of the large houses in Ewell. There was then a large vegetable garden, where the shops now stand, then two pairs of wooden cottages, one pair still standing. In the third house lived Mr Everett, a chimney sweep. All these properties belonged to 'Congy' Batchelor.

Past the wooden cottages were the allotments, then the row of semi-detached houses to Elm Road. Past Elm Road was the grocers and sub-post office run by Mr Frank Pocock, and then houses in blocks of four to the railway, except for the large house at the side of the railway, built and owned by Mr Alf Longhurst the undertaker. The shop and blocks of four houses were built by Mr Charlie Kendall, with yellow stock bricks from Epsom brickyard. At the time of completion, Mr Kendall sold some at £1,000 for a block of four. After the railway were the fields of Ewell Court Farm as far as the entrance to the homestead, which was back about 300 yards from Kingston Road, where Bradford Drive now is. There were two brick farm cottages at the entrance. In one Mr Harry Ayres, the head carter, lived. The farm was mixed arable and dairy; the farmer was Mr Ewart O'Dell. It was on this farm that the first motor tractors in Ewell were demonstrated in about 1919. The tractors had three wheels, two large rear driving wheels and a small wheel for steering in front, year about 1919. Past the farm entrance

were more fields to the footpath to West Ewell. The farm was built in the late 1920s.

Past the footpath were fields belonging to Ewell Court House, as far as the drive to the mansion; at the entrance to the drive was the Bungalow Lodge (still there). Mr North the cowman lived there. At the bottom end of the drive on the left were cowsheds, stables and farm buildings, all belonging to the mansion. On the right, at the end of the drive, was the head gardener, Mr Ewing's, cottage and next to that was the estate laundry run by Mrs Stanard. At this time the property was owned by Mr John Henry Bridges and was taken over later by a Mr Stoddart, who was a member of the American bankers; they had a large Buick car. During the summer months the chauffeur used to collect Mr Stoddart (Jnr) from Ewell L. & S.W.R. Station at about 6 p.m. each day, but during the dark winter months Mr Stoddart used to walk home across the fields. The estate farm carter was Mr George Reeves, who lived in West Street, and on Sunday afternoons Mr Stoddart (Sen) used to look after the horses to save Mr Reeves the long walk from West Street. The Stoddarts were the last private family to live there. Past Ewell Court entrance were two large white houses. In the second, called 'The Chestnuts' (where St. Clement's Church now stands) lived Mr Danny Hutch, before moving to Epsom Road. After that were the Common Fields as far as Ruxley Lane, and were part of Mr O'Dell's Ewell Court Farm. These were arable fields. From Ruxley Lane to the Ewell boundary at Hogsmill River were fields, mostly arable and belonging to Ruxley Farm, farmed by Jack Scott.

### *Kingston Road, from the Village, right hand side*

First was the brick wall with trellis fence on top, behind which was the tea garden of the Spring Hotel. On the end of the wall (Village end), was a sign post board which had written on it '5 miles to Kingston, 62 miles to Oxford', nothing else. After the tea gardens the row of brick terrace houses, known as The Terrace (still there), then a single storey, black tar boarded house in which a Mr Watts lived. Next was a narrow fronted three storey tar board house. This house extended back up the side of a private pathway. A Mr Churcher lived here. The last family to live there was that of Mr Bill Cooke. (A bungalow now stands on the site of these two dwellings.) Next came two brick cottages and the Wheatsheaf pub. In the first cottage lived Mr Bill Elson, a builder's handyman and in the second Mr Bob Essary. The landlord of the pub was a Mr Root. The pub had some outbuildings at the rear, mostly only used for storage purposes for the pub. After the pub, three terraced wooden cottages. In the first lived Mr Chernell, a gardener, second, Mr Carslake, who was a coachman, and in the third a Mr Pile, who was a coal carman and worked for Moger & Co. Next was an old tile-hung and brick cottage, laid back a little from the road. It had a garden in front with a brick wall four feet high, which also went about 20 yards up Mill Lane. Mr Pratt, a jobbing gardener, lived there.

After Mill Lane, Grange Cottage, used by a French order of monks until the turn of the century, and then, as a private house, by the Stevens family. A crucifix was dug up in the kitchen garden by a Mr Choules, the gardener, in

the 1930s and given to Mrs Ella Pocock. It was bronze and hand made. A high brick wall, known as the Monks' Wall, extended 200 - 300 yards along Kingston Road. At the Mill Lane end there are some air bricks on the wall where the cellar used to be. At the back gate in Mill Lane is still the grille the monks used to look through to see who was there. At the end of the wall (where the entrance now is to Grange Mansions) there was a 4 feet high brick wall with a 4 feet oak panelled fence on top. Behind was a field belonging to The Grange. The wall and fence extended to the alley leading to Ernest Cottages. There was also a house at the top of the alley. A Mr Jim West lived there. He was a builders' handyman and worked for Mr Bert Hards, who owned several small houses let to tenants. At the entrance to the alley was the house Mr Harry Cooke lived in. He was the carman at the brickyard. His brother Jack was a coal carman and worked for Frank Lefevre, the other local coal merchant.

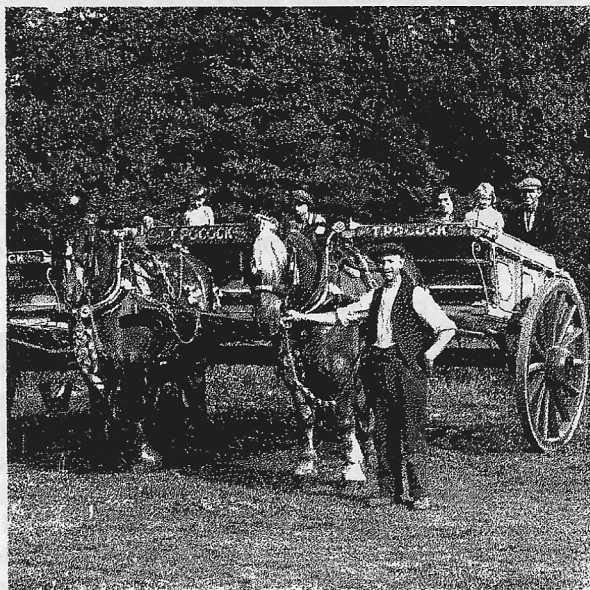
Next, the forge, which was owned by Mr Charlie Redditt, until he enlisted in the 1914-18 war. It was then taken over by Mr Harry Ralph, whose son, Gordon and grandson, Michael still run it. At the time of Mr Redditt and Mr Ralph Sen. there were always queues of heavy cart horses waiting to be, shod. The price for a set of four shoes varied from 4/- to 8/- for a set and lasted on road work about 3 - 4 weeks. The largest shoe ever seen there was taken off a horse belonging to Mr William Pocock, who bought it at Crewe Horse Sale. The size of the shoe was 9¼" wide, 8" long, clip to heel, width of heel 7¾". The off-side front shoe weighed 3lbs 10oz. Among other jobs carried out at the forge were repairs of farm implements and council roadmen's tools, also fitting iron tyres to cart and van wheels. For this a special tyreing plate was used in the yard and a big wood fire was lit all round it to keep the tyre hot prior to shrinking it on to wheel. Also employed there was a farrier, Mr Bill Stroud, who later opened his own business at Tooting. The shop next to the forge was run by Mr Westgate as a newsagents, tobacco and sweets, plus some groceries.

