

MILL ROAD HISTORY PROJECT BUILDING REPORT

124–134 Mill Road, Cambridge

Accommodation for Railway Workers (c.1850–1966)

Temporary Housing (1966–84)

CHS Group Flats and Hostel (1984–present)



Caro Wilson



The Mill Road History Project was officially launched in 2013 under the umbrella of Mill Road Bridges¹ to study the heritage of Mill Road, Cambridge, its buildings (residential, commercial and industrial), institutions and community. It was supported by a two-year grant from the Heritage Lottery Fund.

First Edition – September 2015 Second Edition – September 2015 Author: Caro Wilson

Cover picture: 126–134 Mill Road (photograph by Abdi Osman, Railway House resident, 2015)

stakeholders.'

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¹ 'Mill Road Bridges seeks to grow and maintain the community spirit, heritage and rich cultural diversity of the Mill Road area by improving the flow of information between and about individuals, businesses, voluntary organisations and local

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Abbreviations

CA: Cambridgeshire County Archives (Shire Hall)
CC: Cambridgeshire Collection (Central Library)

CEN Cambridge Evening News

CHS Cambridge Housing Society

CIP Cambridge Independent Press

CN Cambridge News

CWN Cambridge Weekly News
GER Great Eastern Railway

LNER London & North Eastern Railway

NOTE

This report was produced by Caro Wilson, a resident of Petersfield, Cambridge, and volunteer for, and member of the Steering Group of the Mill Road History Project, together with staff and residents of Railway House. The help of Alison Booth of the Cambridge Housing Society is gratefully acknowledged.

Location

124–134 Mill Road, Cambridge, CB1 2BQ. The building is situated on the Petersfield side of the railway bridge, on the south side of the street. It is classified as a 'building of local interest' by the local planning authority (Cambridge City Council 2014).

National Grid reference (central point: Nos. 126 | 128)

TL 463577

546358, 257773

Latitude: 52.1988 Longitude: 0.1401

52° 11' 56" N 0° 8' 24" E

INTRODUCTION



Figure 1 – Exterior from railway bridge (photograph by Abdi Osman, resident of Railway House, 2015)

These buildings were selected for research for the Mill Road History Project for several reasons. The striking appearance and central position of Nos. 126–134 add to the visual diversity of the road. Their very existence highlights the importance of the railway to the development of Mill Road, in that they provided accommodation for railway workers from the earliest years of its development.

A central aim of the Mill Road History Project has been to work with the communities who use or live in some of its buildings to involve them with the research, and to increase their awareness of the heritage of the property and of the road. The central portion of the main building (Nos. 128–130) is currently managed by Cambridge Housing Society as accommodation for single homeless young people. Staff and residents have been involved in many aspects of this report, as has the head office of the Cambridge Housing Society. In conjunction with the Mill Road History Project and the Romsey Garden Club, Railway House is undertaking a project to commemorate the 75th anniversary of the Armistice by transforming a patch of the back gardens of these buildings into an allotment, and by holding a 1940s-style tea party with an exhibition celebrating their research. The Mill Road History Project is very grateful to everyone involved.

THE BUILDING AND ITS HISTORY

Early History of the Building and Site

Description

The property comprising Nos 126–134 Mill Road was formerly known as 'Railway Cottages'. The cottages were used as accommodation for workers on the railway, as was the detached house previously to be found on the west side of the property, usually called Morcombe House, or 124 Mill Road, which is now a block of flats. This report will consider both sites as well as the site of the 'Signal Man's House'.

The photographs that show Railway Cottages most clearly in their totality, Figures 2 and 3 below, have so far proved impossible to date or reference, as they are unknown to the Cambridgeshire Collection, or to the County Archives:



Figure 2 – Front of Railway House (date and provenance unknown)



Figure 3 - Back of Railway House (date and provenance unknown)

The front view does however seem to show the bridge parapet, so the photographs are likely to date from after 1889, when the first bridge was built.

The property is described as follows in the 2014 Pevsner's Guide to Cambridgeshire:²

On the S side here, Nos. 129-130, an ambitious neo-Tudor terrace composition of yellow brick, c.1850, built as railway housing.

The Mill Road Conservation Area Appraisal Document of June 2011 gives a fuller description:³

This group of terraced two storey Gothic houses were built as railway workers' accommodation, and are shown on the 1859 map. They were constructed using a yellow brick with slate roofs and small and larger gables. The windows are timber casements, although most have been changed, and the front doors face the adjoining road bridge with elliptical brick arches over the openings. The window and door openings are defined by brick quoins in matching brickwork. The roofs are a particular feature of the group, being at almost eye level from the adjoining road bridge, with tall brick chimneys set at an angle to the ridge with red clay pots.

To modern ears 'cottage' may sound an inappropriate description for such a comparatively grand building, but the following illustration from John Claudius Loudon's 1833 *Encyclopedia of Cottage, Farm, and Villa Architecture and Furniture* shows something very similar (Figure 4 below):⁴

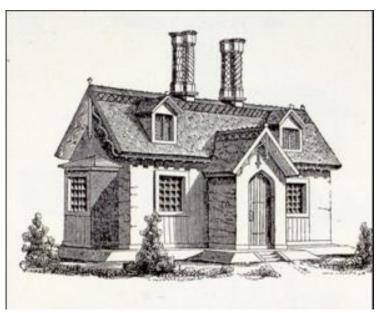


Figure 4 - Cottages in the Gothic Style (Loudon, 1833)

Date of Cottages and Signal Man's House

It has not so far (July 2015) been possible to see the deeds of the property and thus to establish the date of the building and name of the architect or builder. However, the property, with the same outline it has today, is shown clearly in the coloured survey map of the Borough of Cambridge with Parish Boundaries, drawn up in 1858 by Richard Reynolds Rowe, the then Town Surveyor.

² Bradley and Pevsner (2014), p. 326.

³ *Mill Road Area* (June 2011), p. 24.

⁴ Loudon, *Encyclopaedia* (1833), p. 96.



