

SURVEY OF WAR RELATED SITES

In 1973, at a time when the Waltham Holy Cross Urban District Council [WH+UDC] was considering the massive regeneration of the town centre, individuals and groups were recording potentially historic old buildings. One of the notable opponents of this activity was Councillor Albert Matthews who reportedly said, in exasperation...

'...before long they will want to be listing all the old air raid shelters and gun sites...'

Twenty years on the task was started. Unfortunately, in the meantime much had been lost and was not recorded fully.

The following list records all we know of a number of war related sites in and around the Waltham Abbey area, locations within the former WH+UDC [1874-1974]. The majority of items relate to 20th century warfare, including the Cold War.

GENERAL

Long before the outbreak of war, as early as 1910, the likely targets of bombing raids had been considered by the British government. The magazines and cordite factories, mainly grouped within easy flying range around London, were thought to be particularly vulnerable and, as war approached, they were given the highest level of priority, along with dockyards and weapons manufacturing plants, for the few available anti-aircraft guns.

Royal Gunpowder Factory Waltham Abbey

The former Royal Gunpowder Factory is located to the north of Highbridge Street, Waltham Abbey, and extends northwards for 2.1km to Fishers Green. The site covers an area of 77 hectares (190 acres) and is bounded by the Cornmill Stream and Old River Lee to the east, and the Horsemill Stream to the west.

The site has the longest known continuous association with the manufacture of explosives of any site in the country. Saltpetre and sulphur, two of the principal ingredients for gunpowder (the third being charcoal), were being supplied as long ago as 1561, and the town was the nation's principal producer of gunpowder by 1662. Legend extends the association back into earlier ages, to the "Gunpowder Plot" conspiracy of 1605, to the defeat of the Spanish Armada by Elizabeth's navy, and even to the first recorded use of gunpowder by English soldiers at the Battle of Crecy in 1346.

It is known that the site contained gunpowder mills in 1672 and that under successive generations of the Walton family, it developed into the largest and most complete works in Britain by 1735. The site was sold to the government in 1787 and has remained in public ownership ever since. The Royal Gunpowder Mills, as they were then known, were a major supplier of powder to the Army during the Napoleonic Wars and, despite peacetime cutbacks in production, manufacture continued throughout the 19th century. The surviving

shells of the steam-powered incorporating mills are mainly from this period. Earlier production took place in water-powered mills.

The last 100 years have seen the diversification of production to include nitro glycerine, cordite, TNT, and the high explosive RDX, used extensively by the RAF in World War II. The site closed as a production factory in 1945 becoming the government's Explosives Research and Development Establishment (ERDE) in 1947, later named the Propellants, Explosives and Rocket Motor Establishment (PERME) and finally, the Royal Armament Research and Development Establishment (RARDE).

The site can be divided into two main areas. The northern half is covered almost entirely by alder woodland (the original source of charcoal) and is designated as a Scheduled Ancient Monument and a Site of Special Scientific Interest, primarily because it contains the largest heronry in Essex. The area to the south contains most of the buildings on the site, twenty-one of which are listed (eight at Grade I and II).*

The Royal Gunpowder Factory [RGPF] at Waltham Abbey had been manufacturing explosives since the 17th Century. Throughout the 20th Century the RGPF was associated with the Royal Small Arms Factory [RSAF] and the defences were primarily aimed at protecting both of these arms factories. This far younger site is often dismissed as being 'in Enfield' but that is not true. For administrative purposes it was operated from Enfield, but a major section of the site fell within the then Waltham Holy Cross Urban District for rating purposes. In April 1938 the Rateable Value of the site to the authority was nearly £2,000 annually.

It is known from surviving records at the Public Record Office that three of the original 26 guns deployed in April 1914 were sited in defence of the RGPF. These 'Approved Armaments' records were compiled by the War Office throughout 1914-1918. They show the whereabouts and types of all the guns issued across the country. Unfortunately, no more than a handful survive but those that do provide us with reliable, and immensely valuable, information for specific dates.

The last weeks of peace were busy in the town. The 57th Essex Agricultural Show came to Chapman's Field, Crooked Mile, Waltham Abbey on June 10th and 11th 1914. The location was very close to the RGPF. Primarily an agricultural event, that year the show featured a flying display by Essex aviator B C Hucks in his Bleriot, performing the then novel 'loop the loop' manoeuvre. With the government of the day becoming particularly security conscious they had declared the area restricted to aviators, so Hucks required special permission from the War Office to fly in such close proximity to the RGPF.

Four months before war began on 4th August 1914, the factory was defended by two Vickers one-pounder pom-poms, which were later to fire on Zeppelin L10, and one of the first 3inch 20cwt guns. This is reported as being 'not yet mounted'. Nine months later, at the beginning of the Zeppelin offensive, two 6pdr Hotchkiss guns had been added. These were essentially the same guns which lined the sides of World War One cruisers, fired high explosive from the

side gun turrets of MKIV "Male" tanks and, stretching their useful life forward to the Second World War, were emplaced in many pillboxes as anti-tank guns!

By February 1916 the guns available had grown considerably, and the deployed guns at Waltham Abbey were now listed under six separate locations, none of them identified other than by their names and not all being in Waltham Abbey. 'Monkhams Hill' and 'Cheshunt' are each shown with a 6pdr Hotchkiss, clearly those listed the previous year. 'Enfield Lock Water Tower' [near the Royal Small Arms Factory in the south] had the 3inch 20cwt gun which had been shown in the earlier listing as being 'not yet mounted'. 'Grange Hill' and 'Crooked Mile' each sport one of the original one-pounder pom-poms. 'Hill 100' is shown as having a 3inch Q.F. (quick-firing) 5cwt gun. This gun, just produced by the Etswick Ordnance Company, was another attempt to alleviate the shortage problem. However, only fourteen were ever issued as a low muzzle velocity made them too inaccurate for the purpose.

The Imperial War Museum list the guns under Waltham Abbey Control as being Enfield Lock, Farmhill, Monkhams, Hayes Hill, Cheshunt, Grange Hill and Temple House. The latter gun is credited as having hit the SL11 before it was shot down by Leefe-Robinson in September 1916.

Finally, as a travelling back-up, a 13-pounder gun is listed, which, mounted on the back of a lorry, ferried between the sites.

As a measure of how much 'Waltham Sub-Command' had grown after two years, an analysis dated November 1916, again unearthed from archives at the Public Record Office, lists 409 personnel manning the anti-aircraft defences. These include 16 Officers, 26 Staff-Sergeants and Sergeants, and 150 Gunners, besides supporting Range takers, Observers, Telephonists and Cooks.

The Commandant warranted the only motor car while the two Captains had to make do with motor cycles. Twenty bicycles were shared out between the Range takers and Observers. The number of 'Gun Stations' is shown to be five two-gun and two one-gun, a total of seven sites with twelve guns. The identity of the sites is not shown. Fred Nash of the Heritage Conservation Branch of Essex County Council believes that the twin sites were Monkhams Hill, Cheshunt, Enfield Lock Water Tower, Grange Hill and Hayes Hill (of which more later) and the single sites Hill 100 and Crooked Mile, although he is not certain.

The final issue of the 'Approved Armaments' documents traced comes in July 1917. In the document only Cheshunt and Enfield Lock are mentioned, both under Northern Sub-Command. Whether Waltham Sub-Command as a separate unit had ceased to exist by that time is not known, nor whether the other sites under its control had by then been abandoned. Northern Sub-Command was part of a broad swathe of sites protecting London from an attack from the north and it appears that the two Waltham sites listed had been incorporated into this more general anti-aircraft barrier. By that time the

3inch 20cwt had been widely adopted as the standard weapon of AA defence and all the eighteen sites within Northern Sub-Command were equipped with it.

According to a surviving map in 1917 Waltham Abbey was surrounded on three sides by gun barrages. One line ['Pearl'] ran down the line of the Lea Valley to the west of the RGPF. The second line ['Brutus'] lay south of the RGPF and RSAF covering an area north of Chingford from Enfield to Loughton. The third line ['Hannibal'] lay to the east of the town and Sewardstone, snaking roughly between Chingford and Theydon Bois in Epping Forest.

No independent local confirmation has been found for this. At various stages there were reports from Waltham residents of defensive barrages of balloons all around the town early in the war. On the contrary similar reports of 1918 suggest that all the balloons had been moved south of the town and nearer London.

Many of the sites used in the 1914-18 conflict were re-used in the 1939-45 war. On that occasion though a far larger number of sites were added. The number of guns protecting the same targets represented by the RGPF, RSAF and Enfield industry blossomed. Even today we are sure that not all of them have been located and as many have not had their true purpose identified.

The most plentiful structures in the 1939-45 war were without doubt air raid shelters. By October 1939 a total number of 585 Anderson Shelters had been delivered to households in the district but just 307 erected by contractors. Others will have been completed by householders on their own, but a number may well have remained a kit of parts awaiting workmen, even this number represented only half of those requisitioned by that time - 1,179. Already problems were arising with the high-water table. By late 1939 38 surface domestic shelters had been built with 55 more in the course of construction. Seven town centre roads had communal shelters built by this time.

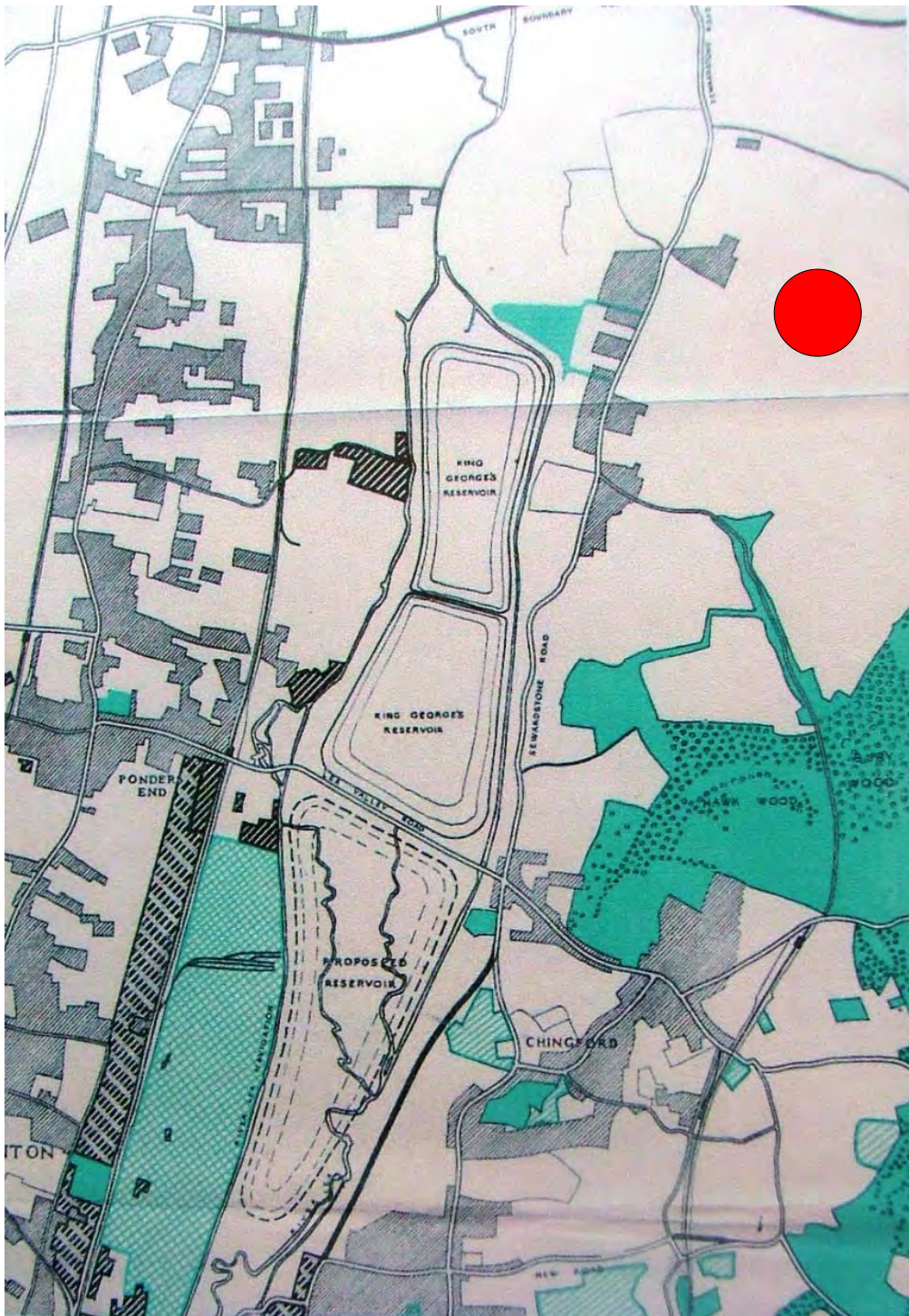
At the end of the conflict former war sites in the district were not just abandoned it took years for many to be dismantled and many took on new duties – even those as humble garden sheds. There remained room for some to be greatly expanded in the service of Civil Defence [CD] against a Cold War Russian enemy. The centre of much of this activity was Lippitts Hill Camp and a number of CD satellites and police stations. Time has taken its toll and many of those listed as remaining today will inevitably be gone a few years on.

AVEY LANE

- Roadblock. 1914-18. The townspeople were forbidden to show vehicle lighting within half a mile of either government owned factory or the private Nobel ammunition works in Farm Hill. Police manned posts were set up, beyond which cyclists and the like could at last light their lamps. Specific posts were at Avey Lane, Eagle Gates in the Crooked Mile, Botts Lane off Galley Hill and the base of Woodredon Hill, Honey Lane.
- Beaulieu Military Camp. This location was situated on the south side of the roadway about half a mile east of Sewardstone Road. Erected specifically for the 1939-45 war the site was a training camp not operationally related to the Beechfield Walk/Lodge Lane light AA gun although it was at one time [22/6/1942] designated as a heavy AA site ZE17. It was never armed according to military records. No permanent gun emplacements noted, and none believed on site. It did have a single searchlight under its control situated on the north side of Avey Lane. An aerial photograph taken in October 1946 shows a military camp of some 20 pitched roof huts in two rows on the south side of Avey Lane. These were occupied by squatters for many years after the war. The footings of the last buildings were removed in the 1990s.

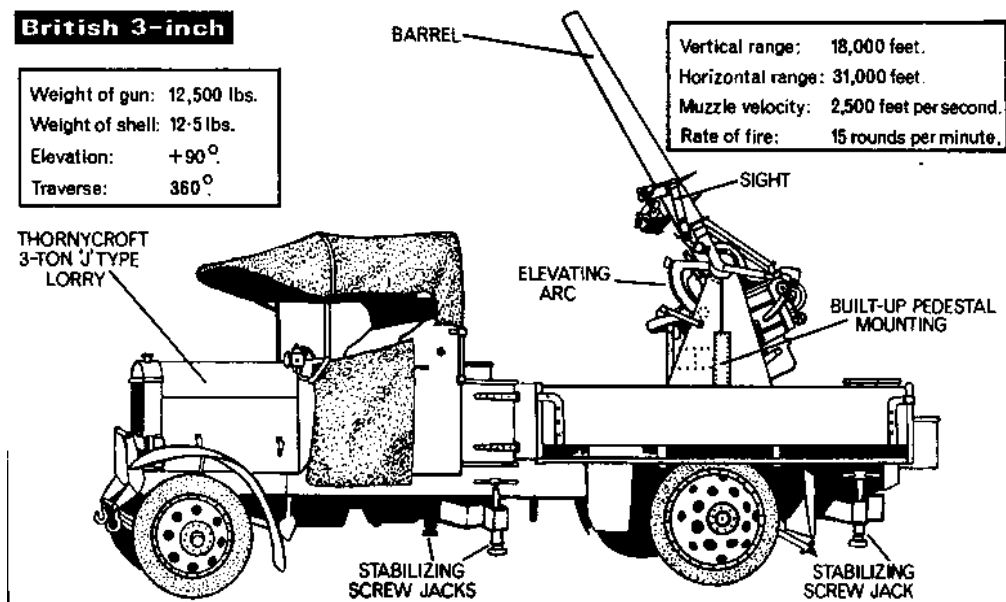


A view from Avey Lane of the smoke of a V1 exploding at Claverhambury in 1944

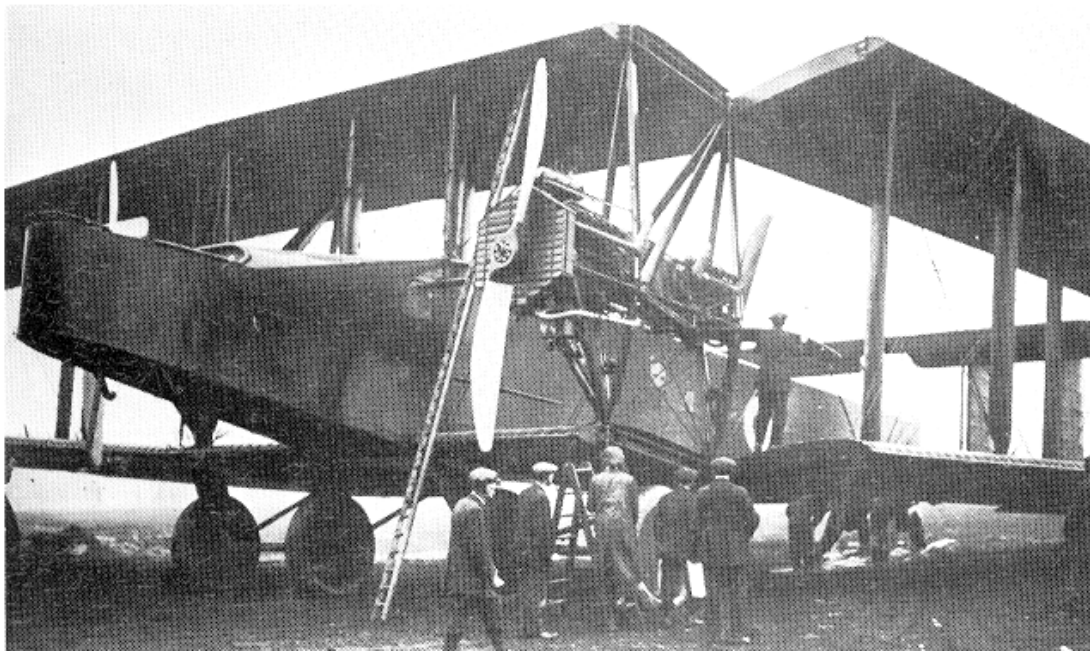


- A Great War gun site presumed part of the 'Brutus' chain. Situated half a mile south by Thompson's Wood. Well preserved AAA gun rings of Great war vintage ['Grange Hill'] support a belief that the guns were probably 13 pdr. It was also used in the Second World War, but in that case, it appears the type of weapons had changed to Bofors. The presence of three dissimilar gun rings was confirmed by aerial survey 1946 and physical visit in 1995. According to Fred Nash 'Grange Hill is very different from some

other local sites. From the summit, virtually all of the RGPF South Site and the eastern side of the RSAF is laid out as a panorama. Embedded in the grass are the remains of three AA emplacements, the largest of them 20 feet across. The World War One records only once identify 'Grange Hill' individually, with a one-pounder pom-pom, but most major sites evolved to accommodate 3inch 20cwt guns, usually two. From the size of the concrete aprons and their indentations - the steel mounting rings themselves have been removed - it is apparent that two of them did indeed hold the 3inch guns. The third ring provided physical confirmation of WWI sites being used again during the Second World War. It is an emplacement for a 40mm Bofors gun, one of the best-known of all World War Two anti-aircraft guns. First produced in Sweden and then under licence in Britain, this light, quick firing weapon was employed throughout all theatres during World War Two and would have been a natural choice against low-flying aircraft attacking the RSAF and RGPF. Fred also found the site located as 'Enfield Lock Water Tower' as being adjacent to the long departed original Brimsdown power station west of the King George V reservoirs. Aerial photographs from the 1940's - the earliest available - showed the familiar shape of a 'Monkhams Hill' design of emplacement in a field dominated by the power station cooling towers. The location provided a good position for the southern defence of the RSAF.



In January 1919 one of the prototypes of the massive Handley Page V/1500 strategic bomber, F7136, made a forced landing on the outskirts of Waltham Abbey. On Friday January 10th the 126-foot wingspan bomber was flying over Essex in foggy conditions when it suffered engine trouble, air locks in the fuel line, and was obliged to put down in a field. The location was below the former AA gun site at Thompson's Wood, behind *The Grange* [now *The Bakers Arms*], Sewardstone. In landing it suffered no serious damage.



This aircraft was already well known, if not famous, for taking up into the skies the then unprecedented number of 40 persons, 6,022 lbs., whilst undertaking load carrying trials from the manufacturers Cricklewood factory. That effort had taken place only a few days earlier in December 1918. Only 60 of these large Berlin bombers was completed. The RAF saw no requirement for them in the new peace and did not undertake to strenuously preserve any that came to grief. It was decided to fly the aircraft out from the field but in so doing it crashed and was written off.

BEECHFIELD WALK

- Gun Site. [OS TQ39159960*] Hill 100. To the east of the roadway and housing, the site of one AA gun on a feature known locally as 'The Mountain' but to military records as Hill 100. Manned by a crew billeted in Quinton Hill House [Sewardstone Road]. See comments under Avey Lane 'Beaulieu Military Camp.' Use appears to have been in both wars but the return of the site to agriculture precludes investigation.