Then the Eight Bells Pub, full licence. The landlord was Mr Bert Lee. In the pub yard were three cottages, plus stables. In the corner cottage next to the pub lived Mr Sid South, the local knackers' man, who kept his horse and cart in the stables. In the cottage next to the stable lived Mr Tommy Lee (no relation), who was the poultryman at Garbrand Hall. Then the two cottages adjoining, which lay back from the road. Then the detached house, Mill Cottage, where Mr Alf Nay, the coachman at the Mill, lived. Next two pairs of feather-edge wooden cottages, painted white, with large gardens at the side, then a single wooden house painted the same. Next was a pair of red brick cottages and then another pair of the same type of wooden houses.

Then the Jolly Waggoners pub. The landlady was a Mrs Esther Morris. It was only a beer house, with one bar, seats at the side and a tap room. The millers always used this pub. At one side of the pub was a large kitchen garden, on the other side were the outbuildings used mainly for chickens. The pub had a large half-moon pull-in with a horses water trough at one end. It was well used by carmen stopping for a break in their journeys. Past the pub was a field, where Shortcroft Cottages now are. They were built early in the 1920s by Epsom District Rural



Council and were the first council houses to be built in the area. The field was used by Mr Thomas Pocock, the local transport contractor, and had a stable and van shed at the top. It was in a field next to this, that belonged to the Stoneleigh Estate, that the first aeroplane landed in Ewell. It was flown by a Mr Graham White (so it was said), who was a friend of one of the Stevens daughters. At the end of the field a house was built by the Ruddles brothers from West Ewell. It is now the vet's. At the same time, about 1912, the new road was made (now called Park Avenue) to London Road. The contractor who made it was Stephen Kavanagh of Tolworth. After the new road was a high bank as far as the railway.



*T. Pocock's heavy horses*

Immediately on the other side of the railway bridge were some steps which led up to the footpath and cottages. The footpath ran alongside the railway as far as the cattle arch and then turned left through what were known as the Worcester Park Fields to Old Malden Church, and on towards Kingston. The cottages at the top of the bank were a row of four wooden cottages and one larger detached cottage. In the first cottage lived Mr Tom Burt, a general roadmaking labourer, and in the second Mr Tom Stevens, foreman fitter on the railway for the length from the bridge to Worcester Park Station. In the detached house lived Mr Bowman, who was retired. Every dark evening during the 1914-18 war he and his wife could be seen walking down to the Jolly Waggoners arm-in-arm carrying an oil hurricane lamp. She would wait outside whilst he had a drink and she would then carry the light with him round to the outside toilet at the back of the pub, to the amusement of the millers.

From the cottages to the top of the hill were fields used for grazing by local farmers. Then there was a large house just before the Adelaide pub. The house was at the top of a long wooded drive. The house was demolished in about 1927. Next came the Queen Adelaide, the landlord Mr Fred Cooke. The pub had a verandah in front with bench seat and a couple of tables where people would have their drinks when out for Sunday walks. There was a large pull-in for horse drawn vehicles, used a lot by delivery vans. At the rear of the pub were stables and a cowshed, plus a field at the side and rear where Mr Cooke kept a few cows,

made butter and sold the skimmed milk to locals from the village. There was then a large vegetable garden (where T.W.Hawkins garage now stands). Next were the fields of Coldharbour Farm. It was farmed by C.I.Curtis for the raising of young dairy stock for replacement of their herd at Fitznells, and also for the period when the dairy cows were dry they were taken to Coldharbour. The young heifers came into the herd at three years old and could often be seen following the horse drawn cattle cart which had their calves in it down Kingston Road to Fitznells. The stockman at Coldharbour was a Mr George Miller. At the end of the fields were two large houses about 200 - 300 yards back from Kingston Road. The first was where Chestnut Avenue now is. The last family to live there was a retired clergyman and family, and the second house was Park Hill School, a private school. The drive was where Timbercroft now is. Then next was the start of the woods which extended to Old Malden Lane (now Worcester Park Road). At the start of the woods, opposite Ruxley Lane was a footpath through the woods to Cuddington Church. After that there were two unmade muddy roads, with pillars at the ends, Salisbury and Grafton Roads.

### *Marsh Lane, now Chessington Road, from Kingston Road, left hand side*

First past the Horse Pond was the head gardener's house (lately known as The Turrets, now demolished), once the dairy of Garbrand Hall. The head gardener was Mr Osborne. There was also a large yard with greenhouses and outbuilding which housed a large gas engine and electric light making plant, with large glass batteries. It was a 100 volt plant and was used for lighting the mansion, the first house in Ewell to use electric light. The white on the brick wall where the plant stood can still be seen. The high brick wall around the estate went along Chessington Road to Spring Street. Past Spring Street was an oak panelled fence for about 250 yards approx. behind which was a field with a lot of poultry houses for chickens etc. for providing Garbrand Hall with their eggs etc. The poultryman was Mr Tommy Lee and the field belonged to the estate. Next was the granary, stables, outbuildings and shop belonging to Mr Frank Lefevre, coal and corn merchant. In front of the shop until the 1926 coal strike was a large lump of coal weighing approx. 2 tons. It was broken up during the strike. Frank Lefevre was the second coal and corn merchant in the village. Their coal wharves were in Ewell L.& S.W.R. goods yard. All their fuel was delivered in one cwt. sacks by two horse drawn coal vans, later replaced by one ton Ford T. type lorries. Mr Jack Cooke was one of the coal carmen. Mr Lefevre's daughter, Annie, served out the small orders of corn in the shop. The large orders for hay, forage etc. were delivered by van loads to the large houses that had carriage horses.