Figure 5 - R R Rowe Survey, 1858 (CA: R CB4/19 1/XIX)

This map shows each cottage having its own path on to Mill Road (probably through low hedging: see Figure 5) and thus reminds us that before 1889 the road in front of the property was level; there was no restriction of access as there is today because of the current steep bridge. Instead there was a gated level crossing across the road manned by a Gate Keeper whose job it would have been to open the gate for road traffic. The buildings would not have been hidden from view as they are today; indeed they would have marked the railway in a very striking and impressive way. The interior would also have been much lighter.

Signal Man's House

The Rowe map shows a detached building very close to the railway tracks, which is likely to have been the Gate Keeper's house or the Signal Man's house. Both names are given to this building. Evidence of its existence in 1877 (when census and street directories show that Edward Morrell lived there as signalman) is given in *The Cambridge Chronicle* of 1 September 1877. A fatal accident occurred on the level crossing when Mrs Elizabeth Farrant was hit by the train coming from Norwich, because her perambulator full of laundry became caught in 'the near side metals'. In the report of the inquest, two witnesses refer to 'Morrell's gate or house':

[Charles Bewley:] 'I knew the deceased by sight. On Saturday about eighteen minutes past seven deceased came along the side of the line from Morrell's private gate and crossed the railroad [...] There is no lock on the gate [that the] deceased came through, as she came through Morrell's gate.

[George Tunwell:] 'I was on this side of the Mill-road gates. [...] I did not notice whether the train whistled. The ordinary crossing was about half-a-dozen yards from Morrell's house.'

The Coroner in this case, H. Gotobed Esq., asked whether the Company were going to erect a bridge over the crossing. He was told it was a question for the Company and the Town and the Commissioners to settle: 'The Coroner said he thought a bridge ought to be erected'.

Since this house is not mentioned in street directories after 1888 we may speculate that it was demolished when the bridge was finally built in 1889.

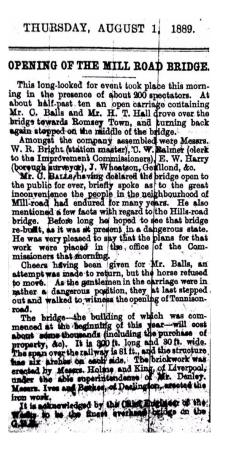


Figure 6 - CIP 1 Aug 1989 (CHS papers)

Two letters from 1935 are quoted in the *Cambridge News* of 2 February 2010. In one a William Nelson recalls the old level crossing:

The Mill Road Bridge over the Railway Line was opened to the public on Monday August 3rd 1889. I was the last one to take the keys of the gates to the station. – William Nelson.

The other letter, also from 1935, signed only 'HDC', describes the 1889 bridge:

The iron bridge over the railway on Mill Road had wooden steps and gave access to the open fields beyond it. In fact so countrified was the area that when the Royal Standard was built it was known as 'Apthorpe's Folly' [– after] the brewer who built it. The bridge now stands on Coldham's Common where it spans the Newmarket Line. – H.D.C.

Charles Pomfret, resident in No. 128 according to the 1891 census (some two years after the building of the bridge), has his occupation listed as 'Railway Crossing Keeper (Railway Co.)', but it is not clear what crossing this refers to.

Anomalies of the Site

As mentioned in the Conservation Appraisal above, five cottages are shown on the 1859 map but the building near the tracks is less clear:

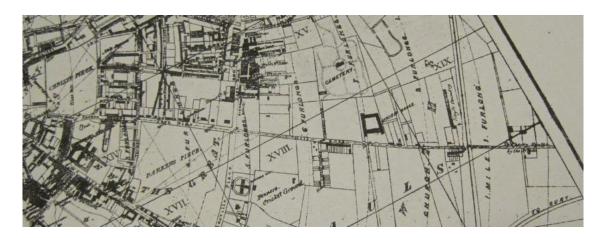


Figure 7 – 1859 Map of Cambridge, E. Monson (CC: CC B.K.6 2000)



Figure 8 - detail of 1859 Map of Cambridge, E. Monson (CA: CC B.K.6 2000)

This map, together with that of R R Rowe, establish that Railway Cottages were *in situ* in 1858, but by that date they might already have been built for some seven years, maybe more. With reference to the 1851 census, Allan Brigham has written:⁵

- Beyond Union Terrace it is unclear where houses have been built, but it is likely that the
 group of households recorded with railway staff as head of household were the 'Railway
 Cottages' still standing today near Mill Road bridge (Enumeration No: 123-132/133).
- If the four properties listed after Mr Ward (Enumeration No: 114-117) were those built adjoining his property this leaves five properties in 1851 unaccounted for. They were either in Union Terrace, or on Mill Road between Union Terrace and 'Swiss Cottage'
- The census records a house occupied by the 'Railway Gate Keeper', which marks the railway line (Enumeration No 133). This was either part of, or immediately after, 'Railway Cottages'.

Census reports and street directories from 1851 to 1891 give a somewhat confused account of the numbering of the cottages, and of the date when Morcombe House (No. 124) was built and when the Signal Man's house was, presumably, demolished.

The various anomalies are best illustrated in the table below:

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⁵ Allan Brigham (2014), p. 36.