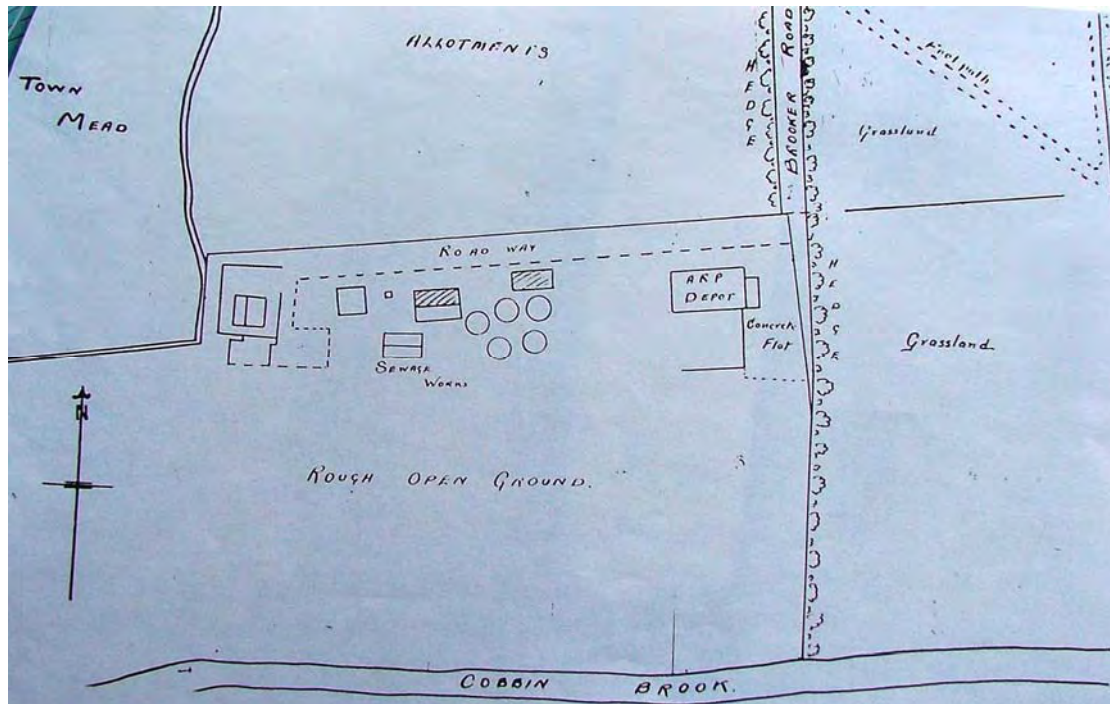


Bofors gun IWM File Photo

- Near the junction with Quinton Hill, Sewardstone Road, [OS TQ38559980*] elderly cottage used for ARP training. The building was demolished prior to 1960. This junction layout was altered with the building of the M25 circa 1982. The site of the building lies east of the current Sewardstone Road and north of the access road to the estate – backing onto the motorway.
- The first pre-fabricated temporary houses ['Pre-fabs'] at Beechfield Walk were ready for occupation in November 1946. These have been demolished.

BROOKER ROAD [INDUSTRIAL]

- ARP Depot. [OS TL38250001*] Building situated on the south side of the modern industrial section road, opposite Sewardstone Street junction and backing onto the M25. At the time of its construction in 1939 it was on land then used as a sewage disposal works. A corrugated sheet temporary building incorporating the ARP Gas Decontamination Laundry on one side of the building. It was still being built late in 1939. By 1942 it was being heated by gas boilers. It suffered a small accidental fire during the middle of the war and was finally burned out in March 1997 whilst serving as offices.



BROOKER ROAD [RESIDENTIAL]

- Parish Centre 1: This building, situated on the corner of Greenfield Street, was first used as barracks by 'C' Coy Essex Yeomanry in the Great War, 1914-1919.
- Parish Centre 2: In the early part of the 1939-45 war the building was a temporary barracks for the military. This building, with later alterations, is extant in 2003 as the Royal British Legion hall.
- Parish Centre 3: A communal air raid shelter [OS TL38250025*] was erected at the rear of Parish Centre adjoining the modern Harveyfields early in the 1939-45 war. Early users were the military occupants, but it later became available to local residents. Shelter extant 2005.
- Parish Centre 4: A communal air raid shelter, 1939-45. Located to the east side of the Parish Hall. Demolished post war.
- Wardens Post A8. Located to the east side of the communal air raid shelter [4]. Standard design. Demolished post war.



In late August 1939 a report to the local authority stated that a quotation for warden's posts had been accepted from Messrs. G P Walker & Sons for the erection of two types of Warden's Post. The brick surface type – the most common design – cost £51.19s.0d each and the alternative Steel Post sunk to 2 feet £39.6s.0d. No known instance of the latter has been identified.

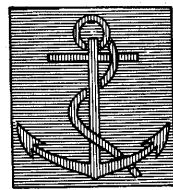
Both designs included the provision of a form type seat, table and six coat hooks. Additional features such as wiring installations by the G.P.O. [telephone company] and lamps were additional.

It was the following summer before it was decided that the structures required to have electric lighting and heating fitted. The cost of providing power to the eleven posts amounted to £90.

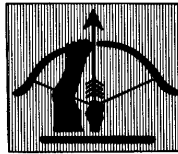
BURY ROAD

- Wardens Post G1. [OS TQ39309560*] Sewardstonebury. On the NE corner of Woodman Lane.
- The White House, Gilwell Park, Sewardstonebury acted as the local Regimental HQ for a number of 1939-45 war AA batteries including those at Hatfield, Radlett, Hayes, Enfield, Kingston and Stanmore. In December 1943 the Commanding Officer was Lt. Col. W H Mather. This site remains the headquarters for the Scouting movement.

MAJOR FORMATIONS ANTI-AIRCRAFT COMMAND



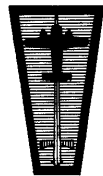
OSDEF - Orkneys & Shetland Defences



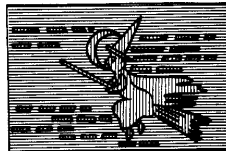
Anti-Aircraft (AA) Command Headquarters Stanmore



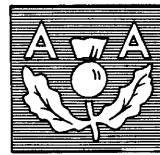
Maritime Anti-Aircraft Artillery



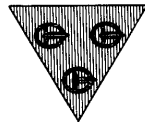
1st AA Division London



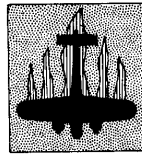
2nd AA Division Midlands & North



3rd AA Division Scotland



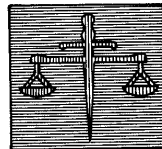
4th AA Division NW Counties



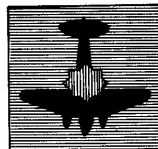
5th AA Division Southern



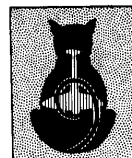
6th AA Division Thames Estuary



7th AA Division NE Counties



8th AA Division West Country



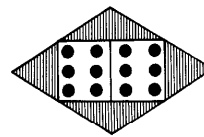
9th AA Division Western



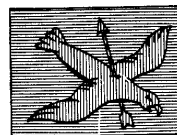
10th AA Division Northern



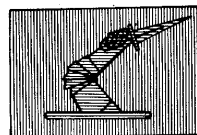
11th AA Division Western



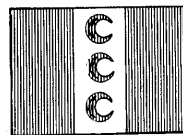
12th AA Division Clyde & N. Ireland



1AA Corps South of England



2 AA Corps Midlands & North



3 AA Corps Scotland

CHURCH STREET

- The Yeomanry Stores. A building originally built as a Bethel Baptist Chapel situated opposite The Abbey Church to the west of a building known as 'The Lawns'. Site rebuilt twice since. In the period prior to the Great War 1914-19 it was used by 'C' Coy Essex Yeomanry as their stores. After the war it was turned into an establishment known as The Waltham Abbey Club [mentioned in Kelly's Postal Directory in 1933] before being demolished and replaced by Chapman's Garage [extant 1945 but since demolished].



- The Hollies. The Waltham Abbey Building Society building – recently known as Old Society House – was originally known as The Hollies and during 1939-45 occupied by Chief ARP Warden Carter and his family.
- Early in 1939 there were plans to build a Warden's Post in the stable behind The Hollies. Although there was some ARP activity at this location – probably a store – there is no evidence that the Post was built.
- Public Shelter. In October 1939 a public shelter was built in Green Dragon Yard with entrances from Church Street and Silver Street.

COBBINS BROOK

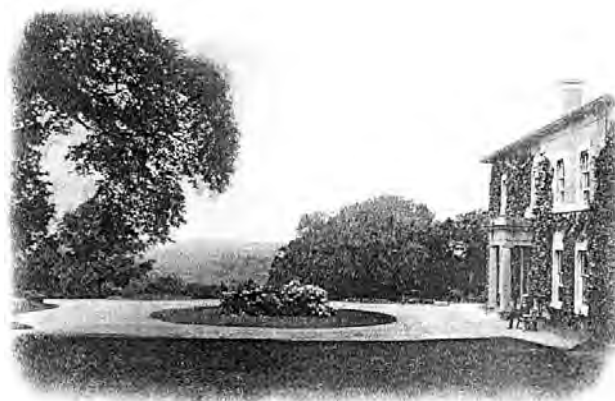
The watercourse that winds through the town from the north [originating from North Weald] offered a reasonable flow of water and was always going to offer fire fighters a source of additional standing water.

Early in the war sections of the water course were dammed to provide larger areas of standing water suitable for fire crews to pump from. By 1942 these dams were effectively replaced by other standing water arrangement and dismantled.

- Stouts Bridge dam. Located at the junction of Broomstickhall Road and Galley Hill the dam collapsed some time before May 1942 and was removed.
- Other dams. The Lee Conservancy Catchment Board required the removal of fire-fighting water dams in other, unidentified, sections of the brook.

CROOKED MILE

- Monkams Hall and stables [OS TL38600243*]. Located one mile north of Waltham Abbey to the east of the main road. The residence of Col. Colvin who formed the turn of the century incarnation of the Essex Yeomanry. During the time he was in charge [1901-1911] the buildings were nominally the HQ of 'C' Coy. Its exact relationship with the adjacent guns in 1914-18 and 1939-45 remains uncertain. In late 1939 the military were in occupation with the exception of five rooms and the entrance hall retained for storage by the owners.



MONKAMS HALL, WALTHAM ABBEY, RESIDENCE OF COLONEL R. B. COLVIN, C.B., J.P., D.L.

Brigadier General R B Colvin CB

- Air raid shelter, Great War 1914-19. [OS TL38400060*] Situated Abbey Gardens, south end of The Orchard close to the New Inn. This was primarily for the use of the Pryor family and their workers in the adjoining watercress beds. This unique structure is thought to be the only Great War shelter to survive locally. All that is remaining is the square brick and mortar core, the earth banking and sandbagging having long since been removed. It is presumed that this was also used for the same purpose in the 1939-45 war. [PHOTOS T&N]

- Roadblock, 1914-18. 'Eagle Gates,' the main entrance to Monkams Hall alongside the 'Eagle Lodge' gatehouse and at one period having iron fencing and gates. Written evidence that the police operated security roadblocks on all the main roads circling Waltham Abbey.



In May 1916 it is known that workers from the RGPF were prohibited from lighting their bicycle lamps until passing each of these points [in that instance the information related to the post located at the base of

Woodredon Hill, Honey Lane]. The site entrance, but not task, relates to Monkams Hall and the Monkams Hill gun.

- Multi-services Depot. An ARP Centre opened officially on 11 July 1943 as an addition to an existing premises in Highbridge Street and Brooker Road. Built by Messrs. T H Houslip and Company Ltd at a projected cost of just over £357. Located [OS TL38400075*] at the modern junction with Saxon Way which post-dates the erection of the structure. Of a standard design for such centres. Currently owned by ECC and opened in its current guise as a Community Centre in January 1952.
- Wardens Post A9. [OS TL38380111*] Nominally on the Harold Estate, south side, west, close to present Arboretum Park entrance. It was demolished post-war and no traces remain.
- Water Dam. A water dam was constructed by the Harold Estate but by mid-war it was clear that the children were getting somewhat bored and were playing on and around the various water containers. It was a general problem with the attraction of the water and a relatively flimsy construction not designed for abusing use. In the event it was the Harold Estate tank that was punctured by children and had to be repaired. In 1942 it was intended to construct a number of robust replacement 10,000-gallon water dams across the District constructed from brick. No details beyond the proposal are known.
- Gun Site [OS TL38380148*] [Bofors] reported in Doyle's Nursery immediately north of the present Marle Gardens adjoining LVRP land. This site was later found to be on the LVRP land to the west of the nursery. It was visible in 1946 aerial photographs, but all traces were removed before it could be surveyed.
- Gun Site [OS TL38600243*]. Extant, Monkams Hall [Ref: PRN10083] A mixture of designs and remains first occupied in the Great War 1914-18. Believed also related to The Breeches site, Galley Hill [Ref: PRN10373] in World War 2, 1939-45. Site owned by Smith. The location was adjacent to Monkams Hall the home of Colvin the head of the Essex Yeomanry 1901-1911. According to Fred Nash the top has what is thought to be the original 6pdr Hotchkiss emplacement, a raised platform of brick and concrete measuring 37 feet by 29 feet. On the west corner, one of the two brick shelters still survive, while in the centre a six-foot- diameter steel gun mounting plate is still embedded in the concrete surface. However, as with much of this subject, there is a question mark. It can be seen from the brickwork that although constructed in the First World War, the emplacement was clearly repaired during the Second. Close by are the remaining bases of Great War accommodation buildings. It is uncertain whether the emplacement re-used, for another gun, during the Second World War. The mounting plate is not for a Hotchkiss but for another gun entirely. The associated 'Cheshunt' site was found by Fred to be on the west side of the River Lea, just north of Cadmore Lane. After the Second

World War the area was given over to gravel extraction and very little of the site now remains for interpretation.

- Crooked Mile Ditch. The National Fire Service set a dam in the watercourse of the ditch apparently to provide a natural improved water supply. Located opposite the New Inn Public House there was a request from the council for this to be removed early in 1946.

WARDEN'S REPORT FORM. A.R.P./M.I.
Form of Report to Report Centres.

(Commence with the words) "AIR RAID DAMAGE"

Designation of REPORTING AGENT
(e.g., Warden's Sector Number)

POSITION of occurrence

TYPE of bombs :—H.E. Incendiary Poison Gas

Approx. No. of CASUALTIES :—
(If any trapped under wreckage, say so)

If FIRE say so :—

Damage to MAINS :—Water Coal Gas Overhead electric cables Sewers

Names of ROADS BLOCKED

Position of any UNEXPLODED BOMBS

Time of occurrence (approx.)

Services already ON THE SPOT or COMING :—

Remarks :—

(Finish with the words) "MESSAGE ENDS"

ORIGINAL } These words are for use with a report sent by messenger.
DUPLICATE } Delete whichever does not apply.

CROWN HILL

- Pill box with gun well. Located to the west of the Lodge Road driveway to Copt Hall, within the gates and approximately 50 yards to the north of the gates immediately opposite the firebreak road running parallel with Crown Hill. Identified on 1946 aerial photograph.



In 1940 a Junkers Ju88 bomber crashed in Lodge Road

COLEMANS LANE, St. LEONARDS ROAD.

- Gun Site. 1914-19. No other evidence than the site has features remaining i.e. concrete gun ring sites and barrack block, of a design similar to that of a Great War 3-inch site.
- Gun Site. 1939-45 RAF. Featuring two remaining concrete gun ring sites, shed and barrack block of a design similar to that of the Great War 3-inch site. Last used by scouts/youth in the 1970s. Weapons appear light series AA. Land owned by LVRP. [OS TL388044] [PHOTOS N]. A number of period artefacts were recovered from the site and deposited with Epping Forest District Museum in the mid-1990s. They included cooking utensils and a chemical toilet each showing clear signs of their former RAF ownership.



DAWES HILL

- Searchlight Battery 1939-45. [OS TQ38199690*] Situated to the south of the roadway and to the west of the slope leading to Gilwell Park International Scouting Centre. It is also to the rear of Clock House Stables, Sewardstone Road. The site is now occupied by the Village Hall but was previously occupied by a school closed in 1939 and demolished 1946. This may have provided accommodation for the crews.



The site in the 1960s – after the school went but before rebuilding.

The late Victorian Sewardstone School in Dawes Hill first mentioned war in its diary in April 1915 'Aeroplanes from the neighbouring aerodrome [RNAS Chingford] cause momentary excitement but the novelty is gradually wearing off'.

In 1917 the school recorded that 'Another old boy from the school has lost his life while flying in the R.F.C.'

In 1918 an order was received from the Chairman of the Board. "In the event of an air raid at night the school will be closed the following morning.' As a result of this the school was closed for four mornings.'

[from an unpublished history of education by Alan Wood 1964]

DENNY AVENUE

- Wardens Post A10. [OS TL38650025*] Situated on grassed island half way along street. Denny Avenue features a number of turning circles along its length, one had an island. Both the island and the structure have been removed.

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Every Inconvenience. Water,
Gas and Telephone laid on.

Fine Uninterrupted
View of Surrounding
Country.

Lighting Arrangements
supplied by the well-
known Flare Experts,
FRITZ AND CO.

Splendid Shooting to be had
on the Estate throughout
the year.

Previous owner was reluctantly forced
to give up this fine Estate after a
lengthy residence. In fact, great dif-
ficulty was experienced in forcing the
late tenants to vacate this valuable site;
by whom it was elaborately fitted
up at great expense.

EPPING NEW ROAD

- Roadblock, 1939-45 concrete blocks and other materials part of an encircling ring at the junction immediately south of the Wake Arms junction.
- Police telephone box 38J *at the "Robin Hood" roundabout and connected to Woodford switchboard. It was taken out of service on October 5th, 1970.*



In the mid-1930s, when telephones in homes were rare police officers were in contact with their stations mainly by the use of police boxes. Public telephone boxes existed, but only in restricted numbers and usually in the centres of population. The police requirements included the presence of a telephone network in out-of-the-way locations that suited police work rather than extensive, and therefore financially rewarding, public use. The police boxes, large blue painted wooden or concrete structures, were subsequently made familiar to television audiences as the 'Tardis' time machine in the series "Doctor Who".

The boxes contained a private line telephone in a cabinet available to police or public. Connected to one of the local police stations, these dial-less telephones provided only police or emergency messages. Police officers patrolling locally could be summoned to answer the telephone by means of a flashing light on the top or an internal bell. In addition to its obvious emergency uses, the boxes provided a relatively cosy refuge for the patrolling police to contact the station or write reports and take a meal break. The rudimentary facilities included a tall stool, fixed table with drawer and a small electric heater. A first-aid box was also included.

During the early months of the war years the boxes were specially reinforced with sandbags or concrete shuttering to provide a safe and secure fixed point for the police. After the fixed-point system was side-lined police boxes remained available to act as a public telephone connection to the emergency services.

EPPING ROAD

- Roadblock, concrete blocks and other materials part of an encircling ring at the junction immediately north of the Wake Arms junction. Meeting up with deep defensive ditches in Lodge Road and on the road to Theydon Bois.
- Police telephone box 40J. 1939-45. Sited just north of the 'Wake Arms' junction, connected to the Woodford switchboard. This box was moved a short distance north when the roundabout was inserted but this was prior to the war.



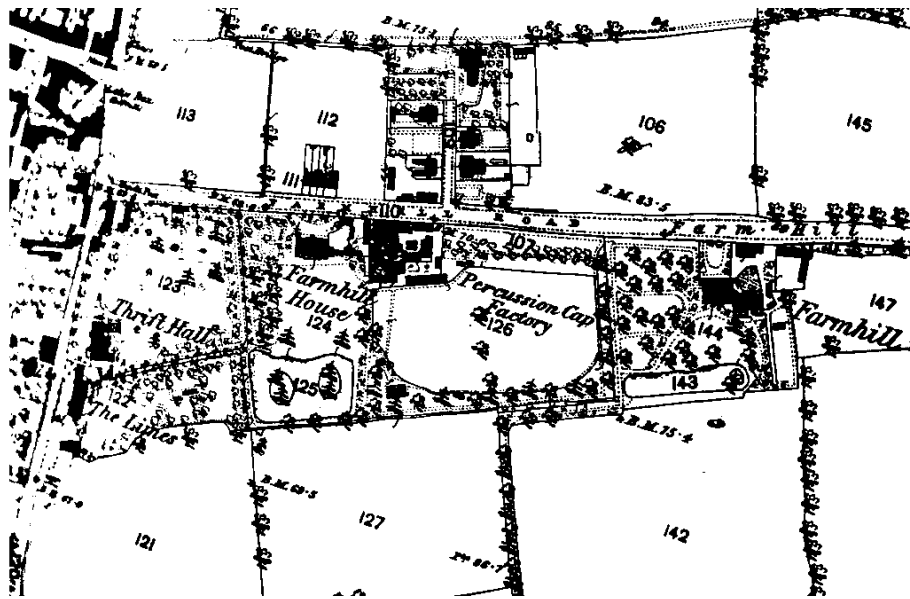
1940 Sergeant Fenner cycles past the police and wardens' posts.