Then the footpath to Lyncretts, hence to Spring Street. At the side of the footpath were vegetable allotments extending half way up the hill, and from there to the railway was a field used for grazing. The first over the railway bridge was an orchard and then fields to the bottom of the hill. These were used by C.I.Coates for grazing cattle. At the further side of the field was the private railway which ran from Ewell L.& S.W.R. to the mental hospitals. All their coal etc. was transported from

the station along this line to the hospitals by their two own locomotives: one was driven by Mr Charlie Carter. Also over this private line went all the building materials taken for building Long Grove Hospital by the building contractors, Messrs Foster & Dicksee, who had their own locomotive (steam). They had their engine shed in the field and it stood there till 1921, when the Surrey County Council bought the land for their main Highways Depot for the whole of the County. When it was fully developed there were two asphalt making plants, two tarmac plants, three stone crushing plants, a large heavy engineering workshop, a large fleet of petrol driven lorries ranging from 1 - 12 tons carrying capacity, plus four steam waggons and trailers. The asphalt and tarmac output averaged about 250 tons per day. There was also a carpenter's shop which did the carpentry work for all the County Highways Dept. A lot of concrete kerb stones and slabs were made in the depot. The total work force based on the depot was 750 - 800 men, of which about 250 - 300 were employed in the depot. Mr W.J. Bushnell was the Highways Superintendent and his deputy Mr W. Clarke. The County Engineer was Mr W. Robinson.

From the depot to the start of the houses were fields used for grazing horses by Mr Tom Pocock. The houses have not changed, except that the shop opposite Plough Road was a bakery run by a Mr Turk. Past the shop was a row of cottages which ran the length of the way back from the road to the private railway. They had gardens in front. The cottages were called Downs View. Then the club and the other houses which have not altered. After the houses the fields (now sports field) which belonged to The Colony (St. Ebbas) Farm. Lots of chickens were kept on the orchard part. The farm bailiff was Mr George Merritt. The fields extended to Hook Road. Past Hook Road were fields belonging to Long Grove Hospital Farm and then the woods, Butchers Grove, and more fields until the two cottages on the slope of the hill leading down to Bones Gate splash (ford). In one cottage the front of the house was converted into a shop selling groceries and soft drinks and there was a tea garden. The lady who ran the shop was a Mrs Ford.

### *Chessington Road, right side from Kingston Road*

First the mill pond with its brick wall, coping stones and railings on top. The coping stones at the start of the wall are worn down. This was caused by children being lifted up to stand on them and holding the railings to watch the water coming out from under the road. Next was Fitznells farm house (now doctors' surgery). The farmer was Mrs C.I. Curtis (Clara Isabell) and her two sons William 'Billie' and Charlie. The farm was owned by the Gadesden family who lived at Ewell Castle. There always used to be two peacocks who used to roost each night one either side of the porch leading to the front door of the house. Every morning they could be seen on the road outside the gateway. The lawns and flower garden of the house extended from the mill pond to the farm road. The Curtis family ceased living there in 1928, when the farm was sold for development. The house was then sold as a private house. The last family to live there were Mr and Mrs O'Brian. That was until approx. mid-1940s. It was during

that period that the barn got burned down, caused by a sump lamp left under the O'Brian's Rolls Royce, so it was said. The O'Brian's had a bulldog who used to stand at the gate - very friendly, known to everyone as George.

The road down to the farm had two cottages and a barn on the right hand side. The barn was of historic interest as it had a hammer beam roof and was about 300 years old and had been constructed with second hand beams, which had been used before. In the first cottage lived Mr Edser, Fitznells gardener, and in the second Mr Dyke, one of the cowmen. About 50 yards down the road on the left was the farm pond, then the entrance to the kitchen garden, then the waggon and implement sheds. On the right of the road at the rear of the barn and house were the cowsheds. The herd was about 80 - 100 cows, the breed shorthorns. The head cowman was Mr Bill Reed. Past the cowshed was a wide open yard leading to the grains pit for used brewers grains which were fed to the cattle. Past the open yard were the ricks, stackyard, stables and the bull pen and yard. During the 1950s a North Wales farthing was found in the rick yard; it was dated 1600. It was believed to have been lost by a travelling farm labourer of that time. At the end of the farm road was the home field. During the better weather the cows were gathered there at night, from outlying fields which extended to Plough Road. The farm was nearly all pasture, with a few arable fields for growing feed for cattle. Curtis had two retail dairy shops, the one by The Grove in the village, the other in the Balham High Road, S.W.17. Each afternoon at 4 p.m. a milk cart drawn by a pony would leave Fitznells loaded with milk churns holding eighteen gallons each to take to Balham and bring back empties. The pony and cart were replaced after the 14-18 war by a one-ton T. type Ford lorry. This was driven by Sam Garrett, who also drove one of the farm tractors. Each year in spring a stud groom with a travelling shire stallion would put up for a night at the farm. It was a fine horse, mane and tail plaited with straw. It had a small strap across its back, hung on one side was the groom's travelling bag and the other side the horse's bait and brushes for the stallion. The groom wore bowler hat, tweed jacket, Bedford cord knee breeches and leather gaiters. They came from the Shire Stud Farm at Theale, Berks. and were away travelling 5 - 6 months, calling at farms to visit mares by appointment previously made before setting off from Theale. Mr Billie Curtis was a fine horseman. When visiting the distant fields of the farm, after crossing the railway he never opened any gate, always jumped the lot. He once went to the Argentine with a British show jumping team as a member.

Past the farm entrance was a stable and yard, then two cottages, then another stables and yard to Old Schools Lane. The cottages were built in 1904 for the Glyn family by the local builders, Goodship and Saunders. The houses, semi-detached, white rough coated, were named by the Glyns, 1 and 2 Marsh Cottages. The first cottage and yard were occupied by Mr Ted and Charles Peters. They were the local London carriers with 3 - 4 horses and vans, one, at least, going to London each day. The second cottage and yard were occupied by Mr Tom Pocock, the local cartage and removals contractor. They carried out removals to all parts of the country, sending their vans away by rail to be unloaded by distant removal firms. The

removals locally of some of the large houses in Epsom and Ewell would take upwards of a week. Under the son, Mr William Pocock, the firm had many fine heavy horses, winning many prizes at shows including Hampton Court Royal Horse Show, Crewe Annual Horse Show and Epsom. When not showing, Mr W.Pocock would often be in demand as a show judge. Previously the stables of the first yard were two cottages. In one a Mr Harry Wiltshire lived when a boy and went to school in the old school in Old Schools Lane. The other stables were, prior to becoming a stable, a ginger beer brewery.