Source	What was on Site?	Notes
1851 Census	11 dwellings?	According to Brigham numbering
R. Rowe map	'Block' of cottages plus clear separate building near track.	
1859 map	5 Cottages plus separate building nearer track?	Unclear
1861 Census	No mention of cottages or of names from 1851 but an occupied signal box and a signalman, Morrell, living at 50 Mill Road.	
1871 Census	Five Cottages plus a Railway Gate House lived in by Morrell, signalman.	
1874 Kelly	First mention of Morcombe House, after Inverness Terrace, but with no obvious railway connections.	Mr G Kimm, Station Master 1873–84, never
	No mention of cottages or Gate House.	lived in Morcombe House
1878 Spalding	Morcombe House listed as part of Inverness Terrace but with no obvious railway connections.	Morrell still listed as signalman
	5 cottages: Morrell living in No. 29, nearest the track with other residents or lodgers.	
1881 Spalding	Morcombe House listed as part of Inverness Terrace, now a school for young ladies.	Worrell, clearly error for Morrell, listed as signalman
	5 Cottages; Worrell living in No. 29 nearest track.	
1884	Morcombe House listed as separate building and now as lived in by GER Station Master.	Morrell listed as 'Railway Servant'
	6 Cottages. Morrell living in No. 30 nearest track.	
1887	Morcombe House listed as part of Inverness Terrace again though still lived in by Station Master.	Covill listed as
	6 Cottages. No. 30, nearest track, lived in by Covill.	signalman; could this be an error for Morrell?
1886 Map	Morcombe House shown as substantial detached house. Five Cottages as one block (as today) with handsome gardens. Clear separate building by the track.	
1891	Morcombe House listed as part of Inverness Terrace again, No. 78, though still lived in by Station Master.	
	5 Cottages, no signalman listed.	

1886

Despite the anomalies of the street directories of 1887 and 1891, it is clear that by 1886 the cottages we know today were standing beside a substantial detached house in a large garden, separate from Inverness Terrace and named as Morcombe House, a fitting dwelling for the important GER Station Master, then William Bright. The 1911 census lists it as

having eleven rooms. It is shown in its own garden with something of a small orchard beside it and a path leading from the property to the rear. This may well be the 'Passage leading to the GER Station' mentioned in the Spalding street directory of 1884 which can thus be seen as a putative date for the building.

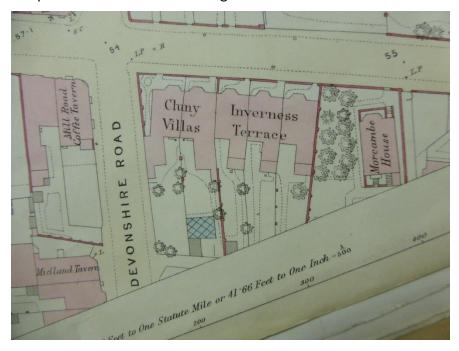


Figure 9 - 1886 O/S map Mill Road, Covent Garden to Railway (CA: croc.ma.OS.XLVII)

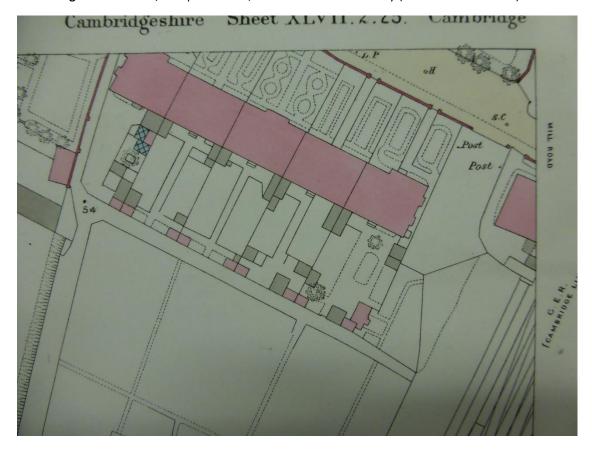


Figure 10 - 1886 O/S map Mill Road, Covent Garden to Railway (detail) (CA: croc.ma.OS.XLVII)

The cottages are shown with handsome front gardens, uniform in style, each with its own front path to the main road. Each garden appears to be fenced into two separate parts, no doubt reflecting the fact that at various times two different families lived in each cottage. At the back there are again substantial gardens with several outbuildings in each (presumably one a privy) and some mature trees.

If we can believe that no substantial internal changes took place before the Second World War, each cottage would have had four ground-floor and four first-floor rooms, two on each side of a central passage and staircase, each household having two rooms down and two rooms up. Victor Challis, retired signalman, born 1919 (see Appendix III(a)), remembers visiting his Uncle Alf and Aunt Elizabeth there in the 1930s and recalls the front door opening to face the staircase. He says: 'You see the doors are wider than usual. It seemed there were two homes through one front door, each with an upstairs and downstairs.'

Roger Simpkins (Appendix III(c)) confirms this:

There was a funny arrangement because the front door served two houses – you went down the middle both sides. You come into a passage, it was like a bit connecting the two inside the house.

This is also confirmed by the 1911 census, which lists each household as having four rooms.

The Cottages and Measham Terrace

A question still occurs about the comparative grandeur of the cottages in comparison to other accommodation built for railway workers within the same fifty years.

An intriguing photograph shows a row of cottages on the Romsey side of the bridge, which are variously described in census and street directories as 'Lodge Cottages' in 1878, 'Walter Cottages' in 1881, 'Measham Terrace' in 1887 and thereafter; but which, like those in Petersfield, were used as housing for railway workers. (These cottages are also shown on the map of properties acquired from the Railway Board by the City Council in 1966, presumably thereafter demolished to widen the road and make room for the Argyle Street Housing Co-operative.) Like Figures 2 and 3 this photograph has proved impossible to source.



Figure 11 - Measham Terrace (date unknown)

Note the bell turret of the Baptist Church in the background. As with Figures 2 and 3, the photograph must date from after the building of the first bridge in 1889 (see the flight of steps down from the bridge), but it does allow us to wonder about the very different style of housing provided for workers of seemingly identical status on either side of the bridge. Mrs Sheila Simpkins (daughter-in-law of former resident and wife of a railway guard), when asked about this in conversation with Caro Wilson, commented: 'The railway did things properly; you should see the Station Master's house at Hinxley.' It is perhaps possible that our Railway Cottages, built maybe within five or ten years of the railway coming to Cambridge, were built as something of a flagship for the Eastern Counties Railway Company. A company that could build such high-status housing for its employees was a company to take seriously. However it has also been suggested that thereafter the company could not afford to build more accommodation for its workers. Other railway houses in the area were all built by private developers.

Morcombe House

Only two photographs exist which show Morcombe House at all clearly.