- Wardens Post E1 1939-45. Located close to the police box and used by the ARP organisation. The exact location of this short-lived structure is not known.
- Tank traps. Substantial trenches were dug beside the east side of the Epping Road. Lined with concrete blocks these features were excavated to a depth of 15 feet with spoil piled up on the east side to create a physical barrier to the further progress of armour. These features were filled in immediately after the war. The affected locations still showed signs of settlement and reduced growth into the 1990s.
- Static Water Tank. A 10,000-gallon steel water tank was set at the Wake Arms public house. It was still in place in March 1946.

FAIRMEAD BOTTOM

- Camp No.1 was an evacuation camp set up for refugees displaced by the bombing in central areas of London. The facilities were very rustic. There was a report that there were three field kitchens supplied by the Enfield Highway Co-operative Society for use at the site. This particular trio never arrived at the camp, disappearing somewhere between the council depot in Waltham Abbey and Fairmead.

FARMHILL ROAD



- Factory. In the Great War 1914-18 an ammunition factory stood on the south side of the road opposite Manor Road. This had originally been The Percussion Cap Company owned by Frederick Joyce from 1820. They supplied the Victorian British Army with ammunition, percussion caps and wadding. The company evolved as F & E Joyce [1842] to Frederick Joyce & Co. [1862] into the 20th Century. As Frederick Joyce & Co. Ltd [1906] the company expanded, rebuilding on the same site to meet a Nobel Explosives order of 1908 but then appear to have overreached their financial capabilities and had Nobel's buy them out in 1909. From 1910 the site was owned and operated by Nobel's Explosives Co. Ltd. In the Great War it moved its normal Sporting Ammunition production to war weapons including military small arms, detonators, 2-inch trench howitzer cases, relay cases for H.E. bombs, instantaneous fuses, tubes for 1-inch primers and produced the 'Brock and Pomeroy' ammunition that went on to finally defeat the attacks by German airships [1916]. The workforce consisted of 854 men and 956 women. In 1926 the company became Eley Brothers Ltd., ammunition manufacturers. At some stage in the development of the buildings they received a number of Great War German U-Boat [submarine] engines that remained in-situ on the first floor of the rear west wing until the building was demolished. The site passed to Pan Britannic Industries in 1932. They sold the Farmhill Road part of the site to Catalin in November 1936 but Catalin were not the only occupants of the site. At the start of the second war there were commercial sub-tenancies held by Portway & Hay, Waltham Cabinet Co. and the Wilep Brush Co. An application by a sausage making company to move onto the site in 1939 was dismissed by the planning authority. During the Second World War Catalin assisted in the manufacture of such as the developed Barnes Wallis bouncing bomb produced for use on the de Havilland Mosquito fighter [1942]. Still primarily operated by Catalin, the site was closed and demolished in 1989 with a large number of housing and industrial units being built on the site. There are two relics of its past remaining. One small

section of the original [c1870] building remains fronting Farmhill Road and the lake that once stood behind Joyce House now remains – not accessible to the public – behind Joyce Court.



The factory complex in about 1974.



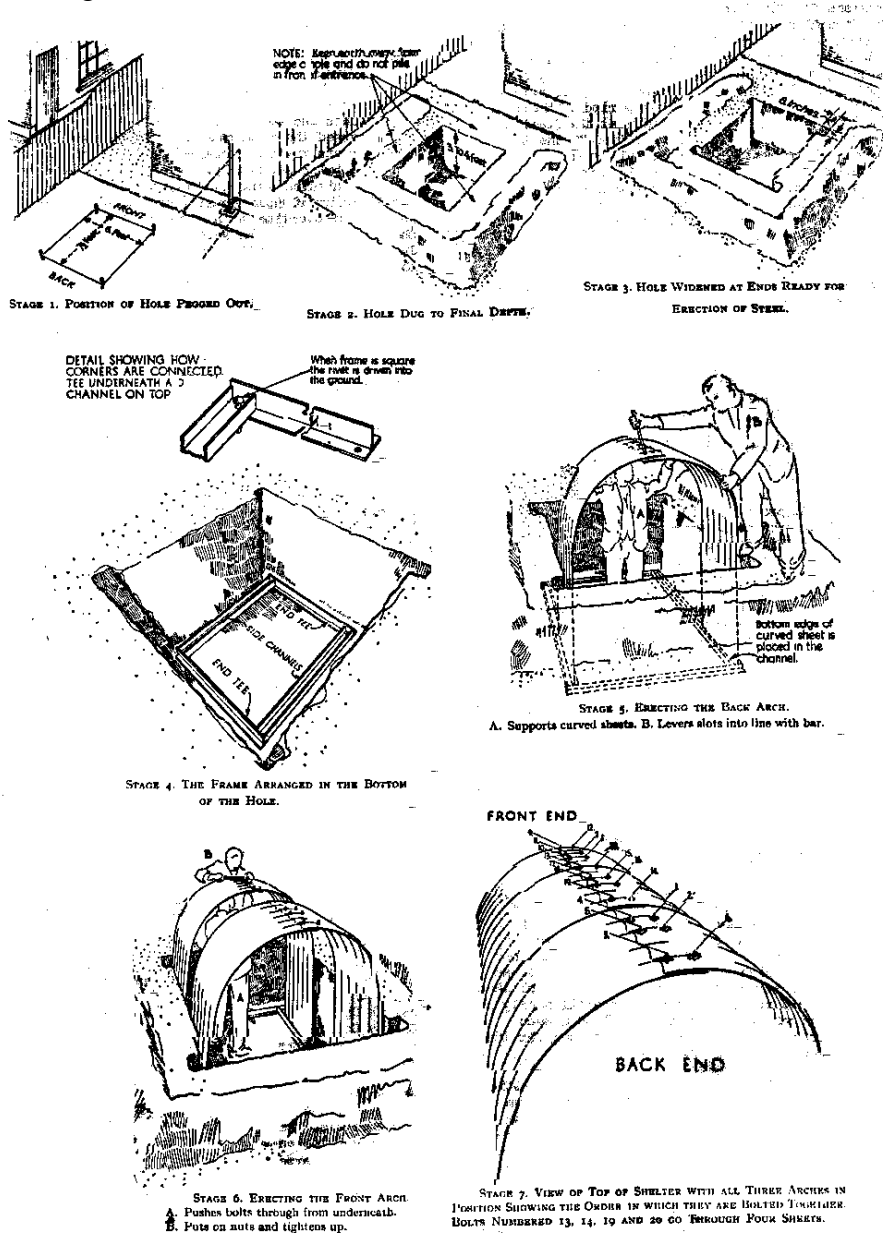
The factory after Nobel's took over.

- Air raid shelters 1939-45. [OS TL38700050*]. Semi-sunken design reported as in Catalin factory. No details.
- Air raid shelter. [OS TL38980055*] serving the late War Memorial Hospital [a hospital erected after the Great War housing tablets listing those killed] located at the eastern end of Farmhill Road on the south side. During the 1939-45 period the hospital featured a reinforced and sandbagged ward in the north-west section of the building. It was intended to act as a shelter for patients and duty staff and was in regular use. This was the only on-site air raid provision. The hospital was dismantled and replaced by flats with the war memorial stones re-located nearby.
- First Aid Post. In mid-1939 Dr. Bell Smith was formally appointed a Medical Officer in charge of a First Aid Post at the hospital.

- Gas decontamination centre. [OS TL 38980055*] A wooden shed situated in front of the war memorial hospital on an area that became the north west section of the post war car park. After the war, in October 1945, this structure was removed to the east side of the hospital and reused for medical purposes.
- Wardens Post A4. [OS TL38450050*] South west corner of petrol service station adjacent to Sewardstone Road water board pumping station.
- Wardens Post A5. [OS TL38990070*] Situated in a purpose-built structure sited at the south end of the [late] stable block to the east of the 'Green Man' PH. A 1947 report mentions a prefabricated building and a storage pit to the rear of the pub being in a dangerous condition. It is uncertain whether this is the same structure.
- Static Water Tank. Located on the south side of the road to the east of the War Memorial Hospital and opposite the Green Man Public House. This location is now the modern location of the displaced war memorial tablets.
- In 1947 there was a report about the dismantling of 'Army works' located behind the Green Man Public House. No explanation of their form was given but as there was nothing else behind there at the time it may be assumed that these were the works associated with the gun and searchlight on the 'Hilly Dilly Fields' Monkswood Avenue.
- Home Guard Quartermaster's Stores. [OS TL38680050*] A wartime construction on a site to the rear of the [late] Joyce House and close to the former Catalin factory. Built of brick, this single storey structure featured a thick reinforced concrete roof. After the war, in 1947, it was converted into a dental surgery operated by the sons of the Home Guard Quartermaster George Gray. It has changed hands a few times since but in 2005 remained extant as a dental surgery to the east of Joyce Court.



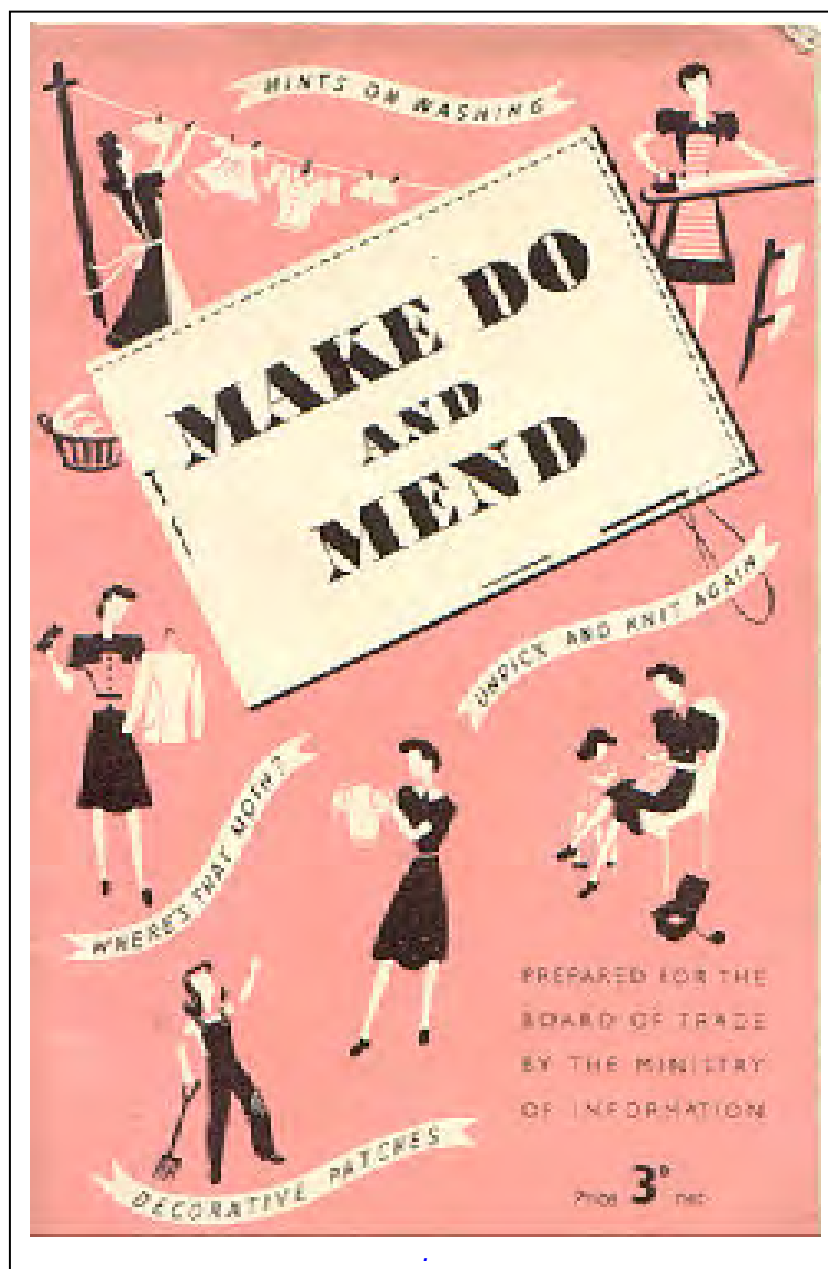
Air Raid Shelters. There were several hundred of family sized air raid shelters in the town. Most of these were the earth covered metal or concrete Anderson type intended for domestic erection and use. They were not very successful locally and had to be concreted in to reduce water ingress. The high-water table locally meant that they tended to fill with water regularly and were at best unusable. Most locals preferred to use the drier above ground shelters.



Metal Morrison 'table top' shelters existed for interior use but according to end-of-war ARP reports only two of these internal shelters were built. It is known that one was in 24 Sun Street and the other was on the ground floor of Pallett's Shop in the Market Square. It was used by the people living in the flat above the shop, they had use of the one room on the ground floor. In 35 Farmhill Road a different form of internal air raid shelter was built. This consisted of concrete blocks and was finally disassembled in the summer of 1945.

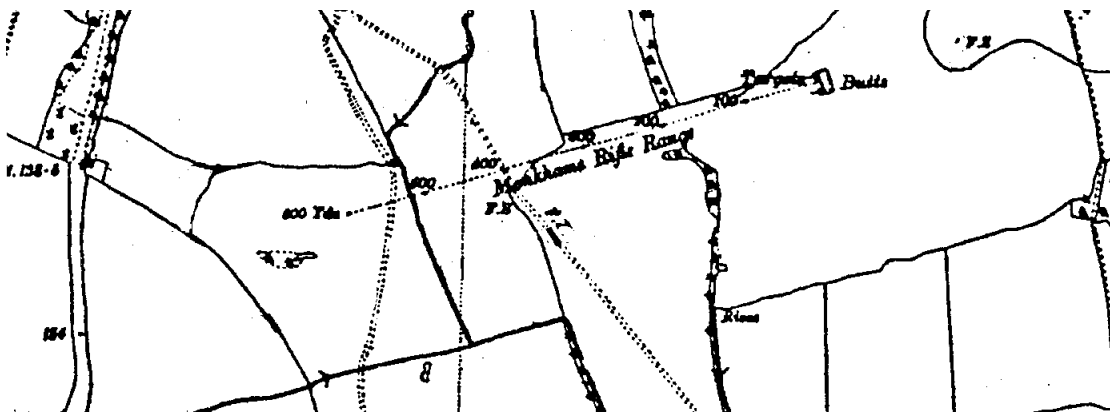
FRANCHISE PLACE [now Fountain Place]

- Church Hall. [OS TL38100050*] To the rear of the Paradise Road Baptist Church, used successively by the ARP, the military [as a barracks] and then emergency school room.



GALLEY HILL

- Firing range. Primarily for the use of the Essex Yeomanry then based at nearby Monkham's Hall the range was mentioned early in the 20th Century but may have been related to an earlier feature. 'The Butts' was completed in September 1903 east of the main road and south of Aimes Green Farm and north-west of the present Breach Barns mobile homes site. The range was vested in the 1st Herts and Beds Regiment but was available for use by the Essex Imperial Yeomanry and the rifle clubs of Waltham Abbey and Cheshunt. At the time it was claimed that the natural background rendered it absolutely safe but with the Butts inclined towards Parvills Farm a number of complaints were received during the 1939-45 War that show was falling on this and Maynards Farm, Cobbinsend. It fell into disuse at the end of the 1939-45 war. The last of the structure was grubbed out or buried circa 1975.

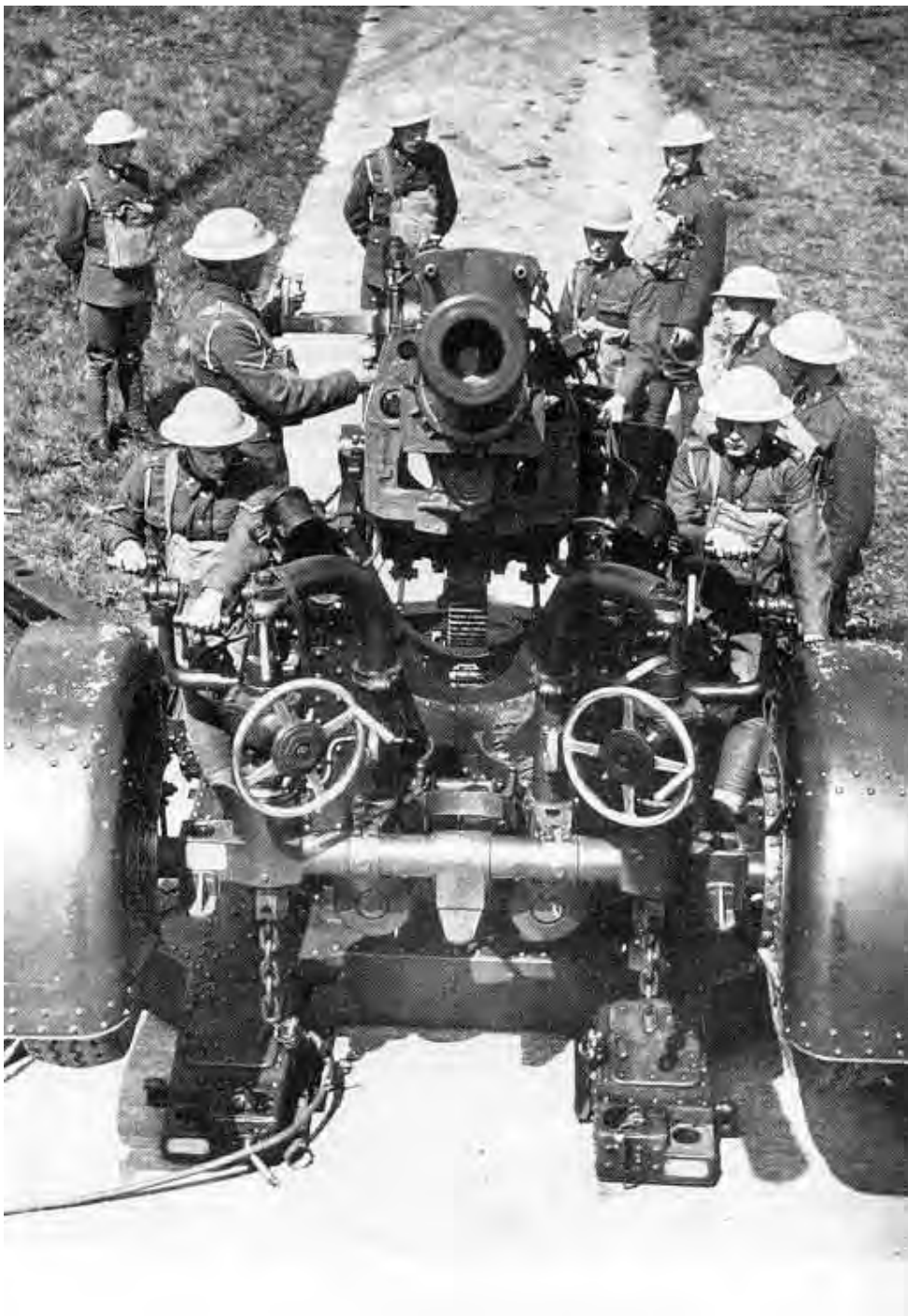


- Roadblock. 1914-18. The townspeople were forbidden to show vehicle lighting within half a mile of either government owned factory or the private Nobel ammunition works in Farm Hill. Police manned posts were set up, beyond which cyclists and the like could at last light their lamps. Specific posts were at Avey Lane, Eagle Gates in the Crooked Mile, Botts Lane off Galley Hill and the base of Woodredon Hill, Honey Lane.
- Gun Site. 1939-45. 'The Breeches', [Ref: PRN10373] [OS TL39330209], provided with six emplacements off a single spur road, two different types, four octagonal and two squares. Heavy AAA site ZE6 was occupied by 302 Battery, 99 Regiment on 21 May 1940. On 22 June 1942 there were four 3.7" guns in use by the same unit, a gun laying radar [GL MkII] was in use. On 30 July 1942 and again 9 December 1943 documents in PRO state that 435 Battery of 132 (M) Regiment was operating the site. In 1943 the Battery was commanded by Captain H J Percival. The site later became a PoW camp. A RAF aerial photograph of 1947 shows the site to have developed to a circle of six emplacements, four octagonal and two square with a concrete command centre. Each of the octagonal emplacements appeared to have had six internal ammunition recesses and two integral shelters. The square emplacements had four ammunition recesses. Twenty-five huts were evident. A 1990 Aerofilms image indicated that little remained of the emplacements and command post. The number of huts had dwindled to around twelve.

- Wardens Post A6. [OS TL39340209*]. At junction with Broomstickhall Road. [Galley Hill was partially cut by the construction of Parklands roadway].
- Searchlight Battery. In a field to the south of the junction with Claverhambury Road. In 1993 an area of concrete hardstanding was still evident by the roadway, but this had disappeared or been overgrown by 2003. This had been used to stand a mobile generator upon. In addition, there are seasonal crop marks to suggest locations of former Nissen huts, generators lights and sound locators.
- Pill Box 1939-45. [PRN10077/TL39400120] Listed by an earlier source as being a polygonal brick and concrete pillbox facing south but no trace was found in 1993.

GORDON ROAD

- Communal air raid shelter [OS TL37550033*]. Shelter No.2. Erected to provide up to 36 local residents with shelter after it was found that this area was particularly liable to flooding and could not support Anderson type shelters. It was let to local builders Jest & Ruskin for five years commencing in 1947 and later demolished. Reported as complete and ready for use by October 1939.
- Wardens Post A1. [OS TL37550032*] Southern corner of Lea Road.
- At the time of writing Gordon Road and Lea Road are in the Borough of Broxbourne. During the period under review these locations were part of the Waltham Holy Cross Urban District Council.