Next past Old Schools Lane was a large paddock with a five foot oak panel fence, behind which was a copse of trees and scrub about 15 feet wide and then a low iron railings fence. The paddock belonged to Garbrand Hall and was used for the carriage horses to graze. The gateway was opposite Spring Street, with a pear tree in the entrance. The paddock fence extended from the Old Schools Lane to about 150 yards from Spring Street towards the station. From there to the foot of the hill were two fields used by various people for cattle grazing. Then there was the L.& S.W.R. tree growing nursery to the station entrance. The station and station master's house have not changed. Until 1926 there was one steam train an hour in off-peak times in each direction. After 1926 there was an electric train each way every twenty minutes in off-peak times. The station between the wars was the busiest goods station between Wimbledon and Guildford. It catered for all Surrey County Council materials, all coal etc, for the five mental hospitals, all the bricks for the extensive building work during that period, plus the mills' coal and grain, also all other rail borne goods. There were always 2 - 3 complete goods train loads into the station most days of the week, never less than one train.

Over the road bridge half-way down the hill was a wicket gate, which led down to a yellow brick-built house, at the bottom of the railway bank. Mr Tester, the Fitznells Farm foreman, lived there. It had a large garden with damson trees in it. He used to sell the damsons to locals for jam making. At the bottom of the hill was a five-bar gate white painted, the other entrance to Mr Tester's house.



*Ruxley Lane 'Splash'*

Along the top bar of the gate was painted in black 'This gate belongs to W.Gadesden and is erected on his property'. From the bottom of the hill to Plough Road were fields. All were arable except for the water meadow (now Green Lanes) and a small allotments patch (opposite

Oakdale Road). Here Mr Bill Stirling, who lived in Down View Cottage, kept pigs. Either his wife or he used to boil the pig food outside their cottage and they carried it up to the pigs in pails hung on a yoke on their shoulders. Past Plough Road was West Ewell's oldest shop, run by a Mr Wally Baker. The shop was a newsagents, sweets, tobacco and general store. At the side and behind the shop were about 6 cottages. Both shop and cottages were wooden feather edge boards, painted white. The cottages at the side were back from the road with gardens in front. The old Plough Inn was just behind the shop cottages.

Next was a small row of later shops to Fulford Road. The grocers was owned by a Mr Ernest Gold who supplied many folk with their rationed food during the 14-18 war. From Fulford Road to Chesterfield Road were houses, some detached, others semi-detached. In the second house past Fulford Road lived Mr W.G.Jones, for many years from 1914, headmaster of Ewell Church of England Boys School. The first doctor to live in West Ewell, Doctor Shaffener, lived in the big house adjoining Heatherside Road. Past Chesterfield was one large house and then fields to Ruxley Lane, except for two brick-built farm cottages opposite Hook Road. The cottages belonged to Poplar Farm. In one cottage lived a Mr Childs who worked on the farm. The farm house and homestead were about 100 yards back from the roadside in the dip of the hills. The farmer was a Mr Hemmings. It was a mixed farm. After Mr Hemmings left it was taken over by Mr Lefevre the coal merchant. He raised bullocks there until the farm was developed for building.

From Ruxley Lane to Bones Gate splash (ford) were fields, most belonging to Mr George Bird of Hook, who used them for growing hay for his carriage and riding horses. Mr Bird hated motor-cars and used to lash out at them with his whip. Horse drivers he used to give money to get a drink at the pub Bones Gate. The Bones Gate pub was run by the landlord Mr Yates. To get to it a little wooden foot-bridge over the stream had to be crossed. The pub was where the car park now is. It was a low white feather board building. It had a small hatch in front, where the bar was, to serve through in good weather to customers sitting at tables under the Willow Trees. There was a small bar inside. The sign of the pub was in the shape of a five bar gate and it was hung on a pole. On the gate was painted, 'This gate hangs well and injures none, so refresh and pay and travel on'.

### ***Ruxley Lane, Chessington Road to Kingston Road, left hand side***

From Chessington Road to Cox Lane were fields. Then from Cox Lane a grass field to the black wooden cowshed of Ruxley Farm. The cowshed was at the side of the road and extended from where Fendall Road now is to the bank of the Hogsmill. There was a small wooden footbridge over the stream. Ruxley splash (ford) would sometimes be fifty yards or more wide when the stream was in flood. One year Lord Lonsdale, who always travelled to the Derby in his yellow car via Ruxley, got stuck on the middle of the splash. Past the stream to Kingston Road were fields, all arable, belonging to Ruxley Farm.

### ***Ruxley Lane, from Chessington Road, right hand side***

First there were fields to the bend in the road by the footpath from Ewell, then two pairs of brick farm cottages belonging to Ruxley Farm. In one lived Mr Mitchener, who worked on the farm, in another a Mr Meephams, who was the milk roundsman at the time. The farm house and homestead were where the milk depot now is. The farmers were Mr Jack Scott and his brother. There was a paddock between the stream and the homestead. The entrance drive was opposite where Fendall Road is now. From the stream to the Kingston Road were the common fields belonging to Ewell Court Farm.

### ***Cox Lane, from Ruxley Lane***

Cox Lane was always known by the villagers as 'Down No Where'. It was a narrow road with fields either side. Towards the end of the lane, where the sharp left-hand bend is, was, on the right-hand side, the entrance to Epsom Rural District Council sewage farm and filter beds. The man in charge, who had a cottage there, was a Mr Cooke. Past the bend, the road turned sharp right and there was a pair of brick-built cottages there. In one lived Mrs Farr and her son Sam, who kept pigs. All the boys and girls from the age of 5 to 14 years had to walk to school, Ewell C. of E. School in West Street, Ewell. From Cox Lane and Ruxley Farm the distance was 2½ - 3 miles. They carried their lunch sandwiches in bags on their backs. They used to leave home at 8 a.m. to be at school at 9 a.m., left school at 4 p.m. and arrive home about 5 p.m. So in the winter it was dark when they left home in the morning and dark when they got back home. Their route used to be Cox Lane, across Ruxley Lane to the footpath across the fields to skirt West Ewell church, then past the powder mills cottages to the footpath across Fitznells fields to Old Schools Lane, then Chessington Road, Spring Street, Hop Pole Alley into West Street.