Figure 12 - Funeral procession on the bridge (CA: VS KO 18402)

Figure 12 clearly shows a funeral procession but neither the date nor the occasion have been identified. Morcombe House with its three stories stands tall above both Railway Cottages and Inverness Terrace. The bay window (visible in the 1886 map) extends to the first floor; the windows and doorway are very handsome.



Figure 13 - Boys Brigade march on bridge, c.1900 (CA: RA.Boys.K0.36514)

Figure 13, from a similar standpoint but likely to be of a somewhat later date, shows the Boys Brigade band marching by on a wet and chilly morning. Again the house's details are clear. The 1889 bridge is much less oppressive than its present-day equivalent and there

appears to be a path directly in front of the front door, giving the Station Master and his family their own private entrance. Perhaps tradesmen had access from Devonshire Road.

The bridge parapet, visible above the lady in the white hat and scarf is still visible in 2015.



Figure 14 - Bridge parapet (Caro Wilson, 2015)

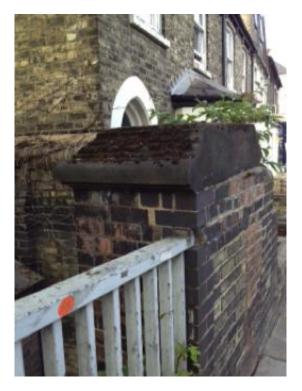


Figure 15 – Bridge parapet (Caro Wilson, 2015)

Morcombe House is clearly identified as the Station Master's House in street directories and census reports from 1884 to 1939.

'The Works'

Though not strictly speaking on the site of the Cottages, mention should be made of a building which would have been familiar to many of its residents, and whose dilapidated state gives rise to concern that it may face demolition in the future. The date of its construction is unknown.



Figure 16 - 'The Works' (Caro Wilson, 2015)

These buildings, next to the railway track, are clearly visible from the Petersfield side of the railway bridge and were identified by Victor Challis, local resident and former signalman (see Appendix III(a)) as 'The Works':

That was what we called The Works; that's where they could make anything. Level crossing gates, metal work, anything. They came down to the tracks from the other side of the road and walked under the bridge to get there.

Alan Brown says of Figure 17, below, that by the 1970s Mill Road Junction signal box had long since been abolished and was latterly used as a store. Mill Road was originally crossed via a level crossing (as was Coldham's Lane), and the crossing was replaced by the bridge in the 1880s. The box sits on what was once the road and was built at roughly the same time as the bridge (most likely immediately after the bridge was opened). It replaced an earlier box located on the up side and south of the former level crossing.

Brown's remarkable photograph shows the signal box with the Railway Cottages chimneys visible in the background shows the path under the bridge leading to The Works.⁶

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⁶ Alan Brown (1970).



Figure 17 – Mill Road signal box (Alan Brown)

Roger Simpkins, local resident and former Railway employee (see Appendix III(c)) started his working life there as an apprentice carpenter:

I was apprenticed there in 1953 when I was 15; there was a road under the bridge and I think there was a water tower. There was a blacksmith's shop and all sorts. There was a sheet metal shop, a machine shop, an office, a blacksmiths with four anvils, gas fitters, a store room, all sorts. Nevie Haglen was the blacksmith. I did my five years working there.

In the following photograph of some part of The Works, probably dating from the late 1950s or early 1960s, Roger Simpkins is shown on the left, with Terry, a carpenter, Richard, a painter, and Peter Dykes, a carpenter. The chimneys of the Railway Cottages can again be seen in the background.



Figure 18 - Roger Simpkins with Terry, Richard and Peter Dykes (Roger Simpkins, early 1960s)

Not surprisingly, the site was something of an attraction for children. Eric Leeke (MRHP interviewee) spent his childhood in Great Eastern Street and remembers:

As children we used to sidle up by the cottages to get under the bridge, to see what they had down there, and to see where all the engines were in the engine sheds.

Living in 124–134 Mill Road

A Residents' list from 1851 to 1975 is to be found as Appendix I, but should not be considered as necessarily a complete record.

1. 124 Mill Road: Morcombe House

Morcombe House, as we have seen was established as a detached building by 1886, but it is listed as an inhabited dwelling east of No. 1 Inverness Terrace from 1874. The resident in 1874 is given as a Mary Scudamore. By 1878 it is listed as No. 1 Inverness Terrace, and Mrs. Scudamore shares the house with a John Chandler; but the name Morcombe House follows her name only. By 1881 John Chandler has moved out and the other tenant of No. 1 Inverness Terrace is a William Giffen, joiner. Again the title Morcombe House follows only the name of Mrs. Mary A. Scudamore and is described as a 'School for Young Ladies'. The 1881 census shows Mrs Scudamore's profession as 'Governess' and shows she had four children to support. She was presumably taking in other children to teach as well.

By 1884 Morcombe House is clearly the designated dwelling for the Station Masters of Cambridge and at that date is listed as having 'a passage leading to GER station.' We may speculate that this was for the use of the Station Master only; it seems not to have joined a path which leads from the back of the cottages themselves.

Station Masters had been in post since the coming of the railway in 1845. Those in the earliest company, Eastern Counties Railway, seem to have had a somewhat chequered record in that out of the eight listed from 1845 to 1861 one was transferred to the Goods Department, one demoted, one discharged because of fraud, and one removed on grounds of ill-health.

GER had five Station Masters (dating from 1860 to 1884) before William Bright, first recorded resident of Morcombe House, was appointed in 1884.