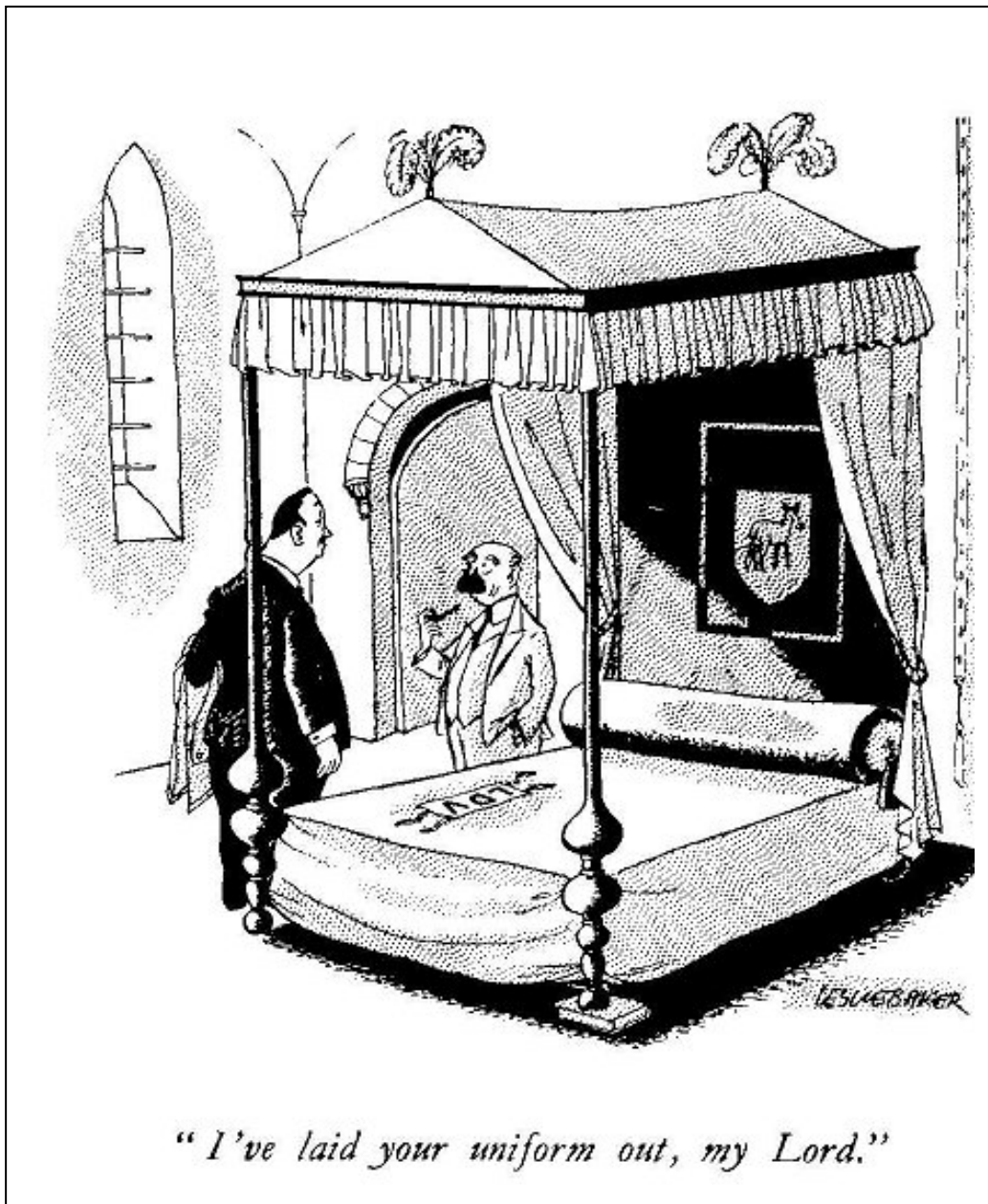
GREENFIELD STREET

- Surface air raid shelter. [OS TL38250020*] Shelter No. 10 for 32 persons. East side of the Parish Hall, Brooker Road and complete and ready for use by October 1939.
- Wardens Post A8. [OSTL38250020]. East side of the above shelter.
- Both items are covered under Brooker Road.
- In 1942 it was intended to construct a 10,000-gallon water dam in Greenfield Street. No details beyond the proposal are known.



GREENYARD/BAKERS ENTRY

- Victoria Hall. [OS TL38010050*] The 1903 built parish centre was mainly used for displaced school lessons, but it did see some use by military in 1939-40.
- Communal air raid shelter 1939-45. [OS TL38020050]. Shelter No. 6 for 32 persons living in Greenyard and Backway. Sited in Bakers Entry reported as complete and ready for use by October 1939 and demolished after the war.
- Abbey Grange. A large house off Greenyard now demolished and replaced by Abbey Court and Grange Court. It was the residence of the commanding officer of 368 Battery of the Enfield Waltham AA gun site. In December 1943 this was Major Jobling. He operated in turn under Lt. Col. W H Mather at The White House, Gilwell Park.



HIGHBRIDGE STREET

- In February 1939 an ARP Department was set up in offices at 26 Highbridge Street under the leadership of Edward J Carter the manager of the Waltham Abbey Building Society. Ted Carter was the son of a Great War police diarist. In many ways his duties were to reflect those which his father had pioneered in the Special Constabulary Reserve. Most duties undertaken by police twenty years earlier were now to be undertaken by the ARP and associated groups. The location is currently a shop next to the 1960s constructed Highbridge Court.
- Wardens Post A2. Sited on the north side near Powdermill Lane [exact site unknown]. Destroyed March 1945

After a number of V2 rockets landed in the forest and fields around the town, causing little damage and no injuries, on March 7th, 1945 one hit the town without warning.

Seconds after 5pm, a bare two months before the end of the European war, the townspeople were going about their end of day chores. Mr Edmonson, the Clerk to the Court, crossed from the County Court building and walked down Highbridge Street past the drill hall to the offices of Jessop & Gough, next to 'St. Kilda's'. In the 'Ordnance Arms' the landlady lay on her bed resting after another busy lunchtime session, attempting to ignore the sounds of children playing in the otherwise quiet street. A car and a Bedford lorry owned by Moss, who had a yard next to the police station, were in the street. The lorry was delivering to the Whitemetal Smelting Works just down from the pub.

And then it was all over. No sooner had Mr Edmonson closed the office door on the outside world that he had just walked through, then it ceased to exist. The area between the court and his office became a massive crater about 82 feet (25 metres) by 75 feet (23 metres) belching dust, smoke and burning gas from a severed main, slowly subsiding under a rising tide of water from breached water and sewage pipes. Other than the ignition of escaping gas in the crater, there was no fire of consequence.

The lorry driver, Ellis, and three children died instantly, Mrs. Peck who was rescued from an upper room of a house next to the shattered 'Ordnance Arms' died later.

- Wardens Post A3. North side of the road, a lean-to structure against the west wall of the Vicarage.
- Abbey Church Tower. Used in both wars as an OP [Observation Post]. There were early plans to use The Vestry for ARP use, but the only recorded use was the brief period in 1945 after the loss of Wardens Post A2 in the March 1945 explosion. The church itself was providing shelter for 750 persons in late 1939.
- Fire Station. Sited in the west side of the Town Hall building where it had been located since the building had opened in 1904. Until the war an ambulance was also housed there, that was requested to leave in 1939.

The fire appliances remained in this sandbagged lair until the new fire station opened in Romeland during 1943. Plans to relocate the fire engine had first been formulated in January 1940. The fire station area was incorporated into the main town hall building and is currently primarily occupied by the Caretakers office.



- Town Hall. The main building saw use as an ARP depot pending the completion of a depot in Brooker Road on the sewage disposal works. The depot used the kitchen rebranded as a 'canteen.' In February 1940 the sandbagging was reported removed after a brick air raid shelter for staff members became available.
- Drill Hall. North side, west of Powdermill Lane. Used by the Home Guard and others. Destroyed March 1945.
- Light firing range. Situated on the north side adjacent to the Drill Hall alongside the County Court. No details known of construction.
- Police Box 56Y. In Highbridge Street, opposite the "Old English Gentleman" public house on the north footway. Connected to the Enfield police station, and therefore a Metropolitan Police Y Division box. It was officially in operation from 22nd April 1935 making it the longest serving of all local boxes when it was taken out of service on July 16th, 1970. This location is no longer within Waltham Abbey.
- ARP Store 1939-45. Located in North Place behind 26. Giving the appearance of being a communal air raid shelter it was erected as an ARP store on a plot 30' x 66' acquired from George Tuck [of Upshire Hall] for £90 in 1939. Shortly afterwards the size of the structure was extended. was converted to undertake the gas decontamination centre role. Post war it spent some time as a store for the Waltham Abbey Historical Society [WAHS] and was occupied by them when vandalised in 1976. It was

demolished to make way for the rebuilding of Romeland. [North Place no longer exists as an address].

- ARP Report and Control Centre [Control Room/Headquarters]. Tenders for this structure were being considered in December 1942. The tender of Messrs. G Davies and Son of Broxbourne was accepted at £1,427. The land adjoining the ARP Store was purchased for £200. From December 1943, located behind 32-34 facing the rear of the Midland/HSBC Bank. Later taken into use as the Essex County Council library until replaced in this role by a new building in 37 Sun Street. The site was demolished and later rebuilt as housing known as Plantagenet Way.
- Communal Air Raid Shelter. Shelter No. 5. Barge Yard on the north side abutting the stream behind the shops. It was completed in October 1939 and by July 1944 was reported to be recently partitioned into two sections, one for residents and the other for up to 25 travellers, at that time this half was known as Shelter No. 4. It was demolished prior to site redevelopment in 2005.



2004

2005



HIGH BEECH

- In the Great War of 1914-18 the danger of air raids resulted in a number of fixed police defence posts being placed upon every conceivable bridge and structure in the area to defend them against possible sabotage. In addition to a post at the reservoir at High Beach a post was set up on the roof of the 'King's Oak' public house on Queens Green. The High Beach post, as it was termed, was manned by the reserve police at Waltham Abbey throughout the war in conjunction with the special constabulary stationed at Chingford. It was a major link in a chain of air raid observation points in the London area. It was equipped with a field telephone system and operated in conjunction with the public telephone, other private lines and the elderly telegraph system, in providing a reasonably effective early warning system by 1917.



- Wardens Post B1. Situated in Church Road near its junction with Mott Street. the exact location is unknown but known information suggests an association with Wallsgrove House.
- Beech Hill Park House, Beech Hill Park to the west of Pynest Green Lane, was requisitioned by the military at the start of the Second World War. Additional users included local authorities such as Walthamstow UDC. Post War it was claimed that the sealing of its basement vents [by the military] caused extensive dry rot and it was demolished. The stable block remained extant.



- High Beech Hospital, Church Road was vacated late in 1939. By April 1940 the military were in occupation. This former mental hospital and sanatorium survives as The Suntrap.



Suntrap Field Study Centre

- An army camp was set up on the edge of Epping Forest to the rear of the King's Oak PH in both wars. In the second conflict the camp was on the site of the Motor Cycle racetrack, set up from 1928 and the modern Conservation Centre.
- First Aid Point. Located at the Manor House, High Beech and set up from mid-1939.
- Lippitts Hill is listed separately.

HOLYFIELD

- Wardens Post F1. A 1939-45 ARP site with no known location details.
- Police Telephone Box 27J. [OS TL38020265*] Immediately north of Fishers Green. Demolished c1972. Connected by private wire telephone to Walthamstow switchboard. Being situated on the outside of a bend, suffering from crash damage a number of times before being taken out of service September 28th, 1970. Believed to have been moved a little way at some time in its lifetime, a total of four siting plans have come to light for this box number. The only plan bearing a date may, at '9.8.35', be the earliest. This places the box on the west side of Crooked Mile (sic), almost opposite the entrance to Monkham's Golf Club and Holyfield Farm. A second suggests that the box was to be sited further north on the outside corner of the Holyfield Hall turning (that now serving Hayes Hill Farm). The final two site plans relate to the known final location of this box. One is a site plan and the second, similar, places the box 10 feet from the carriageway on the west verge. Each of these illustrations committed the cardinal error of extending Crooked Mile beyond its true extent into Holyfield Road.
- At 'Hayes Hill' just north of the farm complex two anti-aircraft gun 'holdfasts' - the steel mounting plates - are embedded in an ovoid concrete base on the summit of this low hill. One is clearly that for a 1939-45 40mm Bofors, just like that at 'Grange Hill'. The other is a mystery. It is much larger than the Bofors, approximately 5 feet square, and has a number of locating studs upstanding. Both holdfasts may have been emplaced during World War Two - there is no mention of the site in earlier records.

HONEY LANE

- Firing Range. Of uncertain date, but probably early 19th C, mention was made of this feature in local fable rather than based on any hard and fast facts. The location given was along the line of the horse ride track situated to the east of Forest Side and Claypit Hill. The same vague sources suggest that firing of muzzle loading weapons was up the slope suggesting that somewhere near the top of the slope might have evidence of lead musket balls. Visited in 2005. The remains are now an overgrown mound in keeping with the suggested line of fire.



- Roadblock 1, 1914-18. Written evidence that the police operated security roadblocks on all the main roads circling Waltham Abbey. In May 1916 it is known that workers from the RGPF were prohibited from lighting their bicycle lamps until passing each of these points. In this instance the post was at the base of Woodredon Hill.
- Searchlight. Written evidence in notes left by a William Hale that a searchlight was posted on the former windmill site from 1916. The notes make reference to the searchlight having a direct link to the destruction of the airships in that year. Site now Windmill Close.
- Roadblock 2, 1939-45 era concrete blocks and other materials part of an encircling ring at the junction immediately west of the Wake Arms junction. Also affecting Wake Road and Epping New Road etc. Photographic evidence held by ECC.

- Wardens Post D2. 1939-45. No exact location known other than it was near to 'The Volunteer' PH.
- Wardens Post ?? Located beside Yardley Shop, 86 Honey Lane. There is no record of its existence beyond verbal statement and the connection the Yardley family had with the ARP organisation. There is evidence to suggest that this replaced or supplemented the document Post 11 in Tennyson Avenue [almost directly opposite]. Reports to the local authority of the original Post 11 being abandoned and suffering vandal damage appeared late in the war.
- Rest Centre for war displaced persons. 'Welcome Cottage' 88 Honey Lane served in this role during the early part of the war. In more recent years it was an Abbeyfield elderly persons home but changed role to private use in 2003.
- Projected Wardens Post mentioned in 1939. This was to be situated in the Junior Imps Pavilion at the sports ground to the rear of 100 Honey Lane. This would equate to the modern location of Downlands. It is not believed to have been built in this form, but storage facilities were erected for ARP use behind number 100 – now Windmill Close. Mention is made of these being damaged by fire bombs in 1944.



Rear of 100 Honey Lane. Damage to storehouses [Carter]



Rear of 100 Honey Lane. Damage to the former Millhouse [Carter]

- Searchlight Battery 1939-45. A 'permanent' facility located on land owned by Woodredon Farm. It is known that this site was off Honey Lane directly behind the 'Woodbine' PH, but no exact location is known. All traces erased by the development of the area as a mobile homes site.
- Public Air Raid Shelter. Shelter No. 17 for 50 persons including passers by. Larsen's Recreation Ground on the east side opposite Rounton Road on the west bank of the Cornmill Stream. Demolished post war after authority was granted in January 1946. The location is now within a children's playground area. It is not known whether it was Shelter No 1 completed in October 1939. It is believed that both these shelters were close together, but not confirmed.
- Public Air Raid Shelter. Shelter No. 18 in 1944 but see earlier designation below. Larsen's Recreation Ground. Location uncertain but reported under construction in October 1939 as No.2 shelter. [see above].
- Rescue Services Depot. This was mentioned in Council minutes in mid-1942 but its location is not identified.
- Home Guard redoubt. There were reports that in 1944 the Home Guard were asked to dismantle a redoubt located at the junction of Farmhill Road and Honey Lane. It is assumed that this was a defensive position constructed early in their existence and it had fallen into disuse by 1944. The wording suggests that it was to the east of the bridge over Cobbins Brook which suggests Honey Lane nearly opposite Eastbrook Road.

JOHN FOXE PLACE [SEWARDSTONE ROAD]

- Temporary Fire Station. At the rear of 5 & 5a Foxe's Parade shops, Sewardstone Road. Taken over after the building prior to occupation by others from September 1940. Station operational from 1941. Now returned to shop use.



- Air Raid Shelter surface. Shelter No. 15 for 50 persons, residents and passers by. Built to the rear of No. 2 Foxes Parade to serve as a refuge for persons using the bus stop at the front of the building. The shop unit remained an unused shell making access easy from the front. In the rear garden of number 2 there remains a reinforced single-storey structure that is shared by Nos 1 and 2 in direct contradiction of usual property boundary rules.
- Water supply dam reported as being of 5,000-gallon capacity. Erected to the rear of No 5 as above. In 1943 there were plans to remove it to Upshire but no confirmation that this happened has been found.

LEA ROAD

See also partial repeat listing under Gordon Road

- Water Works pump house. The pump house is still powered by the Diesel engine from a 1939-45 war-built Liberty Ship. This was clearly a post-war addition to the Victorian building rather than a war relic.
- Communal air raid shelter [OS TL37550033*]. Shelter No. 3. Erected to provide up to 41 local residents with shelter after it was found that this area was particularly liable to flooding and could not support Anderson type shelters. Two shelters [2 & 3] were reported as complete and ready for use in Lea Road and Gordon Road by October 1939.
- Wardens Post A1. [OS TL37550032*] Southern corner of Lea Road. Originally referred to as being associated with the premises of Messrs. Dunlop.
- At the time of writing Gordon Road and Lea Road are in the Borough of Broxbourne. During the period under review these locations were part of the Waltham Holy Cross Urban District Council.
- ARP Store. 'Riverside' a house primarily used by Messrs. Dunlop of Lea Road for storage. Believed on the banks of the Lee Navigation and probably later known as 'Riverside Café.'

LEE NAVIGATION - North of Highbridge Street [including the RGPF North Site]

- Gun Site and footbridge. AAA. [Ref: PRN 10075] [OS TL37840095]. East side of North Site RGPF, by Old River Lea north of the old police station and Powdermill Lane. In the garden of 'The Lodge' on the east boundary of the RGPF. Believed to be a World War II Bofors site, it is hexagonal with five feet high brick walls surrounding a concrete centre with a steel gun mounting. The latter is a 2-inch depressed circle 7 feet 6 inches in diameter. Around the walls are concrete storage spaces that will have provided seating and shelving. The roofless enclosure has four entrances. Noted 2005.
- Pill Box. [Ref: PRN 10076] [OS TL37520099]. North Site RGPF, west side on Waltham Marsh. Destroyed by 1993, it is believed to have once stood beside the Horsemill Stream defending the RGPF from the west.
- Pill Box. 1939-45. [Ref. 10078/TL37400150]. The only traces of this hexagonal pillbox have been based on RAF aerial survey images dated 1947 and 1960.
- Pill Box. [Ref: PRN 10079] [OS TL37270189]. By Horsemill Stream, or Powdermill Cut, east of Waltham Common Lock. Sealed for use by bats. LVRP.
- Pill Box destroyed. [Ref: PRN 10080] [OS TL38090215]. North Site RGPF. By entrance to Crooked Mile access track near the Monkams/Eagle Gates entrance.
- Gun Site. HAAA, beside canal on the east bank adjacent to Hooks Marsh [Ref: PRN 10081] [OS TL36990223]. Known to mount Bofors gun and as such is a rare example of such a gun platform. Extant at the southern end of the Metropolitan Police fishery as two immediately adjacent concrete structures. These may have been built at different periods, but they serve to support one large platform for the gun. The concrete structure is 36' x 24' x 15' high and irregular in shape. Each building has two rooms at different levels and each room is loop-holed. There is an external concrete staircase providing access to the roof/platform which is provided with storage cavities and access points from the interior. On the roof the gun mounting points were still in situ in 1993. This location was outside WH+UDC area in wartime, now within EFDC.
- Gun Site. HAAA, beside canal on the west bank and approx 100 yards south. Outside WH+UDC/EFDC area. Demolished. Linked with above operationally and believed to be of a similar design. LVRP. [Ref: PRN 10081]
- Block House. No known use. Sited at the northern end of the modern Metropolitan Police fishery at Hooks Marsh. Site extensively damaged by gravel extraction activity. This may have been an administrative or stores

site linked to the gun sites beside the canal. The site has apparently been split by extraction. There is a small footbridge and surviving and [1996] operational General Post Office/BT telephone manhole and service pipes to the north, off the Hooks Marsh – Cadmore Lane footpath.

- Gun Site destroyed. AAA. [Ref: PRN 10084] [OS TL37640262]. North Site RGPF. By Grand Magazine, Fishers Green Lane. RAF aerial photographs dated 1947 show an anti-aircraft emplacement of some standing at the extreme northern tip of the RGPF. This is believed to have been destroyed when the river was re-routed. Not traced 1995. From anecdotal evidence it is believed that this site may have been similar to the structures on the canal [see Gun Site. HAAA, beside canal on the east bank adjacent to Hooks Marsh [Ref: PRN 10081] [OS TL36990223] above. In 1940-41 this site was equipped with a four-barrel two pounder pom-pom and manned [but only for a matter of weeks] by 416 Battery, 127 LAA Regiment, 105 Brigade.
- Gun Site. Cupola destroyed. [Ref: PRN 10085] [OS TL37630264] North Site RGPF. Fishers Green Lane. An Alan-Williams steel turret defensive feature was reported at this location. The turret was never reported as being removed for preservation [as was the case of a similar one in Nazeing] and must be assumed as scrapped. Not traced 1995.
- Gun Site. Within the grounds of the RGPF North Site on the east side of the site. Gun hold down. Extant in good condition in 2005.