### ***Old Schools Lane, from Chessington Road, right hand side***

On the right-hand side there was first the side of the cart sheds of the stable yard attached to 2 Marsh Cottages, then the kitchen garden of the same, next the end of Fitznells kitchen garden, where the nursery school now stands. Past the garden was the homefield of Fitznells dairy farm. This extended from the garden to the railway. The gate of the field into Old Schools Lane was at the railway end where there was a level crossing for farm purposes. The crossing had a five-bar gate each side. There was a wooden footbridge for people to cross the railway to the footpath to West Ewell. The bridge was later replaced by the present iron footbridge in about 1912. The homefield is now the Salesian Playing Field. It was here, near the side of the lane where the pavilion now stands, that the first bomb dropped in Ewell, summer 1940.

### ***Old Schools Lane, from Chessington Road, left hand side***

First was the Old School. It was tile hung in front with red tiles. Some were plain and others fancy. The centre of the building was two storeys high and either side it sloped

down to one storey high. The sides of the school were white feather edge board. The rear of the building was the same as the front tiles. The three doors into the school, one in front, the other two at either side, each had tile hung porches in front. At the rear of the school was an outside wooden box shaped toilet. The school had been converted into three houses. In the first lived Mr Jack Etherington, a milk roundsman at the dairy in the village, in the second two storey part lived Mr Bob Etherington, a railway fletcher, and in the third a Mr Bubb, who was a gardener and worked at various houses in the village. Past the school where the lane turns right was about half an acre of land.

Next to the open land was the large highways depot belonging to the Epsom Rural District Council, whose offices were at Waterloo House, Epsom. The Surveyor was Mr T.E. Ware. His deputy was Mr W.J. Pickering, who later became the first County Planning Officer for Surrey, and the Assistant Surveyor was Mr W. Waters, who became Deputy Surveyor of Banstead Urban Council when it was formed in 1933. The Highways Road Foreman was Mr George Webb. The depot was the main one for the thirteen Surrey districts served by the E.R.D.C. who carried out all work by direct labour. Among the various roadworks carried out from this depot was Fair Oak Lane, Chessington to Oxshott, in 1921, this being one of the first concrete roads in England, the concreting of Adelaide Hill, Ewell, in 1926 and the making completely of Elm Road, Plough Road, Fulford Road, Chesterfield Road, Windmill Avenue, Ewell, Wickham Avenue, Palmers Avenue, North Cheam, plus other roads in Banstead, Bookham and Ashted, also the first road bridge over the Bonesgate splash and Ruxley splash. The concrete decks of both bridges were made in the depot and transported in sections by Thomas Pocock transport. All asphalt road surfacing was done by the council, the hot asphalt being transported by their own lorries from an asphalt making plant at Wandsworth. All concrete kerbs used on the roads were made at the depot. Some can still be seen in use in this area. A lot of the tarmac used was also made here. Also based at the depot were the large tar-spraying machines, the first in the area. They were pulled by a 12-ton steam roller and the sprays were steam heated by the roller's boiler and would spray about 2 - 3 miles of road in 1 - 2 hours, the grit for covering having been put out at the side of the road in heaps of six shovelfuls, about 12 feet apart. When spraying there would be up to 100 men covering the tar with grit.

Boxed at the depot were six steam rollers of various weights between 6 - 15 tons. There was also a Clayton 5-ton iron-tyred steam waggon, later replaced by one of the first articulated vehicles, a 12-ton Robey steam waggon on rubber tyres. It was driven by Mr Bill Hullett. In addition there were three Peerce-Arrow petrol lorries always based here, out of a total petrol fleet of twelve vehicles, 5-tonners. The labour force was approx: 200 - 300 men.

Just behind the depot, reached by a footpath at the side of the railway, were two yellow-brick cottages belonging to Fitznells Farm. In the first lived Mr David Coomber, Curtis's head cowman at Reigate Road Farm, and in the other house lived Mr Bill Read, the head cowman at Fitznells.

Old Schools Lane was one of the busiest roads in the

district at the time. In the depot at the railway end was a large concrete tar reservoir sunk in the ground. During winter months this would be filled with tar from Epsom and Sutton Gasworks.

### ***Meadow Walk, from Kingston Road, right hand side***

First there were the gardens of 4 Kingston Road backing on to it, then the right hand spur, which has not altered except for the houses built at the top of the right hand side where the kitchen gardens were of the adjoining cottages. Past the spur road were vegetable gardens for about 150 yards, then black feather edge stables and cart sheds belonging to Mr Bert Hards. They were used for storing building materials. Next were allotments, with an entrance about 50 yards from the railway. These also belonged to Mr Hards. Under the round-topped railway arch were three brick-built cottages, still there. In one lived Mr Bray, a retired policeman, who was the village street lamplighter. He used to go round every evening turning on the gas lamps with a long pole and turning them out later. Mr Bray was always called Swannie Bray by the locals because of his long neck.

### ***Meadow Walk, from Kingston Road, left hand side***

First was the high brick wall of the mill orchard. This extended to opposite the spur turning. There was then the Millfield, used for grazing their horses. This extended to the three millers cottages, still there. In the first lived Mr Ted Groves, foreman at the Upper Mill and in the third Mr Bob Thomas, one of the two Lower Mill engineers, who ran the steam engine that worked the mill. Under the railway arch was the footpath through the fields, arable, that passed the back of Court farm-house and homestead, then past Ewell Court House and more fields (arable) to Ruxley Lane. The end of the footpath was where the junior school now is.

During the 1914-18 war boys from Ewell C.of E. School, West Street, were taken to these fields to help pick up the potato harvest. It was in the first field on the left past the railway arch that the first motor tractors in Ewell were first used.

### ***Church Street, from Village, right hand side***

First the old fire engine and lock-up house. It was here, in 1919-20 period, that the tablet (made and letter cut by Sam Snookes firm) with names of forces from Ewell killed in the 1914-18 war, was unveiled. A single soldier sounded the last post and reveille at the ceremony. The older locals used to say that, when anyone was locked up there, their pals used to get pints of beer from the King William pub and hold them to the grill for the person in the lock-up to suck through a straw. Then the two houses, still there. The second, now called Ballards Garden, was a butchers shop. The butcher was a Mr Frankie Charman, who had all home-killed meat.