What little is known of him, and his successors is best shown in tabular form as follows:

Cambridge Station Masters resident in Morcombe House

Company	Name	Dates of Office	Notes
GER	William Bright	1884–94	Retired
GER	Frederik Holdich	1894–1911	Retired; wife Marianne is buried in Mill Road Cemetery
GER	J. Ablitt	1911–15	Died in service
GER	F G Randall	1915–16	Promoted
LNER	Alfred Peacocke	1916–34	Decorated MBE-RVO
British Railways	Stanley N. Wright	1934–48	Retired



Figure 19 - Stationmaster, inspectors and ticket collectors in 1877 (CC: RA.rai.J70.5213)

The handsome photograph above is headed 'Bygone Days' and reads:⁷

Stationmaster, inspectors and ticket collectors engaged at Cambridge Railway station, fifty years ago. Mr. G Kimm the then station master is the only survivor. Those standing (left to

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⁷ CCh 30 March 1927, p. 9.

right) are Mr Stamp, a ticket collector, and three inspectors, Mssrs. Rings, Squires and Leacock. Seated are Mr. Osbourne, Mr Moody, (two collectors) then Mr G Kimm, and on the right Mr Barrell and Mr Stone.

G Kimm was Station Master from 1874 to 1884 when he was apparently promoted to Peterborough. He seems never to have lived in Morcombe House, but we can feel fairly confident that the uniform would not have changed greatly whilst GER was still in business and that the sense of the importance of the senior roles these men held would also be unchanging.

William Bright

William Bright, first resident of Morcombe House, who served as Station Master from 1884 to 1894, is described as 'a good staff man' in the booklet *Cambridge Station: A Tribute*. It was in his time that the Cambridge Railway Band was formed. This was the popular band, later known as The Cambridge Silver Prize Band, for which Victor Challis's uncle was secretary in the 1930s (see Appendix III(a)). William Bright also helped promote the St John's Ambulance Brigade, Cambridge Division, and, as the booklet records: 'In 1893 he presided over demonstrations of ambulance work in the Railway Mission Hall when 59 candidates were presented with badges and certificates.' The hall would have been in very easy walking distance of Morcombe House.⁸

Stanley Wright

We do know from the 1911 census that Morcombe House had eleven rooms: certainly the principal rooms would have had open fireplaces (as would the Cottages). Thanks to Victor Challis, we do know that one of the porters from Railway Cottages would go up there to chop firewood. The Station Master was probably Alfred Peacocke (1916–34).

I remember when I was a boy, one of the porters used to go to chop the wood up for the Station Master's wife to light the fire with. It was his right as the station master to do what he wanted with his own staff.

Mr Challis has a moving story about Stanley Wright and his own family:

Stanley Wright was Station Master for years and years and I was called Victor Stanley. My dad was gassed in the First World War and came home to be a light-weight guard because of his breathing. He was forever ill. Stanley Wright was the Station Master who saw him come home from the army from there, and my father said 'I've got a baby son and I'm going to call him after you', so I was called Victor (because we won the war) Stanley Challis. He was the Station Master when I got appointed fourteen years later [...] He certainly gave me my job because I came on in 1935.

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⁸ Warren and Phillips (1987), p. 23.

2. Railway Cottages in the 19th Century

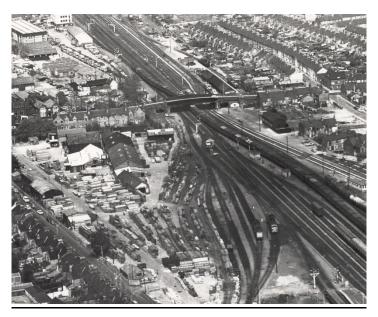


Figure 20 - Aerial view of station area (Suzy Oakes Collection: 191-jh-railway-aerial copy)

This striking aerial image, showing so clearly the back of Railway Cottages, must date sometime before the demolition of the Cambridge North signal box in about 1982.

It is reproduced here to give an idea of how close the Cottages are to the railway tracks and how the trains must have dominated the lives of their residents. Days and nights would have been punctuated by the noise and whistle of the trains, and Cyril Stannard, local resident and retired engine driver, reminds us of the constant sooty dirt that steam trains produced:⁹

As we went under the bridge and let off a whole lot of steam you'd see the washing hanging there in Argyle Street and think 'Oh dear ...'

Until after the Second World War, all the residents of the cottages were employed by the railway, initially by Eastern Counties Railway (the company that may well have commissioned the building), later by GER and LNER. It is assumed that, as elsewhere in the district, the Cottages were available to rent to all railway staff, but we should note that most if not all of the residents were of a status that would have been waged rather than salaried. Such distinctions were very important within the railway hierarchy. We do not know whether Railway Cottages were perceived as being particularly desirable; we do know from Victor Challis that his aunt and uncle moved from there to 144 Measham Terrace, which offered more room for their family. Accommodation in Railway Cottages must indeed at times have been very cramped. The 1881 census shows us that the double dwelling of what was then No. 28 was home to nine members of the Linsey family (three of them earning; the rest under 15) and five members of the Butler family (all over 16, and all of them earning). On the other hand, there is evidence from the 1911 census that the Tyler family occupied all eight rooms that made up No. 126. The household consisted of Charles Tyler (who worked as a Permanent Way Inspector), Charlotte his wife, Millicent their daughter 'working at home' and George, their son, working as an apprentice chemist. They employed Lucy Herbert as a 'general servant'. Perhaps the salary of a Permanent Way Inspector was a handsome one.

⁹ In conversation with Caro Wilson and Ian Bent, 2015.

Presumably, as with jobs, weekly vacancies were listed and could be applied for. It tends to be Romsey which is called 'Railway Town'; it does indeed have many more houses built as railway accommodation than does Petersfield. We can only speculate about whether there was a perceived difference between these two wards in the early days, or whether that came later in their history.

As Allan Brigham notes,¹⁰ the census report of 1851 shows that 29% of the then population of Mill Road was in some way employed by the railway – a great change from the previous decade. Of those believed to have been living in the Cottages at that time, three heads of household came from Cambridgeshire, whilst nine came from further afield, several from Essex, but some from as far away as Liverpool or Hampshire. Perhaps Thomas Unsworth, described as a labourer, came down from Liverpool as a navvy building the very first railway tracks. His wife was from Buckinghamshire so he may well have travelled round the country following the work; he does not appear in the 1861 census.

The following short accounts of some of the residents is in chronological order.