- Shelter. Apparently makeshift hardened building Nissen hut shaped structure constructed from concrete laid over iron sheeting located near the gun site on the east side of the North Site RGPF but on the west bank of the Old River Lea to the rear of the Old Water Mill. Purpose and date of construction unclear.
- Pill Box destroyed. Located on the west bank of the Old River Lee directly opposite the police station in Powdermill Lane, this hexagonal box appears in a c1940 image but there are no other records relating to it.



LEE NAVIGATION - South of Highbridge Street.

- Pill Box destroyed 1939-45. [Ref: PRN 10372] [OS TL37570008]. West bank of canal, below existing building sited south of Highbridge Marina/Dock. Before the construction of the Horsemill Stream in the 1960s Lower Island was much wider at this point. On it stood a pill box placed and disguised beneath an existing building south of the Highbridge Marina/Dock. Defence work and building not traced 1995. In 1993 Fred Nash had traced a picture of the original building dated 1920 that showed it was built on wooden pilings, presumably a defence against flooding. It may have been a military expedient to fill in this space with the defensive position. This building may be identical to the ARP Store listed under Lea Road as 'Riverside' a house primarily used by Messrs. Dunlop of Lea Road for storage.
- Surface Shelter. Erected for occupants of cottages sited immediately to the south of the Marina/Dock. The cottages and shelter were demolished c1970.

LIPPITTS HILL

- Gun Site. [Ref: PRN 10374] [OS TQ39619705]. Four weapons emplacements erected post 1939, two extant, magazine used by UK and US Army. Two subsidiary sunken posts beside guns. Army encampment buildings. Later operated by Pioneer Corps as 30 PoW camp. Post war [c1947] bunker constructed for use in the Cold War.
- Anti-tank obstacles. Concrete filled brick blocks. [Ref: PRN 10375] [OS TQ39829698] At entrance to camp. Still present 1995.
- Static Water Tank A 30,000-gallon brick dam remained in position outside the Owl Public House in March 1946.

Lippitts Hill, the feature situated to the south of Waltham Abbey and set between Epping Forest and the village of Sewardstone, the one-time home of the highwayman Dick Turpin, might easily have passed through history as an unremarkable bump on the landscape were it not for the needs of war. A name derived from Lipped Hill it was as Leppetts Hill that the War Office first took notice of it as a London Defence site immediately prior to the Second World War. The plot of land that evolved into Lippitts Hill Camp was a thoroughly 'green' site, the home of a small rose nursery, until the workmen arrived and erected the first of many warlike structures. The majority of the concrete structures that remain on site today were erected by the British forces. Gun emplacements, sunken magazine, the command centre and associated roadways were built during the war, but the massive underground control room was a later addition. A range of wooden and concrete buildings were originally accommodation barracks for the gun crews.

Quite why this military take-over of the peaceful nursery took place is obscure. An adjoining hillock to the north and adjacent to Thompson's Wood, had served as a gun site in the Great War and was also used throughout the new conflict.

British anti-aircraft artillery [AAA] of 137 HAA Regiment, 26 AA Brigade, was set atop of Lippitts Hill to guard the eastern approaches of London. To this unit Lippitts Hill was site E7 and manned by 631/148 Battery in conjunction with sites at Friern Barnet and Dollis Hill. Unusually, the Battery was well spread out with its HQ in Derwent Crescent, Whetstone, N20. Within weeks they were in operation against sporadic targets, both friend and foe, venturing near to the Lea Valley. Within a year the guns were at full stretch against the enemy onslaught on London.

The site only came fully into its own after the entry of the United States into the war from late in 1941. In the summer of 1942 the British guns gave way to B Battery of the US 184th AAA. The GI's were equipped with 90mm [3.54 inch] M1 towable AAA. For a period in March 1944 the 115th AAA relieved them for training. In December 1943 the British gun unit was still nominally shown at Lippitts Hill, although it was non-operational. The GI's had to wait two years before they could fire their guns in action. This relative lack of real action was undoubtedly eased by the close proximity of "The Owl", an Essex clapboard watering hole that took on the mantle of local entertainment for the camp and the West Essex Golf Club. Three months after the first taste of

action for the Americans, in the wake of D-Day, in mid-June 1944 they were gone, and the camp was temporarily abandoned.

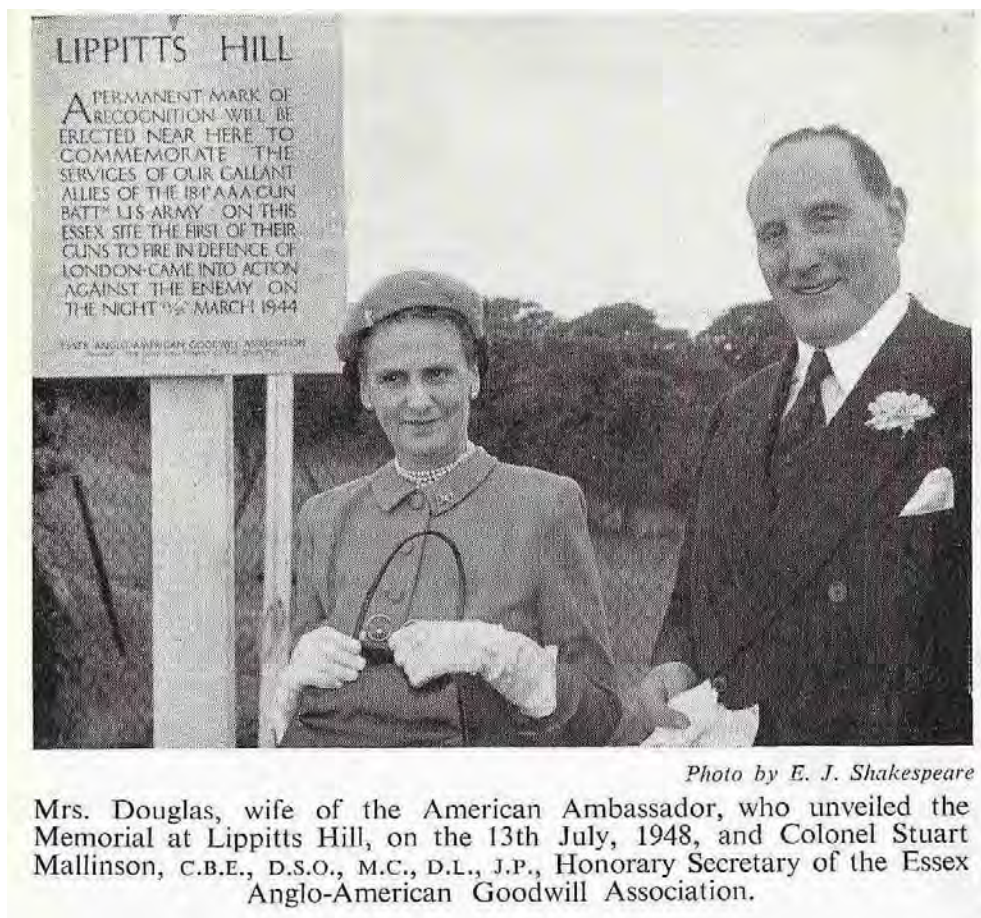


The site was taken over by the British again and turned into a prisoner-of-war camp for captured German soldiers. Many of the warlike features, such as the gun emplacements, were buried in spoil for security reasons. It has been suggested that the trench adjacent to the southern boundary [the newt pool] was an excavation to provide spoil for the filling in of the gun emplacements. The Germans too left their mark on the hilltop and the first thing that greets any modern-day visitor to the main entrance is the carved concrete statue of a man completed by Rudi Webber 540177 in October 1946. Like most of the wartime features, it has stood the ravages of time well, although the original detailing scratched into the concrete has been weather worn and replaced by a plaque.





As had the GI's, the Germans too moved on in the late 1940s. Among those former enemies that chose to remain and settle in England was the late Walter Weiland. Wally became a naturalised Briton and this popular figure held the post of Town Mayor in Waltham Abbey over forty years later. After the war the American's erected a simple memorial to mark the period of their occupation. Situated on the south-west corner of the camp the dedication and unveiling ceremony was undertaken by Mrs Lewis Douglas, the wife of the US Ambassador in July 1948. The first memorial, a simple wooden post, was replaced by a brick plinth. At the time the site was used for gunnery training by the British Army.



Meanwhile, the British constructed a nuclear command shelter on the eastern boundary. This two-storey structure was erected between 1948 and 1950 as a specific reaction to the Cold War. It formed an important part of the National air raid early warning system.



In the 1950s the police across the country were faced by a requirement on them to operate a large proportion of the UK's Civil Defence provision. Part of this was periodic operation of the *Home Office Civil Defence Police Mobile Column*, a mixed group of trucks, jeeps and motor cycles tasked with rescue in the event of nuclear war. The London police moved in training for this and added police cadets, resting horses and local continuation training of police dogs.



LODGE LANE

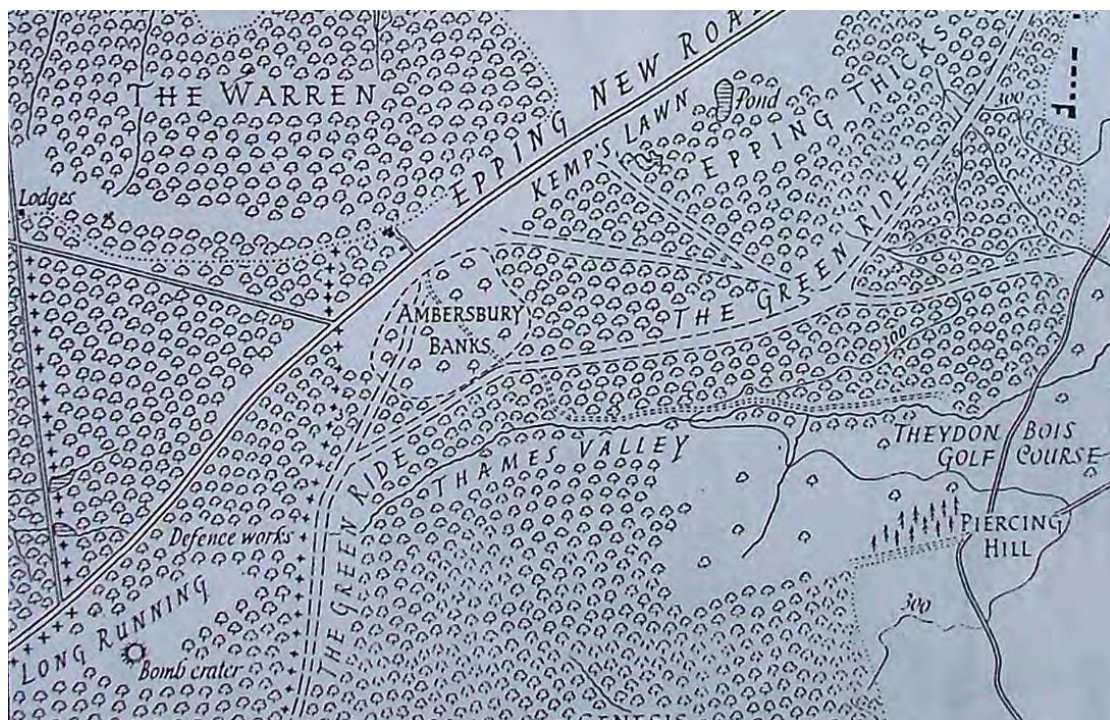
Cottages listed as Nos 1-2. Situated in a position close to the junction with Quinton Hill, Sewardstone Road, which might be mistaken for Beechfield Walk but confirmed as Lodge Lane from references in the WH+UDC minutes. A pair of old cottages standing empty and derelict were used for ARP training. They were scheduled for demolition in June 1939 with the intention of returning the site to fallow land. They were stripped specifically for training use and given a stay of demolition. They were eventually demolished and returned to grass but later developments have placed the site under the over-ramp for Sewardstone Road at the M25 since 1982.



An aerial picture of the South Site after the site was first cleared.

LODGE ROAD

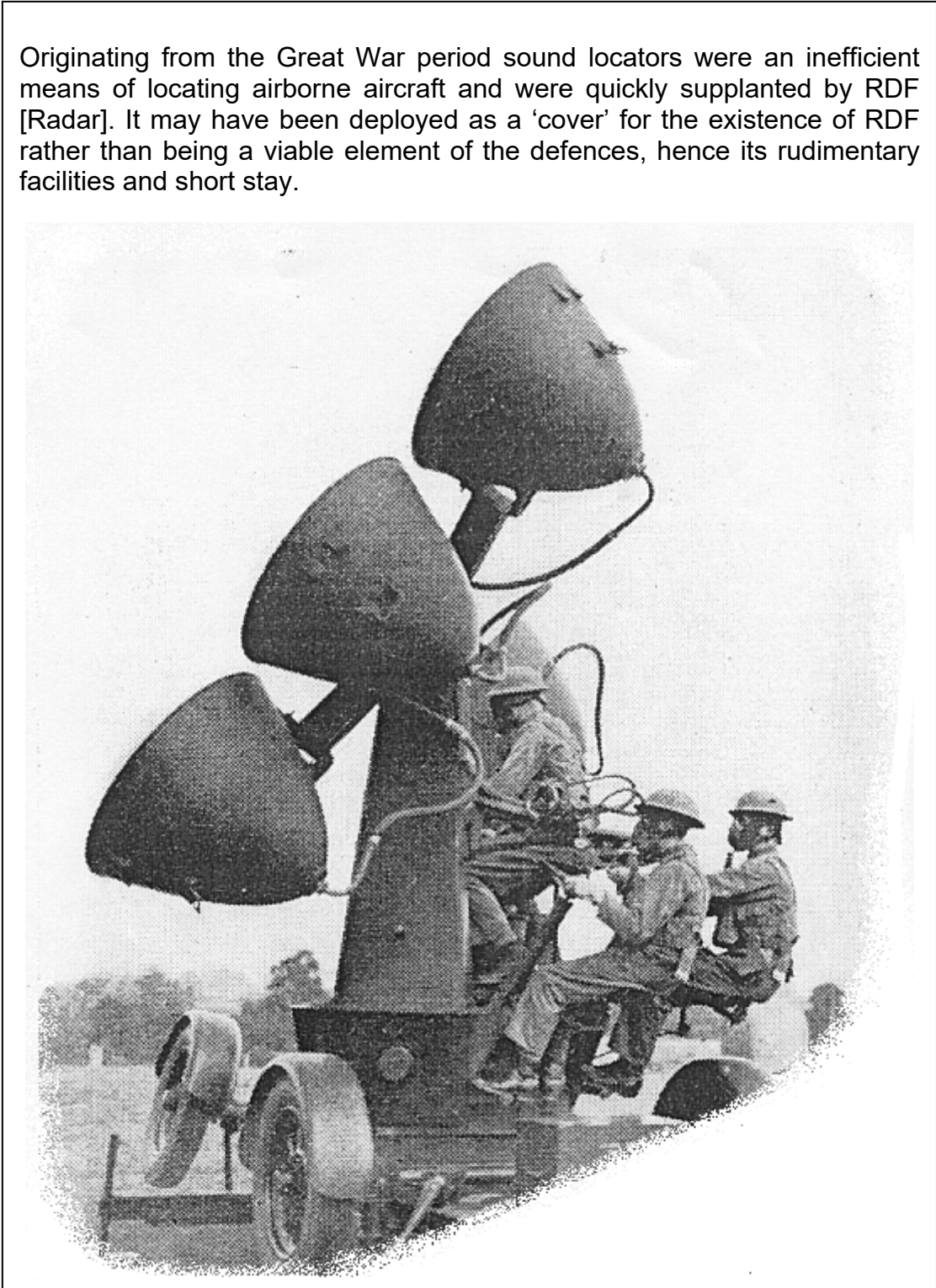
- Site of aeroplane crash. On east side of Lodge Road beside anti-tank ditch about 50 yards south of Crown Hill junction. British fighter aircraft unidentified unknown date circa 1939-40.
- Site of aeroplane crash. On west side of Lodge Road about 50 yards north of Epping Road junction. German Junkers Ju88A-1 twin engine bomber 2206, L1+KP, attached to 6/LG1 stationed at Orleans Bricy in France, fell to the guns of the Chigwell Rise battery on the night of Sunday/Monday December 8/9, 1940. The efforts of the pilot, Unteroffizier Max Jappsen, were curtailed when the tail unit of the Junkers detached, and all control became impossible. The aircraft plunged earthwards from 5,000 metres towards Epping Forest below with the four crew, including Jappsen, Feldwebel Egidius Leipold and the two air gunners, Gefreiter's Anton Dornauer and Franz Weber, unable to escape in time. The Junkers slammed into the trees and burst into flames killing all aboard.
- Anti-tank obstacles. ['+++++'] A deep trench and concrete blocks lined one side of this roadway. Linked to a similar extensive trench network that crossed the forest at Epping Road.



LONG STREET

Sound locator site. For a short period at the start of the 1939-45 war a unit with sound locator equipment occupied 'Stoneyshotts' a field to the northern end of Maynards Farm, Long Street. Equipped with a concrete hard standing but no other facilities are recalled. It may have been associated with directing the searchlight unit in Galley Hill. The unit reputedly suffered a great deal from the effects of spent shot from the firing range in Galley Hill/Breach Barns. No traces remain.

Originating from the Great War period sound locators were an inefficient means of locating airborne aircraft and were quickly supplanted by RDF [Radar]. It may have been deployed as a 'cover' for the existence of RDF rather than being a viable element of the defences, hence its rudimentary facilities and short stay.



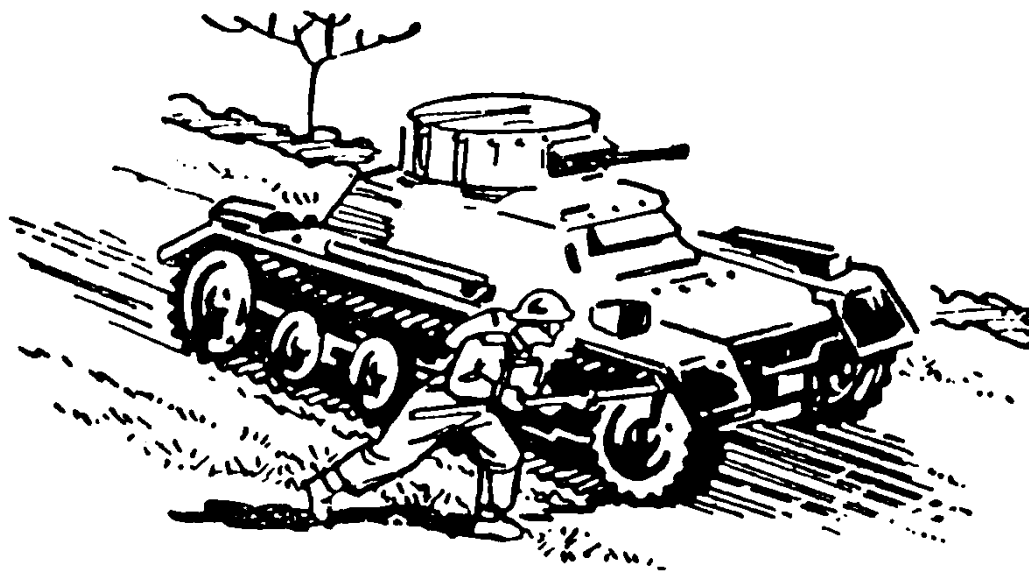
MILTON STREET

- A communal shelter was projected to be built in Milton Street in October 1939. It was listed as Shelter No. 13 for 20 persons in 1944.



MONKSWOOD AVENUE

- Searchlight battery 1939-45. Situated on 'Hilly Dilly Fields' at the eastern end of the [then] roadway on land now occupied by the post-war extension of the roadway into RGPF Government employee housing at Thaxted Way and Quendon Drive. At that time access was either from Monkswood Avenue or from alongside the Green Man Public House in Farmhill Road. In 1947 there was a report about the dismantling of 'Army works' located behind the Green Man Public House. No explanation of their form was given but as there was nothing else behind there at the time it may be assumed that these were the works associated with the searchlight.
- Gun Site 1939-45. Located in the same fields as the searchlight [above]. A mobile gun which was moved between the fields and the roadway periodically. All remains erased by post war building.
- Air raid shelter, surface type 1939-45. Built adjoining the [late] Wesley Hall with a primary purpose of serving as a shelter for school children displaced from the town's schools by military occupation. This use ceased in the summer of 1944 following a general military withdrawal from the school buildings in the wake of the invasion of Europe. The shelter was declared as available for general use in August 1944 but believed to have been surplus to requirements as local residents had their own shelters. This community hall was rebuilt, and the faith of the church completely changed to Roman Catholic.



**DESTROYING TRACK OF ENEMY TANK
BY MEANS OF CROWBAR.**

ORCHARD GARDENS

- Council Depot 1939-45. Housed ARP and NFS [National Fire Service] vehicles, a fire training tower and gas training chamber. The NFS shed was originally converted from a former cart shed in 1939 and finally released from duties on 22 May 1947.