The Malt House, now used as a church, was Miss Margaret Glyn's music room. The mill stone in the middle of the path came from the Lower Mill at Miss Glyn's request. The houses past the Malt House have not changed.

Next the Well House. Here lived Mr Arthur Glyn and his sister, Miss Margaret Glyn, always known to locals as Moggie. During the 1914-18 war Mr A.Glyn always sent all the local men serving in the armed forces a Christmas card, from the 'Ewell Old Boys Association' and all those who visited him at the Well House when on leave were given five shillings each. During the war years Mr Glyn used to take parties of boys from the C.of E. School out for days to the coast or London. A typical day out was: assemble at L.B.&.S.C. (Ewell East) approx. 6.30 a.m., train to Steyning, Sussex, breakfast at hotel, walk to Devils Dyke, charabanc to Brighton, after lunch at hotel, afternoon on beach, tea at Harry Preston's Hotel, then to Brighton Station for a train back to Ewell arriving about 8.30 p.m. Mr Glyn only had one meal during the day. In later years when he became Chairman of the Surrey Education Committee, during his term of office he visited every school in Surrey under the Surrey County Council. He was a great man for walking, often walking 20 - 30 miles a day on his visits to schools.

Past the Well House was a high brick wall. Behind it was the cowshed, stackyard and kitchen garden of the Rectory, now called Glyn House. The white on bricks on the right hand side of Glyn Close was where the cowsheds were. Next, Sounding Alley (Ox Lane), so called because children used to stamp and jump between the high walls to hear the echo. Then Ewell Castle, a German named Wiener lived here till the outbreak of the 1914-18 war. He was interned after flying the German flag there. It was he who had the Japanese garden made in the grounds. The last family to live there as a private household was Sir Percival Perry, who at the time was the head of the Ford Motor Company in the U.K. When he left there he moved to the Isle of Herm, C.I. Everything was sent there from the Castle. The removal was carried out by the local firm of Thomas Pocock, who forwarded everything in a special train-load from Ewell L.B.& S.C.R. to Littlehampton, where it was shipped to Herm and unloaded by the firm Blowers of Guernsey. It was during the time that the Perry family lived there that the extension was built on to the Castle. The new wing was built on to extend to Sounding Alley by the firm Browns of Norwood, in the early 20s, where the gap made in the wall for the building work to be done can still be seen. At the side of the Castle grounds and Vicarage garden, Snakey Alley, (Vicarage Lane) which leads up into Nonsuch Palace Drive, was used a lot by locals walking to Cheam and Sutton.

The next place was the Vicarage (where Holman Court Flats now are). It was a large house back from the road. It had a glass covered canopy from the door at the road to the front door of the house. The vicar was Rev. Jeremiah Wallace. In front of the grounds was a low brick wall with close oak board fence on top, about six feet high. The road door was where the entrance to Holman Court is. Next was the farm cottage with large garden in front. A bungalow has now been built in the garden. The cottage is still behind it. Then the black barn of Castle Farm. This was last used for business premises by Mr Joe Chipping who ran a round timber hauling business. He also built the present house. One of the farm buildings adjoining the road was converted into the village mortuary. The entrance was where the break is in the brick wall. Then the stables and yard, where Mr George Green had his horses and

carts, which were hired by local people for haulage jobs. Next were the two white rough cast cottages. They are exactly like 1 and 2 Marsh Cottages and were built about the same time. In the first lived Mr Pearse, the head gardener at the Well House. In the second lived Mr George Green. From the cottages to London Road was a field (now Churchyard).

### ***Church Street, from Village, left hand side***

Outwardly none of the houses have altered at all. In number three lived a Mr Scowen, the church verger, a little man, not very popular in the village. He was always known as 'Old Nine Pence' until the end of the 1914-18 war, after when things got dearer, he was called 'Nine Pence-Ha'penny' by the locals. Next, The Gables. This is where Dr Cope moved to after leaving Cheam Road. He converted the rooms at the further end of the house into a surgery and also a dispensary. Dr Cope, Dr Herbertson and Dr Jennings practised from there. A Mr Quinlon was their dispenser there. In the Red House lived the Brown-Douglas family. In the lodge entrance to the Rectory lived Mr Bill Worsfold Jnr, who was the Coachman at the Rectory (now called Glyn House). At the Rectory lived Sir Gervas Glyn who suffered bad health and had a male nurse, a Mr Foley, who lived in West Ewell. Sir George Glyn, who was the father of the Glyn family, was at one time Rector of St. Mary's and had a gate through his wall to the church.

### ***West Street, from Village, right hand side***

First was the bakehouse, stables and yard of the bakers shop at the corner, now used for second hand furniture store. Next the butchers shop with slaughter house, stables etc. at the rear. This was built for George Alder, the butcher, who also had the shop opposite the bakers. It is now an estate agents. The first house adjoining was called Vine Cottage. It was covered with a large flowering vine in front. It was a two storey house, detached. You had to go down a step on to the path leading to the front door as the house was on a lower level than the road. The house was about ten yards back from the road. Next was the Mary Wallis Hall, used for some village meetings and Sunday schools. It was back from the road about 15 yards and had a gravel yard in front with a wall and double gates entrance. The hall was a single storey building.

Past the hall were two wooden cottages fronting right onto the pavement. In one lived a Mr Gibbs and in the other a Mr Pascoe. The site of Vine Cottage to the far end of those two cottages is now the builders merchants. Then the row of small cottages and the Hop Pole Inn (demolished in 1973). Adjoining was the local village wheelwrights works. It was owned and run by Mr Percy Archer, who made and repaired most of the heavy horse drawn carts and waggons used on farms etc. in the district. He also repaired a few of the horse carriages for local gentry, but most carriages were built and repaired by a firm at Church Street, Epsom, who specialised in the work. The last two heavy carts built by Percy Archer was in 1930 for Thomas Pocock. At the side of the wheelwrights was Hop Pole Alley and then the orchard and paddock of Ewell House (opposite). It was used for grazing their cows. Next the row of cottages, (still there)

Mount Pleasant. A couple of well-known characters lived there. In the second one lived Mr Bill Hogsden 'Old Yorkie', who was the foreman fettle on the L.& S.W.R. length from Ewell Kingston Road bridge to Epsom L.& S.W.R. Station. In the last cottage lived Mr Ted Chitty, a time serving cavalry soldier, who when he retired from the army worked at the Epsom R.D.C. Depot in Old Schools Lane on the lorries. At the rear of Mr Chitty's cottage was a large orchard, now built on and called Mount Pleasant. Next was a low detached cottage and outbuildings with large garden. It was owned by Mr George Goodship, the builder, and Mr Tom Cooke, the carman at their yard in the High Street, lived in the cottage. Mr Goodship rehoused Mr Cooke, demolished the cottage and outbuildings and built the large detached house for his semi-retirement. From there to the cottages (row still there), which extend to the railway, were fields used for grazing, and also the hockey field, football field, cricket field and the tennis courts behind.