John Hall and Mary Ann Jackson

John Hall and Mary Ann Jackson are listed as probable residents of 126 Railway Cottages by Brigham as cited above. John Hall, like Unsworth was also born out of Cambridge, in Wolverhampton in 1806. He is listed in the 1851 census as a widower, living with his unmarried daughter, Mary Ann Jackson, a housekeeper by occupation, who was born in Brunton, Northamptonshire in 1833. Mary's different surname may have been her mother's maiden name as was customary or she may have been a stepdaughter. They both feature sadly at an inquest in 1854. Though 'Hall' is transcribed as 'Hills', it is clear that it refers to the same family.

Inquest.-Mr. King, the Borough coroner, held an inquest on Monday last, at the house of John Hills, railway cottages, Mill-road, touching the death of Susannah Jackson, aged eight months, the illegitimate child of Mary Ann Jackson. The deceased was discovered by its mother in a dying state, on Saturday morning last. Mr. Green, surgeon, was immediately sent for, but before his arrival the child had died. Mr. Green afterwards made a post-mortem examination, and deposed that deceased died from inflamation of the lungs, and the jury returned a verdict to that effect. It may be mentioned that the stench proceeding from the drainage in the house, in which the inquest was held, was so intolerable, that although the evening was very cold, the coroner and jury were obliged to proceed with the inquiry with the doors and windows open, and it was considered not unlikely that other deaths would take place in the neighbourhood, unless such an alarming nuisance be at once abated.

Figure 21 – Death of child (CIP 11 February 1854)

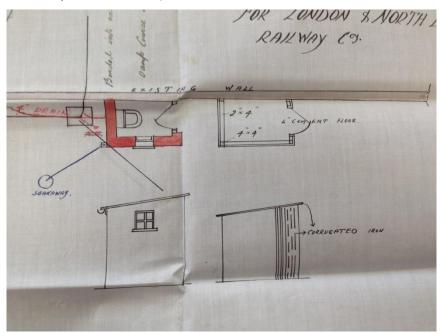
It was not to be the last time that drainage in the Cottages was to be a problem. On 11 July 1891 the *Cambridge Independent Press* quoted the report of the Chief Medical Officer. He

¹⁰ Brigham (2014), p. 43.

declared that Cambridge's 'general health is good', but drew attention to two specific instances, one of which was:

I again inspected the Great Eastern premises, and found the cause of the nuisance complained of to arise from the outlet of sewage from the railway cottages and station-master's house. I have instructed your Inspector as to what should be done.

The exterior grandeur of both buildings was clearly not matched by their plumbing; the word 'again' is telling. It is perhaps worth mentioning here that the one planning permission document extant for the Railway Cottages is for an outside WC and coal shed at what may well be the same house as that occupied by John Hall and Mary Ann Jackson (No. 126, the most easterly of the terrace) in 1930.¹¹



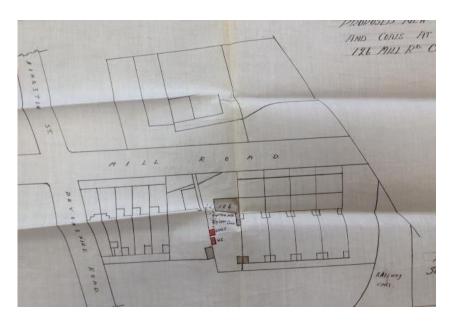


Figure 22 - Building and byelaw plan for WC and coal shed

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¹¹ CA: 795/Item / 7597/Building byelaw plan and approval for WC and coal shed 126 Mill Road /23 Jan 1930/ Fit/A001779/1 item/ London and North East Railway Company/ R111/096/ Municipal Corporation of Cambridge.

We shall see that residents of the property after the second world war still only had outside toilet facilities.

George Barrell



Figure 23 – George Barrell (detail from Figure 19)

This is the only known photograph of a 19th-century resident of Railway Cottages. It is extracted from Figure 19 (above), and according to the article shows George Barrell. The 1871 census gives his age as 39, and lists him as a ticket collector with GER, who lived in No. 29 (probably the later 128 Railway Cottages) with his wife Ann and their four children, George, Charlotte, John and Charles.

Walter Mansfield and family

No. 126 seems not always to have been an unhappy house. It was home to Walter Mansfield, for some twenty years. In 1861, aged 39, he lived in 37 Mill Road, with his wife Mary and son Walter. By the time of the 1871 census he had moved to what was then known as 25 Railway Cottages (now No. 126) and had a second son, George. His career shows that promotion within the company was always possible. In 1861 he was listed as a carpenter. This was still the case in 1871 when his son Walter, then aged 15, was listed as a 'carpenter's labourer'. He then became in 1878 an Inspector on the Line, and though in the 1881 census he is again listed as a carpenter, by 1884 he is a 'mechanical foreman', and in 1887 a 'senior GER mechanical foreman'.

Walter Mansfield junior is listed in 1907 as living in 194 Mill Road (Vernon House) working as a 'railway inspector'. He stayed there until 1930. Harry Mansfield, possibly a younger son, lived in 156 Mill Road from 1919 to 1939.

Victor Challis, interviewed by Caro Wilson in 2015 (Appendix III(a)), spoke about promotion in the 1930s and 1940s: 'You watched the vacancy list every week and applied for promotion, but it was really length of service that counted'.

Mrs. Sarah Daldrey

Next door to the Mansfield family during part of their occupancy in No. 25 (now 128) was a widow, Mrs. Sarah Ann Daldrey, the first female head of household to be listed (there are only two others till after the Second World War). She lived at No. 128 for some thirty-three years till she was last listed in the 1911 census aged 72. When she is first listed in 1878 no occupation is recorded for her. By then she was widowed; her husband James had been a 'railway servant' (1861 census), hence her entitlement to rent the cottage. The 1881 census records that she was a 'railway waiting room attendant' living with her son James, working as a railway porter, and two daughters, Sarah and Louisa, working as dressmakers. By 1884 she has been promoted to 'Manageress of the Ladies Waiting Room'. The existence of such a job is itself interesting as it implies that women were by this date travelling on their own. At times she clearly worked with her daughters (who lived at home till the elder was 30); by 1895 her employment listing had changed to that of a dressmaker; in the 1901 census a Mrs Dalding, widow (clearly a misspelling), is described as a 'GER ladies attendant'; thereafter she is described as a dressmaker or as 'attending GER station'. In considering the status of women, it is interesting to note that Mrs Pomfret, the widow of Charles Pomfret (railway crossing keeper), whose family shared No. 128 with Mrs Daldrey from 1907, was able to stay in the property, with no occupation listed, until 1924, her husband being unrecorded after 1911.