PATTY POOL

- In April 1944 the local authority was asked to give up a section of land, totalling 5¾ acres of land for an undisclosed purpose relating to the war effort. One small section of this plot, 1½ acres, was identified only as Patty Pool, an area of Common Land subject to Lammas rights. There is a single reference to Patty Pool Lane. The name is disused, but it is believed to relate to an area on the west side of Sewardstone Road and the east side of the Government arms factories. Post war council minutes of 1947 mentioned the demilitarisation of Patty Pool and removed the secrecy surrounding the wartime use to disclose that the area had been used as a Proof Range for the RSAF.



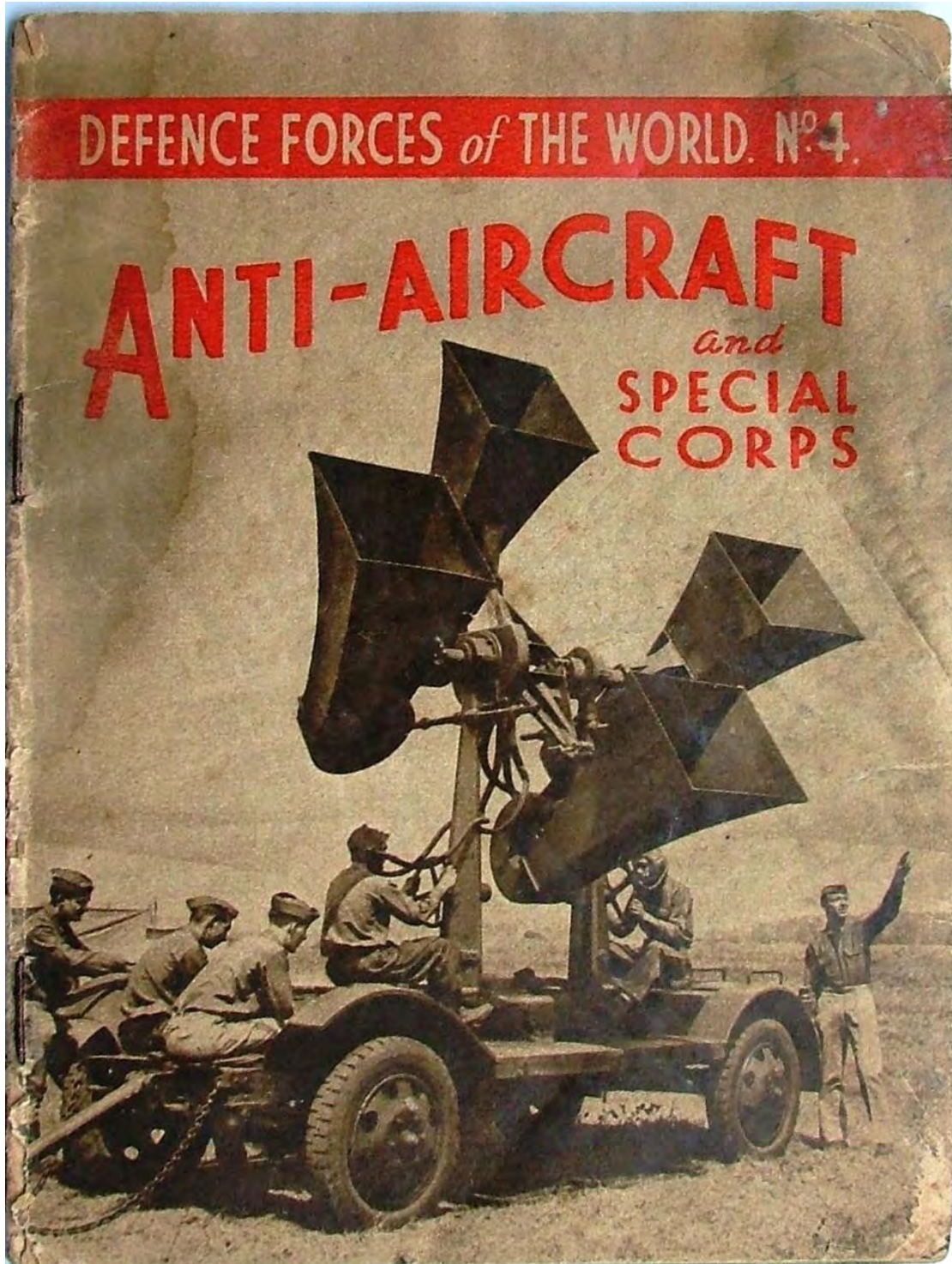
PICK HILL/PATERNOSTER HILL

- In the early part of 1939 it was intended to build a Wardens Post near the Queens Head Inn on the brow of the hill. It would appear that the final choice of location for this post was on the corner of Pick Hill and Upshire Road. Wardens Post A7 1939-45. On north-east corner of the junction with Upshire Road [then New Road]. Demolished post war.



STATION ROAD

- A public air raid shelter, Shelter No. 1, was erected near the Marsh Pumping Station and was largely complete by October 1939. In 1944 the shelter was listed as being for 50 persons including travellers.



QUAKER LANE

- School 1939-45. Taken over by the military, including the 42nd Mobile Light AA Regiment guarding the RGPF for the early part of the war. Reverted to school use later in the war. Demolished as part of the town centre redevelopment in 1974. The location is now a public car park.
- Communal surface air raid shelters 1939-4. Three were located in Quaker Lane boys' school for the sole use of pupils in term time. It is uncertain whether they were originally erected for the use of the military. The shelters originally built for the Army were in a field to the east of the school – most became waterlogged.
- Communal surface air raid shelters 1939-45. Three were erected for and used by the Quaker Lane Girls school.
- Communal surface air raid shelters 1939-45. One, perhaps two, shelters were built adjoining the Quaker Lane Infants school.



ROMELAND

- Fire station. Situated on the west side of the cattle market from 1943 on land cleared in the aftermath of the destruction of large parts of Romeland.
- Communal surface air raid shelter 1939-45. Shelter No. 7 for 32 people living in The Romeland and in The Crown PH. Sited on the east side close to housing and the Abbey Gateway.



ROYAL GUN-POWDER FACTORY [South Site]

Due to the difficult nature of the security enveloping physical access to this government arms site it was not possible to locate and identify each of the structures identified by Essex County Council research prior to their demolition. In the same manner it was difficult to ensure structures and artefacts within them for preservation. As a result, wholesale destruction of irreplaceable items took place. Estimating the correct build dates proved difficult, although the majority were from 1939-45. The site only dated from 1890.

The former site was demolished, cleaned and the section north of Black Ditch built upon with houses and a new distribution centre for J Sainsbury. Nonetheless a few items survived the clean up and these now lie within the Lee Valley Park Authority's Gunpowder Park.

- Observation Post. [Ref: PRN 10063] [OS TQ37729871]. Situated at south west corner of site. 'OP24' the 6' x 6' x 7' high brick and concrete structure is similar to others of this design on the RGPF South Site. Capable of holding no more than two persons within its 4 feet square interior. On each face at head height is an observation slit 4 feet wide and 2 inches deep with a clear rifle firing position. This OP had a wooden cabinet containing a telephone in 1993.
- Pill Box destroyed 1939-45. [Ref: PRN 10064] [OS TQ38089882]. Situated south east corner. Although a hexagonal building is shown on a 1971 map in the correct position it had been demolished prior to 1993.

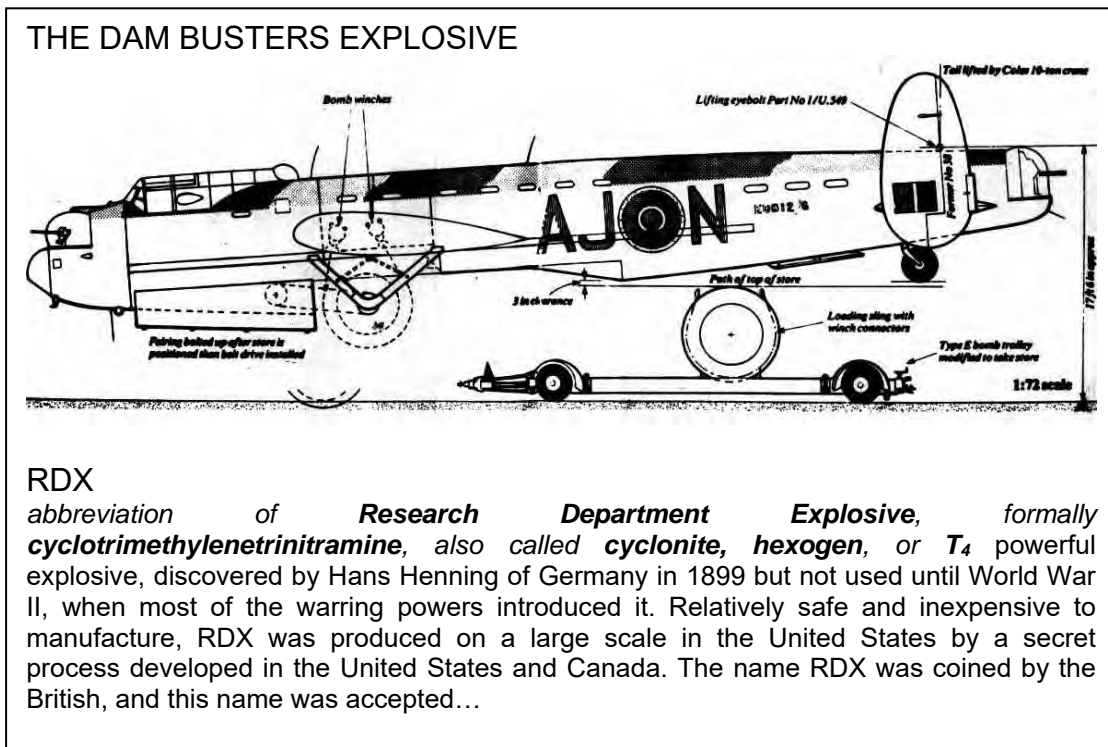


- Observation Post. [Ref: PRN 10065] [OS TQ38079909], Marked 'OP23' it was situated within east fence where it meets upper section of south fence. Within the Gunpowder Park.

- Pill Box 1939-45 [Ref: PRN10066] [OS TQ37549910]. Situated on the Royal Small Arms Island. Out of area.
- Pill Box 1939-45. [Ref: PRN10067] [OS TQ38319913]. Situated South fence west side of the site, it remained extant in 1995 and then retained some interior fittings.
- Pill Box 1939-45. [Ref: PRN10068] [OS TQ34899913]. Situated South fence east side. Hexagonal pillbox positioned to face across open farmland towards Sewardstone and within sight of Sewardstone Road. Appears to have been constructed 1940-41 as the construction method appears to have used fletton bricks rather than the rare wood as shuttering for the 2' thick walls. There are machine gun apertures in each face. The entrance is at low level protected by a blast wall. When inspected in 1993 it showed signs of external deterioration but had interior fittings that can only have survived because of its location. Almost all of the original wooden shelving beneath each gun port plus two shelves built against the internal pillar. In addition, there was a coat hook mounted on the wall between each shelf – supposed for hanging such as a gas mask.
- Pill Box 1939-45. [Ref: PRN10069] [OS TQ37679919]. Situated West side of site. Located in 1993 as a hexagonal concrete base on the bank of the River Lee Navigation canal at the point where it joins the Rammey Marsh Flood Relief Channel. Fred Nash believes that because the base is smooth this pillbox may never have been completed.
- Pill Box [Ref: PRN10070] [OS TQ37699943]. Situated on the west side of site between the Rammey Marsh Flood Relief Channel and the boundary fence of the RGPF on a small area of waste ground. The pillbox faces west. Construction appears to be of concrete blocks and with a peaked asbestos roof. Extant 1993.
- Observation Post 'OP20' [Ref: PRN10071] [OS TQ38139946]. Black Ditch Road. This post stood in the centre of the RGPF where Centre Way joined Black Ditch Road. High blast wall at the rear. It did not appear to have a telephone fitted in 1993 and 1995. Demolished to make way for housing development in 1999.
- Observation Post 'OP21' [Ref: PRN10072] [OS TQ37619947]. The small island by Rammey Marsh lock between the River Lee Navigation Canal and the Flood Relief Channel. Close to the legs of an electricity pylon is one of the observation posts guarding the RGPF, 50 yards across the river to the east. It is the same pattern as a number of others. No evidence of a telephone. Noted 1993.
- Pill Box. [Ref: PRN10073] [OS TQ37609967]. The small island by Rammey Marsh lock between the River Lee Navigation Canal and the Flood Relief Channel. Standing under trees is a hexagonal pillbox constructed of concrete blocks. Primary face to the west as a defence for

the RGPF. Although, at 8 feet, it is taller than the pattern it generally of the Type FW3/24 pattern. Some damage to the internal Y shaped blast pillar. Noted 1993.

- Pill Box destroyed. [Ref: PRN10074] [OS TQ38399988]. By Quinton Hill entry gate off Sewardstone Road. A 1973 map shows a hexagonal building on the northern boundary of the RGPF. It would appear that these remains were removed or modified into a water tank structure during the straightening of Cobbins Brook at the time the M25 was constructed c1982.
- Communal surface air raid shelter. Sewardstone Way, half a mile west of Sewardstone Road entrance. A rare feature in the arms factory, it probably being assumed that the individual magazines and other buildings, surrounded as they were by high banking, were going to be as safe as anywhere unless directly hit by bombs. This remained one of the best-preserved examples of its type. In 1995 even, the wooden bench seating still survived inside – albeit pretty rotten. An unusual feature of this shelter was the provision of toilets linked to the sewer system. The majority of shelters relied on chemical toilets. It was demolished with the redevelopment circa 1999. In spite of specific request none of the remaining artefacts were preserved.



RUE DE ST LAWRENCE

- Communal surface air raid shelter. Shelter No. 14 for 32 persons living in Rue de St. Lawrence and Sewardstone Road. The exact site is unknown but in 1939 it was said to be 'at the end' where the present c1960 roadway was constructed. It was partly for the use of residents and partly for the general public.

SEWARDSTONE ROAD

- Sewardstone Hall, located on the corner of Mill Lane, 3 miles south of Waltham Abbey. In the Great War 1914-18 the hall was reputedly the officers mess for the Royal Naval Air Station in Chingford. Other reports state that its purpose was that of sick bay to the aerodrome. RNAS Chingford was located between Chingford and Ponders End railway station and officially opened as a second-class landing ground in April 1915. Details on Sewardstone Hall, also known as Sewardstone Lodge, are sparse but it was a substantial two-storey building with a basement with a frontage on Sewardstone Road and extensive gardens to the west. The building was derelict by 1990 and burned down in 2003.
- Gun site 1914-18, 1939-45. To the rear of The Grange [now The Bakers Arms/Premier Lodge]. Listed in detail under Avey Lane.
- Royal Oak PH. Licenced hall to the rear taken over by HM Forces in 1940. Building remained as a public house altered structurally but remained until 2005 finally as 'Freddies.' Replaced by a nursing home in 2005.
- Police Telephone Box 27J. On the corner of Hawes Lane opposite the junction of Mott Street. Metropolitan Police connected to Walthamstow Police Station. Demolished c1972.
- Wardens Post C1. Sewardstone. Situated on the corner of Hawes Lane near the police box.
- 14 Sewardstone Road. Dr Harger's house. Land Army hut 1939-45. Referred to as being the Land Army Recreation hut in 1945. Located on the west side of the highway on land immediately to the north of the Sultan PH. Later replaced by a Catholic Church, then two houses. The Green now lays to the north of the site.
- Cemetery civilian war dead Section L bounded by grave plots 1 to 71 and 10 to 80. The allocation for HM Forces was Section O commencing at the row numbered 113/126 and running east to an unidentified extent. The number of civilian dead was low, the six civilian deaths resulting from the RGPF explosions in January and April 1940 were actually buried in two adjoining graves among the few services dead in section O. The Imperial War Graves Commission approached the Council with regard to the placing of permanent stones and financial arrangements for the upkeep of the grave area in 1947. No mention was made about the two civilian graves in this correspondence, but the area was mown at the cost of the 'Commission.

The factory formerly occupied by Pan Britannica Industries in the period is covered as the Joyce and Nobel ammunition factories under 'Farmhill Road.' This part of the site opened as a Tesco store in 2005.

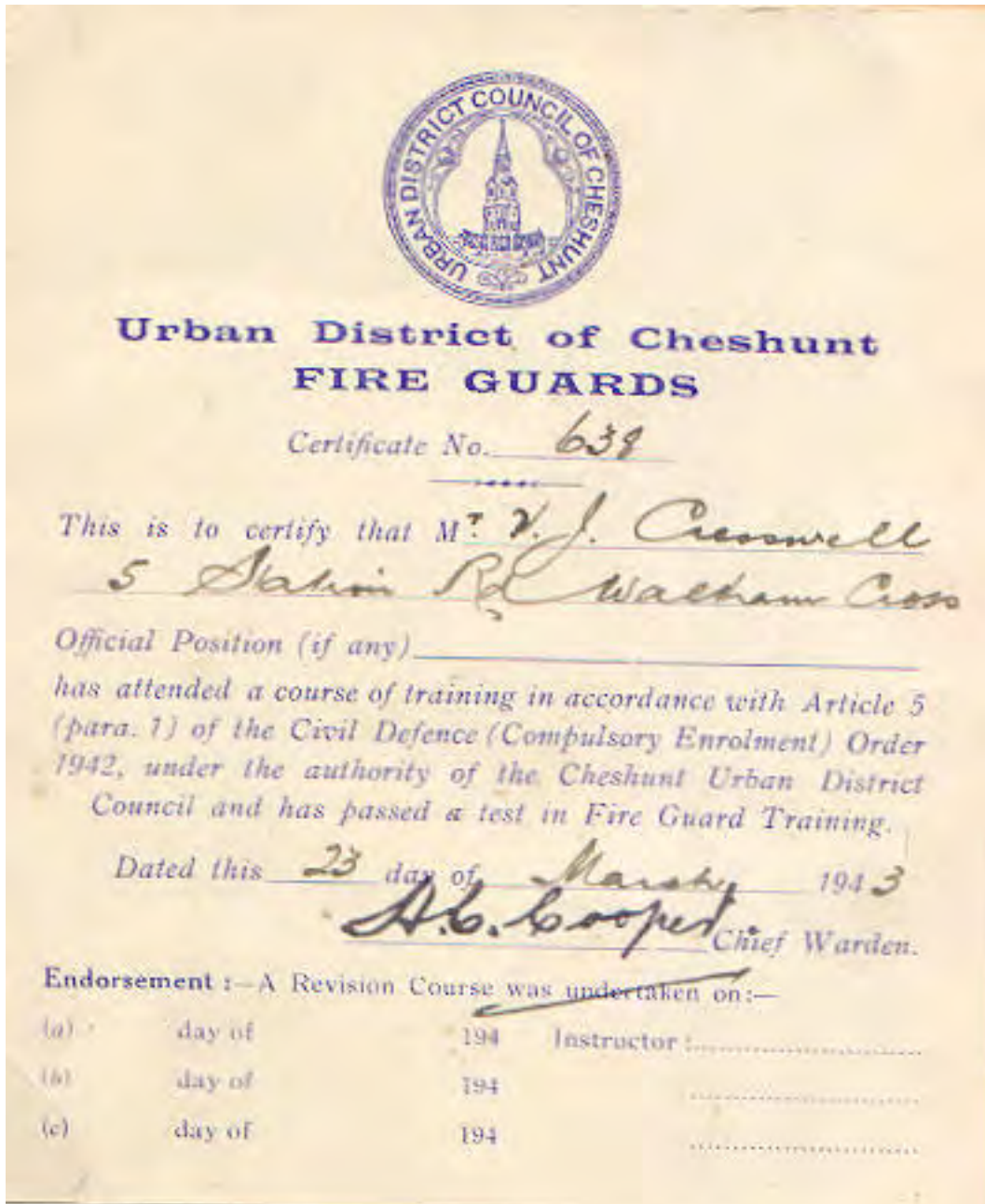
SEWARDSTONE STREET

- Wooden Cottages 35 – 37. Situated next to the Salvation Army Citadel used for training.
- Derelict House 1939-40. Located on the corner of Orchard Gardens adjacent to the Compasses PH. Used by ARP for rescue training etc. Demolished to create space for ...
- Emergency water supply dam 1940-45. Located on the corner of Orchard Gardens replacing the building previously sited there.
- Communal surface air raid shelter. Shelter No. 9 for 46 persons. East side near Milton Street and Woollard Street opposite the Salvation Army Citadel. Reported as complete and ready for use by October 1939.



SILVER STREET

- Communal surface air raid shelter. Shelter No. 8. Sited to the rear of the 'Spotted Cow' PH. This was reported as being ready for use in October 1939.
- Public Shelter. In October 1939 a public shelter, Shelter No. 11, was built in Green Dragon Yard with entrances from Church Street and Silver Street.



<p>FISHPOOLS for Batter Homes No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</p>	<p>THE Weekly Telegraph FOR WALTHAM ABBEY, CHESHUNT, AND DISTRICTS And General Advertiser for West Essex, South Herts, and North Middlesex.</p>	<p>FISHPOOLS for Ramovale & Storage No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</p>
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The Committee, Cheshunt and Waltham Spitfire Fund

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SUN STREET

- Sun Inn. A 50-person public shelter was proposed for erection in the rear yard of the Sun Public House in October 1939. No evidence it was built, and it was not listed in 1944 which suggests it was not. One shelter, Shelter No. 12, was built in Lea's Yard to serve the residents of Foxe's Parade.
- Police Station. Opened in 1876.