### ***West Street, from Village, left hand side***

First the four shops. The first one was Mr Carter the local barber. The prices for men's haircutting was sixpence (2½p), boys' fourpence and shaving threepence. Second shop was Mr Joe Ayling, the boot repairer, who used to put in a lot of time in the King Bill. Third shop was Mr Jeal who made picture frames and was also the school caretaker, and the last shop was a sweet shop run by a Miss Beams and sold sweets in farthing, halfpenny and pennyworths to school children. Next were two brick and tile cottages. In the first lived Mr George Harris, the plumber, who worked for Goodship and Saunders. Mr Harris used to walk to his jobs and carry his tools in a carpet bag over his shoulder, well known in the village. Then the school house, let privately to a Mr Cushey.

Adjoining is the St. Mary's C.of E. School. This was divided into three sections. Ground floor front was the big boys, 7 - 14, first floor, reached by a stone outside staircase at the rear, the big girls, 7 - 14, and on the ground floor at the rear in two rooms the infants, 5 - 7. The babies, the five year olds, sat on rows of terrace floor (sic). The boys and girls department had one large hall and two single rooms each. The large halls were divided by two curtains so that each had three classes in them. A Miss Marlish was the infant headmistress, a Miss Kate Sperring who lived in the other school house was the girls headmistress and Mr Samuel Buxton, who retired in 1913 to be followed by Mr D.W.G.Jones, were the headmasters. The boys school had four teachers including the head. The toilets were all outside, also the wash basins under an open shed, the playgrounds small, part tarmac, mostly gravel. The girls and infants playground had a walnut tree and sweet chestnut trees in them. The flagstaff was in the boys section and every Empire Day the children would march past and salute the flag. Up till 1919 boys and girls who reached a certain standard in the three R's could take what was called the Labour Exam at the age of 13 and, if they passed, could leave school to start work. The last boy to leave by taking this exam was Bert Harris, who left and started work with the horses at Ewell Court. He later became a Metropolitan policeman.

Past the school was a row of four cottages, still there. In the second lived Mr Jesse Beams, the village postman,

who used to make three deliveries a day - two morning and one afternoon. Next was a detached white wooden feather-edged house. It had a large black workshop in the garden, used as a carpenter's workshop by the owner, Mr Harry Chaffey, who was a carpenter and did a lot of local jobs for villagers. From the boundary of Mr Chaffey's house to The Grove was a big open yard with a very large black tarred boarded barn at the rear. It was demolished in about 1912 and the school was built where the barn stood, by Goodship and Saunders. The playground is where the yard was. The school was opened in September 1913 and the big girls and infants moved there on returning from the August holidays. The big boys then took over all of the old school.

After the new school, The Grove, then the rear entrance to Ewell House. In the lodge at the double-gated entrance lived Mr Tolhurst, the head gardener. Inside the entrance were the outbuildings, stable yard, cowsheds etc. The boundary wall reached to the top of the hill. Adjoining was a piece of rough ground and the garden of the white plastered house sometimes called Gibbet House, now used as a students' hostel. From then on to the white wooden cottages (where West Gardens now is) was a short cul-de-sac with four cottages facing on to it. In one lived Mr Fred Pilgrim the yard storeman at the E.R.D.C. Depot in Old Schools Lane. Past the cul-de-sac was the shop and then more wooden cottages to the railway line. There was a footpath level crossing over the line. The path led to Hook Road, Epsom. There was a row of old black wooden houses at the side of the railway. These were pulled down and council flats built on the site. The shop was a general store with off-licence for beer. It was owned and run by Mr Arthur Goodship, who, when West Street was developed, had the new shop built on the corner of West Gardens. Before development West Street was about 15 feet wide from the top of the hill.

Between Gibbet House and the cul-de-sac were fields in which Mr Charman, the butcher, used to graze his cattle and sheep. Then there was a public footpath from West Street to Fairview Road. The path was where the left hand path of The Rise now is, and it had a low iron railing fence at the old brickyard road end (now Kingsway). The fence was at the rear end of Purberry Shot estate.

### ***Longdown Lane, from Reigate Road, right hand side***

There were arable fields to the top of the dip, except for four brick-built (two pairs) farm cottages. (Fields and cottages belonged to Longdown Farm). In one cottage lived Mr Clarke, the farm foreman, and in another his son, Frank, the head cowman. From the dip to College Road were pasture fields used for cattle to graze.

### ***Longdown Lane, from Reigate Road, left hand side***

From Reigate Road to Longdown farm house (in the dip) were all arable fields, then the farm house and homestead with its black wooden barn at the road edge. The entrance to the cowsheds, stables, stackyard was at the further end of the barn. From the farm entrance to College Road was the home field for the cows at milking time. Facing College Road were more of the farm fields (arable). The

farmer was a Mr Fothergill, who retired in about 1914. The farm was then taken over by Mr John Wallace, who on the arable land grew mostly potatoes. The footpath on the left hand side of Longdown Lane from College Road to Epsom Down Station was in the Ewell Parish as also was the station. The path was maintained by the E.R.D.C. but the road was in Epsom and serviced by Epsom Urban District Council.