John Ince and Charles Lindsey

No. 132 also had two families, the Inces and the Lindseys, who lived there for more than thirty years. John Ince, born in 1858, is first mentioned in 1887 with Charles Lindsey, born in 1865, moving in in 1891. The 1901 census lists Ince living with a wife, two sons and a daughter, and Lindsey with a wife and four sons. Both men were still listed there in 1917. There is no mention of Ince thereafter, but Lindsey is still listed in the same house until 1930. Both men worked throughout their lives as platelayers – a job described by Victor Challis (Appendix III(a)) as follows: 'That was track work, upkeep of the railway track, knocking things that had to be knocked in. It dates from Victorian days when plates were used to lay the tracks. Very hard work.'

Two photographs exist of Cambridge platelayers; they clearly date from different eras as reflected in the uniforms, but the job is obviously much the same. 12

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¹² CC: rarai.J93.2123 and RA.rai.K3**50326.



Figure 24 – Cambridge railway track layers, 1893



Figure 25 – Cambridge railway workers posing by track, 1930s

Additional information about the Ince family is supplied by Victor Challis (Appendix III(a)), who identifies John's grandson as the fourth man in the front row of a photograph of railway staff taken in front of Cambridge Station in about 1930. He was Walter Ince who worked for the railway as a motor mechanic.



Figure 26 - Railway staff outside Cambridge station c.1910 (Jean Turner: private collection)



Figure 27 – Walter Ince (detail from Figure 26)

Signal Man's/Gate Keeper's House

As stated above, it seems certain that there was a separate Signal Man's House at least until 1889 when it no longer appears on a map or in listings.

Edward Morrell, living with his wife and one son in No. 50 Mill Road in 1861, moved into the Signal Man's house (sometimes called Gatehouse) where he stayed for more than twenty years until 1884. By the time of the 1871 census he had two more sons and a daughter, and

the older son, James, was working as a 'railway goods deliverer'. An Edward Covill is listed as living in the Gate House in 1887; thereafter there is no further mention of the house.

It is possible that, like Victor Challis in the 1930s and thereafter, he worked in Signal Box North, now demolished but at one time clearly visible from Mill Road Bridge.



Figure 28 - Cambridge Signal Box North (CC)

It is also possible Edward Morrell's job and working conditions did not differ greatly from those of Mr Challis, who remembers starting work:

as what they called a 'train register lad' in North Central Signal box, I learnt from the signal man quite a lot about railway rules and regulations. We were there to answer the telephone and register the passage of all trains but not to touch any working parts. The Signal boxes were all classified. Special Class, Class 1, Class 2. Cambridge North was Special A, Cambridge South was Special B.

Mr. Morrell would undoubtedly have been as affected as was Victor Challis by the total disappearance of all such signal boxes when the railway was electrified in 1982.

The change that affected me most was to see all the signal boxes which seemed such an important part of the safety of the railway all put under one roof in what I called the 'Tabernacle', which was what it looked like. All that lot from Ely to Bishops Stortford, Cambridge to Royston, Cambridge to Dullingham, all under one roof.

Porters

The job of a signalman has changed greatly over the last 150 years; a job that has completely disappeared is that of porter, yet in 1851 it was the job of three of the heads of households, and is sometimes listed as the first job of a son of 16 or 17. It became an increasingly less common role; perhaps the rent level was set too high for a comparatively unskilled job. ¹³

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¹³ Figure 28, from Warren and Phillips (1987).



Figure 29 – Young porter

Twentieth Century

The residents of Railway Cottages seem to have been fortunate during the First World War; records have shown no casualties amongst them or their relatives. Some of the men were too old to have been conscripted; others may have been in reserved occupations as was the case in the Second World War.

The Strike of 1919 and the General Strike 1926

It is certain that all the residents would have been aware of, and may well have participated in, the industrial unrest after the First World War, which culminated in the General Strike of 1926.

Strikes were widespread throughout the United Kingdom immediately after the 1914–18 War, with strike days in Britain reaching 35 million in 1919. On strike at various times were the army and the police, but above all the great industrial unions of miners, railwaymen and transport workers. Cambridge newspapers report widespread disruption on the railways affecting not only passenger travel but also to the transport of goods. A photograph from the *Cambridge Chronicle*, unfortunately impossible to reproduce, shows milk churns being emptied in the Market Square because there was no way of taking the milk to market. Another photograph shows strikers marching up Devonshire Road alongside Railway Cottages. No doubt some of the residents of the Cottages and their families witnessed or took part in this.



Figure 30 – Strikers marching along Devonshire Road (CC: B.DEV.K19)

The title given to this photograph is: 'Parade of men along Devonshire Road, passing the Midland Tavern led by band and banner and probably striking railwaymen in 1919'.

The 1926 General Strike in the United Kingdom was called by the Trade Union Council (TUC) in support of the miners. Fearing that an all-out strike might prove hard to control, the TUC limited participation to certain industries of which the railway was one. It is unlikely that the Station Master, then Alfred Peacocke, would have gone on strike but participation in Romsey (and presumably also in Petersfield's Railway Cottages) was nearly universal.