1914-18. With many new police to accommodate to undertake a range of Home Defence duties in the Great War, a temporary shed was erected, on a portion of the gardens at the rear of the police station, late in 1914. Wooden framed and metal clad, it soon became the home of several recreational activities. A number of fables grew around the exact provenance of this building. Among the distortions of the truth, it was said that both the building and its recreational contents were post war gifts of 'a rich special constable' or 'the RGPF'. The truth lay between the two. The RGPF, which was at that time policed by the same force, supplied the shed, and A.J. Edwards then the head of the Special Constabulary financed the supply of the snooker table and other items that served its conversion into a recreation room in post war years. The structure was only finally dismantled in 2001.

Attack by airship had been feared since the very early days of the war and defences were set up. To this end, a limited form of blackout to street and building lighting had been introduced, and a protective layer of sandbags ringed numerous structures, including the police station.

1939-45. A further portion of the station gardens was sacrificed to building works in 1938. Unlike the construction of the 1914 shed for the wartime contingent of the Special Constabulary, it was always intended that this later structure would be permanent. A heavily reinforced brick and concrete constructed block, later used as two garages, was attached to the west side of the old stable building as part of preparations for the looming war. When complete, the new structure joined the old to serve as one of the gas decontamination centres for the town. One section of the block (the original stable) was set aside for the treatment of 'foul dressings'. Another section was for 'clean dressings'. The intention was that this would allow members of the police and Air Raid Precautions (ARP) to swill themselves off under showers and progressively remove gas contaminated outer clothing before emerging at the western end of the blocks suitably cleansed of the toxic material. Because of the limited manpower the use of the old stable as a parade room was never a feature strongly adhered to. Its loss to notional ARP duties at this time had little effect.

At the same time, plans were set for the re-introduction of sandbags for the main building and further stores for ARP equipment. A temporary ARP store in the rear gardens was eventually sold to a Sergeant Warner, after the war years for £5 when they came to demolish it. The unexpected call caught him out as he had long since acquired it as his tool shed. It remained until the 1965 removal of the gardens.

The detention room, off the cell passage, was set aside for ARP uses and eventually contained the station rifle, a .303 Ross.

On the roof of the police station was an electric siren used to call out the fire brigade in time of peace. The local authority paid for the use of this facility up until the war started in earnest during 1940. The siren was then assigned to the sounding of air raid warnings locally and the calling out of the fire brigade was altered to the fitment of warning bells in the houses of individual fire personnel.

The resident families in the police station had the use of an Anderson shelter in the rear gardens but anecdotal evidence suggest that where possible the family members slept in the cell – a particularly strong part of the building structure.

TENNYSON AVENUE

- Communal air raid shelter 1939-45. Shelter No. 16 for 50 persons including travellers. Site on north east corner of central grassed area. Demolished post war.
- Wardens Post A11 1939-45. Near to shelter [above]. Apparently suffered from vandalism and may have been abandoned mid-war. See Honey Lane. Demolished post war.

UPSHIRE ROAD [NEW ROAD]

- Communal surface air raid shelter 1939-45. Upshire Primary School, one either end of the building erected 1939 and demolished post war.
- Wardens Post A7 1939-45. At junction with Pick Hill [and listed under such]. Demolished post war.

UPSHIRE VILLAGE

- Police telephone box 28J 1939-45. See notes under other entries on police boxes. This box was on a site immediately outside the old school building on the roadside. Metropolitan Police connected by landline to Walthamstow police station. It was removed immediate post war.
- The old village school building 1939-45. Disused following the opening of a new Upshire Junior School in 1939. The building was used as an overspill classroom for children displaced from the town centre schools' classrooms by requisitioning. Before 1944 the children had left, and the building was then used as a repository for property from damaged and destroyed buildings. The structure was demolished post-war and replaced by a house.
- Warlies House 1939-45. Originally a country seat, the building was in use as a Dr. Barnardo's Home in the war. It was provided with two semi-sunken earth covered communal air raid shelters situated close to the west side of the main building. Flooded and sealed they remained extant 1996.
- Brick Shelter. In 1947 there was a reference in council minutes to a cricket club requesting the use of a 'brick shelter' for changing rooms and pavilion off Warlies Drive. It is uncertain whether this was a wartime structure.
- First Aid Post. Set up in the summer of 1939 before war broke out in the Village Hall, Upshire.
- In 1942 it was intended to construct a 10,000-gallon water dam on Copthall Green. No details beyond the proposal are known.

WALTHAM ROAD

- Pill Box 1939-45. [PRN 10086] Concrete construction, to the rear of Marsh Hill House and below the eastern foot of the slope leading up to the Coleman's Lane gun site. On Lee Valley Regional Parks [LVP] land. Of wooden shuttered concrete construction. In 1996 it was in good condition open but waterlogged. In line with policy the owners of the land, the LVRP have declared the structure to be listed.



VEHICLES

A great number of the initial vehicles used were rented – who expected the war to last beyond Christmas – but by the summer of 1940 vehicles were being bought. The war was continuing!

Two Vauxhall Stretcher Party Cars bought for in the summer had frost damaged engines that made them useless. Engines were sought.

Another Vauxhall car rented from Mr Sharp was purchased for £50.

Despatch riders motor-cycle

Cars for towing trailer pumps

Lorries for carrying mobile dams at £80 each – or less.

Symphony in B-Flak
ENGLAND (Part 4)

LIPPITTS HILL

*[Original spelling
"Lippett's Hill" as used
in the book has been
corrected throughout. -
Ed.]*

March 14 saw B
Battery off on a long
110-mile convoy of its
own. We were to be
attached to Col.
Albergotti's 184th AAA
Gun Battalion, relieving
one of his batteries so
that it could go to
Blandford for the
"Mobile Training". We
left at 0630 hours, with
smiles on our faces. At
long last one "break"
had fallen to us. The
convoy moved along,
and the scenery was
exceptionally beautiful.
The airports appeared
more frequently and
grew larger. As we
neared London,
several searchlight units could be seen, perfectly camouflaged.

Afer a trip of 12 hours we made a routine stop and learned that our Battery Commander, who had left a few days earlier, had been struck by an English lorry and was then taken to a hospital with a broken foot. This was a "sad blow", because Capt. Harvey was very popular with everyone who knew him.

Finally, as dusk was upon us, we came into the city north of London called Chingford, Essex, which was approximately 4 miles from Laughton, or Lippitts Hill, the location of the site.

In order to reach the site we had to penetrate the Epping Forest, Robin Hood's old haunt. Epping is part of the famed Sherwood Forests.

We arrived at the camp shortly after dusk. Although it was hard to see clearly, we received a pleasant impression. The road ways were concrete, and the

barracks were all centrally heated. Shower and latrine facilities were marvellous. We found out later that this was a static British site and it was, in a word, excellent.

We ate some "B Battery turkey" (Army corned beef hash) and then went off to sleep on the floor of a large recreation hall which at one time was the NAAFI!

At 2300 hours the same night we were all up and outside in various stages of undress -- our first air-raid. We could hear the muffled, high-pitched drone peculiar to all German aircraft. Fires could be seen on the horizon, and it was evident that London had been hit. While the planes dived and maneuvered, British and American ack-ack filled the air; the staccato of the Bofors 40 mm. kept a constant vigil. So far the 90's had not answered the challenge. More delay, more zooming, bombs crashing nearby, and suddenly the music we wanted to hear so much, the beginning of a symphony we would hear for a long time to come: the four deadly 90's of the 184th barking violently, spewing flame and destruction toward the skies!

It stopped even more quickly than it had started, leaving us suspended in expectation. It was all over, and we had liked it. Tomorrow night, maybe, we would have the opportunity to fire. Time passed very slowly. Eager and excited, we wanted to do something about those planes.

The next day was divided between the relieving of the 184th Battery and the meticulous tuning up of our new radar, the SCR 584, as well as precise orientation and synchronization. At last we were ready. All right, Hitler, send those raiders now. He did.

That evening at 2230 hours they came. Everyone was just a bit "jumpy", for as battle troops we were green. Slowly and surely, however, we settled down and took on the complacency of a devil-may-care attitude. Inside us, however, things were different. The Radar "picked up" our first enemy target. He came in bobbing and weaving, maneuvering violently, closer, closer. We waited. Our nerves began to jump. "Come on; let's fire" was all that could be heard. The plane kept boring in. Suddenly a voice came from the C.P.: "Guns fire three rounds." Quiet, tenseness, suspense! Then it began. This time our guns sent their tune heavenward, and the Jerry pilot was the guest to the first movement of our "Symphony in B-Flak". We were close undoubtedly, for he altered course immediately. Before he was out of range, we sent a "goodbye-good riddance" volley.

It was over, and quiet again prevailed. We were all happy, because we had already been training for just this type of work for almost a year, and we felt that at last the training was beginning to pay dividends. Jerry returned in the early morning at 0300 hours, and we were up and out of the "sack" and out to our equipment. We then began to wait, as usual in the Army -- rush to wait. This was an incendiary bomb raid, and as one of the boys put it, "The clouds dripped white fire", for we could see each incendiary go off, and they were being dropped in clusters all about us. We didn't like it, so at the order, "Continuous fire", we gave them something they hadn't expected. That morning a few raiders never returned to their home base.

We soon became accustomed to being aroused out of the peaceful arms of Morpheus, to run out within 2 minutes of the warning bell to our guns and range station. Expectation of alert was at any time from 2100 hours to 0700 in the morning. "Factory warning on"; "All sites take post"; "Attack in progress"

We finally received the SCR 184, IFF (Identification, Friend or Foe), and we began to assemble it and find out just how and why it worked; thus the British contraption we were using was finally abandoned. The camp was clean. Concrete drives, horseshoe-like concrete gun pits, concrete C.P; in fact everything was perfect.

Entertainment was of the best. ENSA shows came there twice during our stay, as well as kiddie shows and movies. Each Saturday night A.T.S. girls from various neighboring camps came to our dance. Every one had a gala time talking, eating and ... Beer, however, was not allowed. By the grace of our acting Battery Commander, Capt. Klatter, called by all of us "Uncle Bill", it was permissible to visit the Owl, a pub directly across the street for a "bitter" or a "black-and-tan" or a chat with the Englishmen, or to use the phone there. It was frequented so much that we had a siren installed. Down the road 1/4 mile was the "Plow", another pub frequented by many of the boys.

Gen. Eisenhower had ruled that passes be cut from 24 hours to 6 hours. Our camp was so situated that trips to either of two towns, one Chingford, the other Waltham Cross, which were equidistant, were permissible. The only setback was transportation facilities. If we missed the truck, we had to walk back and then face a "fiery dragon" when we arrived there. In Chingford we frequented the Royal Forest Hotel where dancing was always in progress and drinks could be bought. Girls always outnumbered us 2 to 1, and thus we could afford to choose with discrimination, and we did. There was easy access to the golf course, and strolls on the green and fairways were made with many a fair maiden, without golfclubs. The time of year was spring and everyone knows whither "a young man's fancy lightly turns" in the springtime. We frequented the Doric, a theater that played Broadway hits about three years old. Chingford offered all types of transport to London, -- LNE (London, Northeastern) railroad, and omnibuses.

Later, after the extension of the privilege, all of us were enabled to visit the largest city in the world, London. The city is 22 miles across, and it is impossible to see everything for which London is famous in 24 hours. We did see Buckingham Palace, Big Ben, Hampden House, 10 Downing Street, the Thames estuary, Regents Park, and thousands of other things of interest, and above all Piccadilly Circus, the parliament Buildings, and the Cathedrals.

Rainbow Corner was the first stop always, because directions, hints and suggestions of where to go, and what to do, and where to sleep, could all be had there free of charge.

We were all happy at Lippitts Hill despite the inspections by all kinds of brass, the most dreaded being those by our Battalion Commander, Col. Albergotti. Gen. Sir Frederic Pyle, the British Ack-Ack specialist, who had charge of the entire AA defense of the London area, was pleased and congratulated us on our work and cleanliness of equipment. However, shortly afterwards, we were

gigged on little things, such as not painting the knobs in our Computer red, white, and blue. Yes, even the fan belts of the vehicles must be bright red. But we didn't mind it too much, for at least our environment was clean and wholesome.

Food was exceedingly good, meat was plentiful; bread, jam, etc., were served frequently. What more could we ask for!

Although we often fired, the position was not a good one, because it was at the extremity of all bomb runs. We were told by Lt. Henry, the British officer who was in charge of the Recording Van, (a unit from which could be traced both the flight of the target and the position of our shell burst) that our firing was most effective, because we forced the raiders to change continuously their direction, speed, and altitude, and made it impossible for them to bomb with precision.

One night the same Lt. Henry told us many interesting stories of the England of yesteryear and of today. For example, the cities and towns that end in Cross, such as Waltham Cross and Kings Cross, etc., received their names during the funeral procession of Queen Anne, wife of King Henry VIII. At each stop of the procession the King had a cross erected, and the names have persisted till the present day.

Ever so often a batch of mail would come to us from Blandford and along with it stories of the tough training our Battalion was undertaking.

The raids began to occur less frequently, and the word "Invasion" began to be heard louder and louder until it became a thunderous rumble. Everyone began to predict when, where, who, how. Since the "V for Victory" phrase was the voice of millions, no doubt Jerry heard of it too, for now only sporadic raids were made on London, and the main raids were diverted to the coastal districts. Still thundering in the ears of everyone was the word "Invasion".

Then came the season's heaviest raid on London. Planes were caught in the glare of searchlights, held in it throughout their flight. Others came in with their wing lights on, at many altitudes, and the sky was a blanket of AA fire, mostly British. The raiders came in from the South and flew out towards the West; consequently they were always well out of range of our guns, and if strong words and epithets were ammunition we'd have knocked the whole Luftwaffe silly. We did get some firing in, at maximum range, but it was ineffectual.

In the last delivery of mail came the rumor that we would go back to Blandford soon as Station Complement; thus we learned that our mission here was nearing completion.

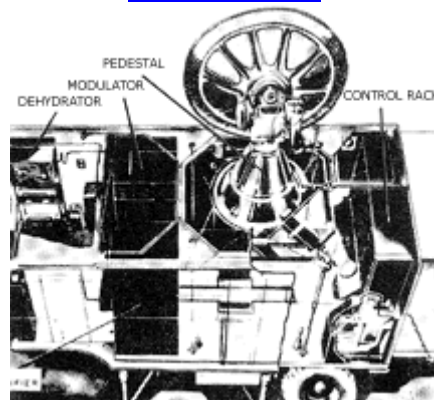
Amusing incidents always occurred. One of the best concerned the special orders of the gate guard. Instructed to take care lest Col. Albergotti's chickens get out, one guard, while busy with an incoming vehicle let a couple of hens slip by and consequently spent an hour or more chasing them all over Laughton. Many of us wish that those same chickens were with us now.

Three weeks after Easter a convoy arrived. The self same boys we relieved were back again. They put their equipment in the holes that we had just

finished digging. We were relieved that night. Consequently we had the evening to ourselves and took ample advantage of it. Many went to Waltham Cross, others to Chingford, and still others to the old favorites, "The Owl" and "The Plow", for the final goodbyes. We hated leaving but were happy for one thing. We would be under the command of our own Col. Hopper, and back where we belonged with the 115th.

All in all, our stay was both pleasant and profitable. We had expended 164 rds. of ammunition, and although we did not submit any formal claims for planes destroyed, we did engage the enemy and were now confident that we could and would deal with him on more than parity at all future engagements.

SCR- 584 AUTOTRACK 6' REFLECTOR



SCR-584 AUTOTRACK.

Radar type: SCR-584. Freq band: 2700-2900 mHz. Pwr output: 250 KW. Indicator: PPI J scope. Magnetron type: 2J32. Rep rate: .8 microsec., 1707 PPS. Pwr input: 115V 60 Hz AC. Antenna: 6' parabola with conical scan. Mfr: G.E.

Designed at MIT Radiation Labs and still considered one of the finest automatic tracking radars ever built, it is now being used in hundreds of installations in its original form and in various modifications. We have them in stock for immediate delivery complete in their own 20 ft. trailer van containing the entire system. We have both the 10cm and 3cm versions of this radar. Read some of its nominal original capabilities in the MIT Radiation Lab. Series Vol. 1 pps 207-210, 228, 284-286.

We have 600 page SCR-584 manuals for the sale of \$125.00 each. An ideal reference on one of the finest radars ever built.

Data from U.S. War Department Technical Manuals TM11-1324 and TM11-1524 (published April, 1946 by the United States Government Printing Office)

Wavelength	10 cm
Frequency	(four bands around 3,000 MHz)
Magnetron	2J32
Peak Power Output	250 kW
Pulse Width	0.8 microsecond
Pulse Repetition Frequency	1707 pulses per second
Antenna Diameter	6 feet
Beam width to half power	4 degrees
Maximum Range	
PPI Search	70,000 yards (39.7 statute miles)
Auto-Track	32,000 yards (18.2 statute miles)
Potentiometer Data	28,000 yards (15.9 statute miles)

(artillery control)	
Minimum Range	500 - 1000 yards
Lower Elevation Limit	-175 mils (-9.8 degrees)
Upper Elevation Limit	+1,580 mils (+88.9 degrees)
Azimuth Coverage	360 degrees
Azimuthal scan rate in search mode	5 revolutions per minute
Range Error	25 yards
Azimuth Error	1 mil (0.06 degree)
Elevation Accuracy	1 mil (0.06 degree)
Power Requirements	115 V, 60 Hz, 3 phase, 10 kVA maximum (without IFF)

ARP Warden's Posts 1939-45

The locations of known posts

*	A1	Lea Road jw Gordon Road [known as Messrs Dunlop in 1939]
*	A2	Highbridge Street near Powdermill Lane
*	A3	Highbridge Street by Vicarage
*	A4	Sewardstone Road jw Farmhill Road [Abbey Filling Station 1939]
*	A5	Farmhill Road, "Green Man" PH 1939
*	A6	Galley Hill jw Broomstickhall Road
*	A7	Pick Hill jw Upshire [New] Road
*	A8	Greenfield Street by Parish Hall, Brooker Road 1939.
*	A9	Crooked Mile by Harold Estate 1939
*	A10	Denny Avenue 1939
*	A11[1]	Tennyson Avenue
*	A11[2]	Honey Lane
*	B1	High Beech
*	C1	Hawes Lane jw Sewardstone Road
*	D2	Honey Lane, "Volunteer" PH
*	E1	Epping Road, "Wake Arms" PH
*	F1	Holyfield
*	G1	Bury Road jw Woodman Lane

1939 sites Not listed above

Stable, The Hollies, Church Street.

Junior Imps Pavilion Sports Ground off Honey Lane, to the west near 100.

Queens Head Inn

4/1939 7 wardens posts

7/1939 11 wardens' posts

1940 12 wardens' posts

War total as above 18 post locations.

Public Air Raid Shelters

August 1944

Shelter No. shelter.	Location	Size	Addresses allocated to the
1	Waltham Marsh	50 persons	Public
2			Gordon Road
3	Lea Road	41 persons	Lea Road
4	Barge Yard	25 persons	Public
5	Barge Yard	16 persons	Highbridge Street
6	Bakers Entry	32 persons	Greenyard and Backway
7	Romeland	32 persons	Romeland
8	Silver Street	32 persons	Townmead Rd, Franchise Pl., Silver
9	Sewardstone Street	46 persons	Sewardstone St. & Little Sewardstone
10	Greenfield Street	32 persons	Greenfield St. & Sewardstone St.
11	Green Dragon Yard	41 persons	Market Sq. & Sun St.
12	Lea's Yard, Sun Street	32 persons	Foxe's Parade
13	Milton Street	20 persons	Milton Street
14	Rue de St. Lawrence	32 persons	Rue de St. Lawrence & Sewardstone
15	Foxe's Parade	50 persons	Public
16	Tennyson Avenue	50 persons	Public
17	Larsen Recreation Gnd.	50 persons	Public
18	Larsen Recreation Gnd.	50 persons	Public

Other Public or large size Air Raid Shelters

-
-
-
-
-
-
-

Military Units noted in the Waltham Abbey Area

The locations of known units

1900-1939

Col Colvin
“C” Coy Essex Yeomanry

1939-45

Home Guard

339 Searchlight Battery

127 LAA Regiment [416 Battery] Fishers Green circa 1940

137 HAA Regiment, 26 AA Brigade Site E7 [Lippitts Hill].1943

B Battery, US 184th AAA Site E7 [Lippitts Hill]

49 AA Brigade Abbey Grange 1943

48th Light AA battery [renting Waltham Abbey tennis courts – Larsens?]

85th [EA] Cadet Field Regt. RA Whitsun Camp at Brickfield Nurseries Holyfield

Other units connected with Waltham Abbey 1900-1999

Spitfire “Cheshunt & Waltham”

PRESENTATION AIRCRAFT

In both the Great War and the Second World War it was common for all local authorities, towns, large factories, individuals and countries to raise enough money to purchase a war machine [be it ship plane or tank] to carry a local name.

A number of military aircraft stationed at North Weald and other local airfields carried names relating to fund-raisers, but none were local in nature. Instances include the 1914-18 war BE2e B4484 named *Riwa Fiji* donated by Pacific islanders and in the 1939-45 war a Vickers-Supermarine Spitfire *The Canadian Policeman* paid for by the Royal Canadian Mounted Police and their associates.

In the West Essex area this scheme resulted in the naming or adoption, of naval vessels as well as a handful of aircraft.