### ***College Road, from Reigate Road to Longdown Lane***

***Left hand side:*** The entire length was arable fields.

***Right hand side:*** There were arable fields to the top of the hill, then the working chalk pit, run by Thomas Pocock, who in addition to having lime burning kilns there, also sold lump chalk for foundations of new roads and fine chalk to the Epsom Brickworks for making yellow stock bricks. The lime was made in three kilns and a flare kiln. It was sold to builders for plaster making etc. A lot was supplied to the Kingston Tannery for curing skins. The lime burner was a Mr Edwards, always known as Podgy. The entrance to the works was near the foot of the hill, where there were three cottages and also the rear entrance to the farm. In the first cottage lived Mr Edwards and in another a Mr Skate, a cowman at the farm. From the



*Cottages in West Street*

cottages to Longdown Lane was the side of the farm homefield. All the children from the Chalk Pit Cottages, Longdown Lane Farm Cottages and from the smallholdings in Reigate Road and Drift Bridge area had to walk to West Street C.of E. School. The distance was from 1½ to upwards of 2 miles, in winter often through heavy snow drifts owing to the open landscape. Like the Cox Lane and Ruxley children they carried their dinner bags on their backs and wore hobnailed boots.

### ***Ewell. A few notes on people and places***

Before and after the 1914-18 war two stage coaches regularly ran in summer months via Kingston Road. One called 'The Venture' ran from London to Brighton, one day down and the next day back. It was painted black and red. It was driven by a Mr Vanderbilt, an American millionaire. On the outward run they changed horses at The Spring Hotel at 12 noon and at 4.30 p.m. on the return. There were eight changes of horses on each run. The guard used to sound his horn before they came under

Kingston Road railway bridge and the groom would then have the other horses waiting at the Spring corner. Old Mrs Sally Axtell, who lived in one of the wooden cottages on Beggars Hill, used to wave to the coach every time it passed by and on the last run of the season to London, Mr Vanderbilt used to throw her out a parcel containing a present. The other coach was called 'Olden Times'. This also ran every summer between London and Burford Bridge Hotel. This coach changed horses at Epsom and did the return journey the same day. The colour of Olden Times was yellow and black. Both coaches were four-in-hands and were run by their owners as a hobby. Mr Vanderbilt came over from America each year for the season.

Carter-Paterson had their local area depot in Ewell in the 1920s. The depot was in the King William yard. The goods were brought and collected there by motor van and then delivered by two horse drawn vans, one a single horse van and the other a two horse van. They delivered in about a 7 mile radius from Ewell. Ewell Parish Council Office was above the fire engine house, where laundrette now is. The Parish Clerk was Mr Bert Hards. The last Clerk was Mr Harry Anderson.

A well known character was 'Shun' Elson, the local tree feller and ratcatcher. He used to wear moleskin trousers and push his tools around in a hand truck. He lived in a little wooden house at the bottom of Plough Road. He had a long beard and it was said a rat once jumped up into it. Another character was Bill Miller 'Old O'Dee', who lived in lower West Street and never did much work. Once when St Mary's Church was closed for a big wedding, O'Dee went to the Spring, got nearly drunk, then went across to the church, pushed his way in saying 'No one was going to keep him out of Dod'd House'. He couldn't pronounce the G.

The three local policemen were P.C.Loudwell, 'Old Black Muzzle', P.C.Rhodes, 'Fairy Footsteps'; both lived in Elm Road and the other P.C.White, 'Snowey', who lived in Heatherside Road. They worked rota shifts, 6 a.m. - 2 p.m., 2 p.m. - 10 p.m., 10 p.m. - 6 a.m. The local tec was Detective-Sergeant Bell, stationed at Epsom. Race weeks he used to dress up as a parson and mix with the race goers. Another character was a Mr Grapham, who lived in Mill Lane, and had an allotment beside the footpath to the Lyncrets. He used to walk along Chessington Road when it was raining hard, and had been all day, with a garden trug on his arm, and to everyone he met would say 'A lovely top shower' and he really meant it.

Derby race week Ewell used to have a lot of bookies staying the week in the village. They were always the same people, year after year, and used to lodge with the same families. This stopped when there were more cars on the road. The first bus services started just after the 1914-18 war. The first route run by the London General Omnibus Co. was the route 107 and it ran from Clapham

Common to Dorking every day. This was followed by route 77, which ran from Kings Cross to Epsom on Saturdays and Sundays. Later there was a single deck bus from Morden Underground to Drift Bridge, via Reigate Road, but this only ran for a very short period. All these buses were painted red. In the mid-1920s, the East Surrey Traction Co. started to run the 406 route from Redhill to Kingston and also the 408 route from Guildford to Croydon. The colour of their buses was blue. All the buses at that time had solid rubber tyres. The fares: Ewell to Epsom 1½d, Ewell to Morden 3d, Ewell to Croydon 8d and Ewell to Kingston 6d (in today's money 2½p Ewell to Kingston).

It might be a matter of interest to know that the granite cross war memorial, weighing 8 tons, erected in Ashley Road, Epsom, was transported there from Epsom railway station by the local village firm of Thomas Pocock.

One of the oldest walls in Ewell is at the side of No.4 Chessington Road. It is constructed with various types of bricks, tiles, flints and chalk. The wall in front of the house was recently built with old bricks of the same age recovered on the site. Prior to Ewell roads etc. being upkept by Epsom Rural District Council, they were maintained by the Epsom Highways Board till the change-over in the later part of the 1890s. Some gully (drains) gratings with Epsom Highways Board engraved on them are still in use. One can be seen on the right hand pathway of London Road in front of the houses just past Church Street. Another in the service road entrance of Ewell By-Pass opposite the Castle Farm gate. There are still some foot scrapers to be seen at doorways to some of the old shops in the village and at the Upper Mill. These were for men of the farms, etc. to scrape the mud off their boots before entering the shop. The scrapers are let into the walls.

Lower West Street near the railway was always known by locals as Gibraltar, and they would say 'I'm going down Gib', or 'down the Rock'. About 1938 an attempt was made to fence off the public footpath right of way, which runs from the railway bridge in Old Schools Lane, to Meadow Walk. The same day it was erected Charlie Shaw, a local councillor, George Carr and Bill Pocock sawed it down. No attempt has been made to close it since.

Every Derby Day a very familiar sight, passing through the village on their way to the Derby, were the pearly kings and queens, also the costermongers in their coster carts or vans, with lots of decorations on them, and the donkeys and ponies. All had a pair of ladies long white drawers with lace on them on their front legs as they trotted along at a steady pace. They used to leave London the evening before the Derby and would be passing through Ewell on the morning of the race from about 10.30 a.m.

T.W.POCOCK  
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*Pocock photographs by courtesy of Mr Peter Wallum*