In the case of aircraft in the 1939-45 war the rough, rule of thumb, requirement for adopting aircraft was that through a variety of means - usually local savings schemes - a sum of at least £5,000 would be collected to enable a single engine aircraft to be named after the locality. Where this sum was exceeded, aircraft of a greater size, a number of aircraft or a ship could be named and adopted. In most cases the donors would receive a certificate, photograph, plaque or letter of thanks. I was usually a very hands-off process but occasionally some local dignitary would get to see the subject of the fund-raising.

If a collection amounted to say £20,000 this might allow the naming of a single four engine aircraft after the locality, or [rarely] four single engine aircraft.

Although these schemes were generally launched as the ‘Spitfire Fund’, the aircraft so named could be any type or size when the amount collected became known. There were many instances of such funds being switched from aircraft altogether, being used instead to support ships or tanks.

Presentation aircraft bearing local names included the following Vickers Supermarine Spitfire fighters.

P8397 *Cheshunt & Waltham*

P7296 *Hereward the Wake*

P8039 *Hereward the Wake*

P8789 *Borough of Wanstead & Woodford*

AA882 *Borough of Wanstead & Woodford*

AD259 *Ilford*

Other possible machines may have been named as a result of 'Spitfire Funds' known to have been set up in Chigwell, Chingford, Epping (Possibly the 'Hereward the Wake' machines), Leyton and Walthamstow. It may be that these ultimately switched to adopting ships.

August 16th, 19

SISTER TOWNS TO BUY FIGHTER PLANE

An Appeal to the Residents of Cheshunt and Waltham

£5,000 WANTED QUICKLY

A Chance for Everybody to Help

You have been thrilled by the valiant deeds of our airmen in repelling the German raiders. Now you are to have an opportunity to back them up in their fight by helping to provide a fighter aeroplane which will bear the name of Waltham and Cheshunt as it goes into action against the enemy.

It has been decided to launch an appeal to residents for voluntary contributions to buy a fighter plane and give it to the country. The money subscribed is to be earmarked for the purchase of a Spitfire.

The sum required is £5,000. It sounds a lot from a district of 25,000 population, but that sum represents only 4s. per head. Reduced to these terms it is possible to launch the appeal with confidence. In giving to the fund, remember that you are subscribing for the purchase of one of the finest machines in the world, and thus to a large extent ensuring your own safety.

Donations should be sent to the managers of the Cheshunt and Waltham Abbey branches of the Midland Bank, or to Mr. Horace Drew, "Ross," Goff's Lane, Cheshunt.

FRIDAY, NOVEMBER 16th, 1940

CHESHUNT AND WALTHAM'S "SPITFIRE"

£5,000 Cheque Despatched to Minister of Aircraft Production

STORY OF A TEN WEEKS' CAMPAIGN TO RAISE THOUSANDS OF POUNDS

Tribute to "Staggering Generosity" of Local Residents

Bearing the date, November 11th Armistice Day, 1940—the cheque for £5,000 for the purchase of "Spitfire" fighter aircraft to bear the name of the sister towns, "Cheshunt and Waltham," has been despatched to the Minister of Aircraft Production.

Residents of Cheshunt and Waltham Abbey, and, in particular, the Committee in charge of the local Spitfire Fund, can give themselves a pat on the back in having raised the sum of £5,000 in approximately ten weeks—a mean achievement considering that the population of the sister towns is only 25,000, and that this is essentially a working-class locality. That such a sum has been raised in such a comparatively short time is due in a large measure to the indefatigable labours of two men—Mr. W. J. Swithenbank (the chairman of the Committee, who is also vice-chairman of the Cheshunt Urban District Council) and Mr. Horace Drew (the enthusiastic hon. secretary).

The cheque for £5,000 was signed at a meeting of the Committee, held at the Imperial Hall, Waltham Cross, on Monday. Mr. Swithenbank presided. Actually, the amount so far collected is £5,016, and the £16 are still some boxes to be accounted for. The remaining sums (which will be acknowledged in these columns) will be forwarded later in bulk to the Ministry.

VICKERS SUPERMARINE SPITFIRE IIa

P8397 "CHESHUNT & WALTHAM"

The following information is compiled from three sources:

Air Ministry Form 59 (the aircraft record card).

Back issues of "The Weekly Telegraph" for Waltham & Cheshunt.

Entries in "Spitfire - the history" (Key Publishing).

On April 11, 1941 the local newspaper for Waltham Abbey, Waltham Cross and Cheshunt announced the closure of its efforts to raise £5,000 for a Spitfire to be named after the locality, the announcement had been delayed the money had been raised many weeks earlier.

The appeal had been launched in mid-August 1940 at a very emotive time, the height of the Battle of Britain, and funds had poured in. A cheque for the required £5,000 was sent off to the Ministry of Aircraft Production in November 1940.

On January 24, 1941 Waltham Abbey announced the holding of a 'War weapons week' to be held between February 23, and March 1, 1941. The stated hope was that £20,000 would be raised and a single bomber aircraft named after the town. It was quite a considerable undertaking, equalling £4 per head of the population - a week's wages for some.

The fund was duly launched by a message ostensibly coming directly from the Prime Minister, Winston Churchill.

The effort was far more successful than had been expected, resulting in the target being raised to £60,000 - a figure also exceeded. At the end of the first week the fund had £21,832. 1s. 6d in it, a figure that had risen quickly to £45,760 by the following Wednesday, and then to a little under £75,000 by March 7. The majority of this effort did not go into aircraft at all.

A few weeks later, a similar effort by neighbouring Cheshunt produced a final figure near £200,000, enough for a small squadron of bombers but apparently finally directed towards sponsoring a ship.

THE AIRCRAFT P8397

One of the last of the mark IIa Spitfire's built under contract number *B9811687/39/23(C)* calling for 1,000 fighter aircraft. Of this total 750 were of the machine gun armed mark IIa and 250 of the cannon armed IIb.

Aircraft of this contract were single seat low wing monoplane fighters powered by a single Rolls-Royce Merlin FIIA mark XII piston engine, each built at the Vickers-Armstrong, Castle Bromwich, factory in the Midlands, but with differing armament. The average Spitfire IIa aircraft flew at 354 mph at 17,554 feet altitude.

On May 22, 1941, six weeks after the closure of the local 'Spitfire Fund', Spitfire P8397 was delivered from Castle Bromwich to the Royal Air Force

Maintenance Unit No.5 (5MU) situated at RAF Kemble, Gloucestershire. It was probably here that a ceremony was enacted whereby the aircraft received the name "CHESHUNT & WALTHAM" on its cowling panels. As was the manner of these things a local official, Councillor W.J. Swithenbank of the Cheshunt Urban District Council, was provided with an official naming photograph of the occasion, this first being published in the 'Weekly Telegraph' on July 25. To this day there remains some doubt whether this photograph is the 'real' aircraft or merely a doctored standard photograph.



The Spitfire joined its first operational unit on July 6, 1941. Number 616 squadron, stationed at RAF Westhampnet near Portsmouth was part of the 'Tangmere Wing', led by the famous legless fighter pilot Douglas Bader. Although Bader, as leader of the wing, tended to fly with 616 rather than the other squadrons attached to Tangmere, no record of any individual pilot of the aircraft has come to light. At this period 616 squadron aircraft bore identity letters of 'YQ', followed by an individual aircraft letter on the side.

The Spitfire, P8397, stayed at Westhampnet less than one month, the whole squadron changing from the wholly machine gun armed IIa to cannon armed Vb versions by the end of August. 'Cheshunt & Waltham' was flown north to RAF Digby, near Sleaford, Lincolnshire, for short term storage.

On October 21, P8397 was again issued to an operational squadron. It was a further trip to the north to join the Czech manned 310 squadron stationed at Dyce and Montrose in Scotland, then in the process of converting from the Hawker Hurricane fighter. The codes of this new squadron were 'NN' followed by the individual letter. The stay with 310 was also to be a short affair, for the same reason as before. This squadron was also changing to the more potent cannon armed aircraft, a move completed in December 1941.

On November 25, the Spitfire crossed the airfield at Dyce and joined the ranks of 416 squadron, Royal Canadian Air Force, itself only formed at Peterhead

on November 18 with the codes of 'DN'. Flying with this new squadron was to continue from Peterhead, but it was not until February 1, 1942 that it was declared a war operational unit.

In March 1942, while 416 were operational from Montrose, and one month before this squadron too was to change to cannon aircraft, 'Cheshunt & Waltham' was withdrawn from service and sent to the Scottish Aviation Ltd., factory at Prestwick for inspection. Declared still fit for service on April 4, eight days later it was flown to 45MU at Kinloss for storage.

There were few fully operational squadrons remaining that required the wholly light calibre machine gun armed Spitfire that P8397 represented, and its future lay in training tasks. On May 22 the Spitfire joined 58 Operational Training Unit (58 OTU) in Scotland.

The next move for P8397 never appeared on its record card. On May 2, 1943 the aircraft was on temporary issue to the Royal Aircraft Establishment at Farnborough, Hampshire. On May 25 the aircraft was flying from another testing station at Boscombe Down in Wiltshire for 'Carbon Monoxide seepage tests.' These were to evaluate the extent that the noxious gas was entering the cockpit, a very common test. The result of the test showed that although excessive gas entry was noted on occasion, it did not occur in normal flight. A couple of small question marks must hang over this period in the life of the aircraft by virtue of it not being noted other than on a test sheet. Was the correct registration written down? Was such a test worth flying the aircraft all the way down from Scotland for, if a danger of a noxious seepage was expected?

We can only assume that 'Cheshunt & Waltham' returned to the hum drum life with 58 OTU at Grangemouth after these questionable flight tests. On July 21, 1944, one year later, the damaged remains of P8397 arrived at the London Midland & Scottish Railway Company workshops at Barassie, north of Prestwick. The record card showed an entry of 'R.I.W.' (Repairable In Works). L.M.S. Barassie was just one of dozens of workshops intended for work on other modes of transport – wagons of the London Midland and Scottish railways - but assigned to aerial weapons repairs in the war years.

The damage to the Spitfire was unrecorded on any crash/incident card, but it was obviously nothing catastrophic in view of the original intention to repair it. The sands of time had run out for this Spitfire though, there were hundreds of aircraft in a similar position in that they were no longer efficient fighters in the front line but were getting tired in their reserve role as training aircraft.

Spitfire aircraft were throw away items intended to fly for just a handful of hours, such was the attrition rate.

After three years intensive training P8397 must have been a very tired airframe. On August 16, 1944 it was again inspected by engineers who decided that repair was pointless. Marked up as 'RACAT E' - it was struck off

charge (S.O.C.) and scrapped. Its component parts were of more use melted down and used in a modern new aircraft.

Throughout its three years and three months existence, 'Cheshunt & Waltham' spent the majority of its service career in Scotland amongst people with little or no knowledge of the donor towns. It played its part though in training a new generation of pilots that went forward to fight the foe.

One question remains unanswered though, did the aircraft ever bear the names of its donors?

CHESHUNT AND WALTHAM				
Type and Mark	Maker	Ex Contract	Maker's	
Spitfire 2a	CBAF			P 8397
Allotment and Date	On Charge of	Despatch or Receipt	Type of Airframe	Remarks
22/5/41	S.M.U.	1623A		
6.7.41	616 Spd	1623A		
28.7.41	RqF. <i>Highby</i>	1623A		
21.10.41	310 Spd			
25.11.41	416 Spd	1623A		
21.1.42	Fly in M.I. <i>Scott's Avn.</i>	17401623A		
25.2.42	Scott's Avn. R.I.W.	C.R.O.		
4.4.42	Avn	C.R.O.		
12.4.42	45 m 21	1623A		
22.5.42	S.O.C. U.	1623A		
21.7.44	R.I.W. <i>LMS. BARRASSIE</i>	C.R.O.		
16.8.44	SOC RECAT E.	1623A		

A.M. Form 59 111878/1206 1/51 20,000 111C.

MTB35 May 1942 to 1944.

Continuing the governments pursuit of driving up savings and war loans to pay for the war HM MTB35, a 70ft Vosper motor torpedo boat, was adopted by the town of Waltham Abbey [Waltham Holy Cross Urban District Council] in Warship Week 1942. Little is known of the vessel, but she is reported to have survived the war. Reports suggest that she was laid up some time before the war in Europe came to a close.

Vosper laid down the craft as their project VP2041 on 18 April 1940 against an order first signed on 27 September 1939. The vessel was launched on 9 January 1941 and completed three months later as MTB35 on 2 April 1941.

The 70ft Vosper was powered by three supercharged 1800bhp Hall-Scott Defender petrol engines. These had been chosen to replace the Isotta-Fraschini engines that became unavailable with the entry of Italy into the war. Later still the fleet was to move over to Packard engines manufactured in the USA.

Capable of a top speed of 25kts the vessel carried an offensive load of two 21inch torpedo tubes. Mainly for defence it also carried a single .303inch air-cooled machine gun forward of the bridge and twin water cooled .5inch Vickers Mk V in a power mounting midships. Other reports suggest that this armament was varied to twin .5inch mounted in a turret and four .303inch machine guns in two twin mounts.

As far as can be ascertained MTB35 spent the whole of its operational service attached to HMS Wasp in Dover. HMS Wasp was a shore base at Dover operating Motor Torpedo Boats against enemy shipping in the Channel. Wasp was very much a land based 'ship' - before the war it had been the Lord Warden Hotel and after the war it became offices for the Southern Railway.



HMS Wasp, Dover

Just two months after the craft entered service the London Gazette dated 6 June 1941 carried the names of two crew members of MTB35, Lt Cdr Edward Nigel Pumphrey and ERA2 Thurston Joseph Trehwella Norgrove the pair were mentioned in despatches for their part in an action against escorted tanker on 11 April 1941. It must have been virtually their first taste of action against the enemy.



Lt Cdr E N Pumphrey DSO DSC

Following an attack on another enemy convoy on the night of 8-9 September 1941 Lt Cdr Pumphrey appeared in the London Gazette of 21 October 1941 as having been awarded the DSC.

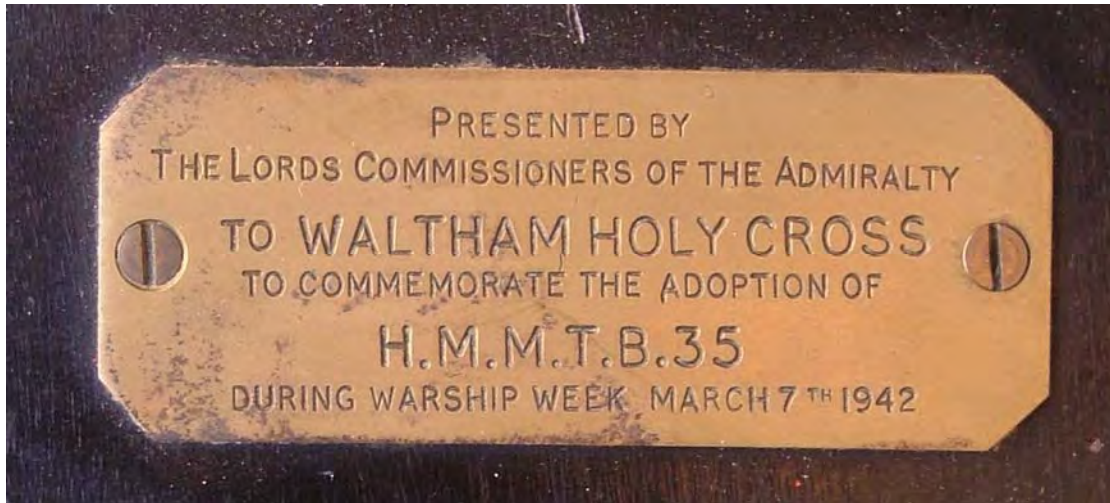
In the action MTB35 was one of three MTB's of the 6th and two Motor Gun Boats from Ramsgate the MTB's sank two merchant ships and an armed trawler. In the action MTB35 was damaged and set on fire.

In the same action two other crew members, AB John Carruthers who manned the turret guns and AChief Motor Mechanic Thomas Charles Gordon were awarded the DSM and PO John William Hadley and TSub Lt Harwin Woodthorpe Sheldrick were Mentioned in Despatches.

Other members of the crew at this time were said to be Sub-Lt Harwin Woodthorpe Sheldrick RNVR, the First Officer [MID 21.10.1941], Petty Officer James Hadley the Coxwain and Ordinary Seaman Gillings [Signalman].

At the time of the vessel being adopted by the people of Waltham Abbey on 7 March 1942 the commanding officer of the craft was an Australian, Sub Lt R F Saunders RANVR, he had taken up post on 1 March and on 9 March was joined by T/A/S Lt. P A J Stange RNVR.





The form of the adoption was the exchange of plaques, the navy receiving a carved wooden plaque from the Urban District Council and the town receiving the emblem of a flying fish with engraving. Records show that the WH+UDC paid out £15 for their plaque.

Saunders did not survive the war.

A crew member was next Mentioned in Despatches in the London Gazette of 13 October 1942. Seaman Raymond Frederick Smart received his mention after an action against a convoy in the Straits of Dover on 8 August 1942.

On the 11 March 1943 the MTB35 was again in action against a convoy off the port of Boulogne under Saunders when PO Motor Mechanic William Abram earned his DSM. This was Gazetted on 4 May 1943 and presented in the July, by which time [April 1943] both Saunders and Stange had been replaced by T/Lt Barry Easton RNVR and T/A/S Lt C R Meyer RNVR respectively.

The final known award for MTB35 was that of the DSM to PO William Stead Gazetted on 28 December 1943. The DSM did not relate to a specific date, it was for attacks on enemy shipping in the Dover Command.

MTB 35 was put up for disposal in November 1943. Some attempts were made by the authorities in Waltham Abbey to get the plaque back from HMS Wasp, but the Royal Navy requested that it remain in the Officers Mess bar. If as it appears the vessel remained in being in Dover harbour with some reserve fleet option in mind this is understandable.

No trace of the subsequent return of the plaque has been found but it might be presumed that the post war transfer of the building to peacetime use led to the town inheriting both plaques.

The Admiralty informed the Council that the vessel had been 'paid off' in June 1944. The Council in turn requested the return of the plaque presented to the crew. The Admiralty asked that it be kept. For its value to the RN

wardroom. This was acceded to and it was therefore last heard of with hanging in the Wardroom of a coastal services land-base - HMS Wasp. Other sources suggest this might be 11th MTB Flotilla which was based at HMS Wasp at Dover under Dover Command.

The plaque was returned to the town in post war.



In the absence of an image of MTB35 we do have images of MTB34 and MTB36 both of which were built in the same batch.





HMS Goathland and E N Pumphrey

Laid down at Govan on the Clyde in January 1941, H.M.S. Goathland was one of 86 “Hunt” class escort destroyers. Of Type III construction she was launched 3rd February 1942 and commissioned in Royal Naval service on 6th November 1942.

Primarily designed for close escort work and Channel/Mediterranean patrols, the Type III Hunt class boat had a top speed of 26 knots and a cruising range of 3,500nm at 15 knots. She was lightly armed and intended to deal with air and submarine attack and lighter surface ships.

Armed with:

- 4 x Quick fire 4in Mark XVI guns on two, twin mounts
- 4 x Quick fire 2 pdr Mk. VIII on quad mount
- 2 x 20 mm Oerlikon on a single mount
- 2 x tubes for 21in torpedoes
- 110 depth charges deployed from 4 throwers and 3 racks

Lieutenant Commander Edward Pumphrey DSO DSC was Captain of H.M.S. Goathland and her compliment of 168 men. Promoted Commander 31st December 1943 he was a fearless leader with a record of daring in his previous commands:

The ships 20-month operational life was mainly routine patrol and escort work in the Western Approaches, North Sea, Channel and Mediterranean. However, two actions are notable:

28th April 1943 – Channel Patrol


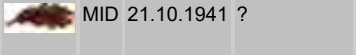
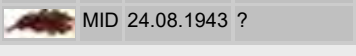
At 0245 H.M.S. Goathland commanded by Lt Cdr Pumphrey and another Hunt Class Destroyer H.M.S. Albrighton, and a flotilla of 10 MTB's made contact with a German convoy of 7 warships escorting and Italian tanker.


The action took place at close quarters with the British Destroyers closing, under the cover of darkness, to within 200 yards of the Germans before opening fire with the main armament and light machine guns.

The Fighting carried on until after dawn when both RAF and German aircraft joined the battle. Disengaging the British ships had only suffered minor damage, but the enemy had lost two warships and the tanker as well as severe damage to other vessels in the convoy.

This was a major success for the tactic of close cooperation between both large and small surface vessels and the RAF.

PUMPHREY Edward Nigel	Cdr RN	?	? ? 16 Nov 45	DSO DSC MID	Minesweeping - MID awarded for courage, efficiency and devotion to duty in the establishment of navigational aids in the approaches to the Rangoon river, in minesweeping and in the survey of the river prior to the assault on the city, May 1945.
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SHELDRICK, Harwin Woodthorpe 	?	T/S.Lt. ?	(09.1941)	First Lieutenant, MTB 35
	-	T/Lt. 11.12.1942	(1943)	MTB 264
			06.1945 -	HMS Caradoc
				

EASTON, Barry 	04.01.1918	T/S.Lt. ?	(03.1943)	Commanding Officer, HM MTB 221 (motor torpedo boat)
	Barnet district, Greater London / Hertfordshire / Middlesex - 02.1998 New Forest district, Hampshire / New Forest	