Figure 31 - Cambridge railway strikers in 1926 (CC: S.1926 186330001.strikers)

The strike lasted only nine days, from 4 to 13 May 1926, but Tom Brown, in an article written in the early 1940s entitled '1926: The Social General Strike – Why 1926 Failed',

stated: 'About one per cent, of normal train services were running, but only nine days of that caused chaos on the railways for months afterwards.' 14

One of the most potent factors in the long-running tensions between town and gown in Cambridge was the fact that many undergraduates were keen to 'join up' as strike breakers and try their hand at manual labour, which they would normally have considered beneath them. Chris Elliott writes:¹⁵

Daily carloads of strikebreakers set off from the Backs to strike-bound areas all over the country. Most students found the work hard but good fun. They did not always do a good job. On one occasion a train driven by students came off the rails near Mill Road Bridge, and hundreds of strikers turned out to mock the inexperienced young drivers.

The story is first reported in the *Cambridge Chronicle* of 12 May 1926 after a large spread about the volunteer undergraduates who were referred to as 'The gallant six hundred'. An article headed 'Fatal Accident' reads:

An engine off the road at Mill Road Bridge near the Mill Road Bridge drew hundreds of strikers to the spot and whilst they were smiling and chaffing, a fatal accident occurred at Bishop's Stortford owing to the collision of two trains, passenger and goods, from Cambridge.

It is noteworthy that nowhere is it recognized that incompetence on the part of the volunteer undergraduate drivers must have caused both accidents, and there is an implication that it was callous of the strikers to smile and chaff as if they should somehow have known that some thirty miles away a fatal accident was occurring.

Life in the 1930s would have been hard for everyone living on Mill Road. Elliott comments: '1n 1932 there were more than 1,600 men out of work in Cambridge alone'.

Those with skilled labour jobs on the railway like most of the residents in Railway Cottages would have been fortunate. Victor Challis's Uncle Alf was a goods guard, his cousin Charles a motor mechanic. The street directories show Charles resident in No. 128 from 1936. Victor remembers his uncle and aunt living there too before they moved to Measham Terrace. His account of Uncle Alf reminds us of some of the happier times in the 1930s.

Alfred and Kate Challis (see Appendix III(a))

Uncle Alf and Aunt Kate lived here somewhere in the middle. — Uncle Alf was Secretary of the Cambridge Railway Silver Prize Band. They once won a prize at the Crystal Palace. They practised every Sunday morning in a specially built building called the Band Room down by the tracks and played at weddings and everywhere. When Cambridge was playing at Cambridge United they marched up and down and I used to feel very sorry for Uncle Alf when it was muddy and the mud went all over his shiny boots. Sometimes they used to play standing still when it was very busy. He played not the biggest instrument, the one that went over your head, but the second biggest. — They moved to 144 on the other side of the bridge because that had more space.

All was to change when war broke out, and in particular on 30 January 1941.

¹⁴ See https://libcom.org/library/social-general-strike-1926-failed-brown.

¹⁵ Elliott (2001), pp. 120–21.

1941 Bombing

To judge from the Spalding's street directory of 1939/40, the occupant of Morcombe House in January 1941 was probably a Mr. F Ayres, whose occupation is unlisted; it is unclear where the then Station Master, still Stanley Wright, was living. The residents in the Railway Cottages were.

126	WINCH, H G L	LNER servant
	PAIGE, D V	LNER clerk
128	CHALLIS, C	Motor mechanic
	CURTISS, Percy	LNER servant
130	SAUNDERS, A W	LNER platelayer
	SIMKIN, H	LNER servant
132	GARNER, H L	LNER servant
	PIGDEN, B	LNER servant
134	DARLEY, George	Platelayer LNER
	ALLSOP, J E	hairdresser

Regrettably no street directories seem to have been published during the war years, but presumably many of these jobs carried the status of reserved occupations so the men were not conscripted. Robin Simpkins (local resident and son of misspelt 'H Simkin' 130 above: Appendix III(d)) confirms that his father, a goods guard, was deemed essential for the war effort: 'Passenger guards got recruited into the army, but goods guards were kept on'.

Cambridge was not a major target for German bombers, but 1940–41 saw it suffer its worst attacks as the Luftwaffe launched its strategic campaign against British cities. In spring 1940 there were several attacks, luckily with no casualties. Air raid precautions were taken with shelters built on Parker's Piece and, close to Railway Cottages, in Gwydir Street. Blackout of buildings and road lights would have been total. In June 1940 a Heinkl 111 plane was reported flying low over Gwydir Street and minutes later two high-explosive bombs were dropped on Vicarage Terrace causing the loss of ten lives and serious injuries and damage. This is believed to have been one of the earliest attacks focused on England. It would have been known to authorities, and to the public at large, that the railway and railway station would be likely targets, especially as they were known to be a major means of supplying the British airfields and anti-aircraft batteries in East Anglia.

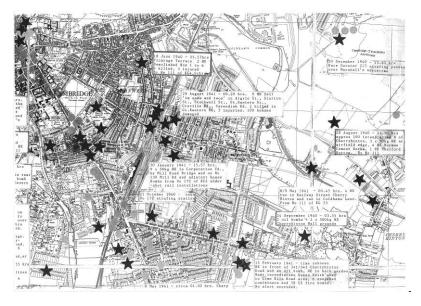


Figure 32 - Map of Cambridge with air raids marked (CC: loan exhibit)

During the early months of 1941, under cover of low cloud, lone German raiders increased their raids into East Anglia during daylight, looking for targets to bomb or strafe. On 16 January 1941, 200 incendiary bombs were dropped near the Perse School and Regent Street, and then on 30 January about 4 p.m. a low flying Dornier followed the railway line and released a stick of bombs aiming at Cambridge Station or the track.



Figure 33 – Dornier airfraft

An anonymous author watched the plane fly overhead:¹⁶

On the 30th January 1941, while waiting in the train due to leave Cambridge station at tenpast four on a murky afternoon, a series of explosions rapidly grew louder. A low flying Dornier had followed the railway line in from the north and it raced past at less than 500 feet, almost overhead. Luckily for me, and many others returning after an ordinary day at school, the stick of bombs landed in the railway sidings near Mill Road bridge, a few hundred yards away. It gave you a strange feeling to know that people up there could kill you without ever being tried for murder, even if caught. Such is war!

Another report, by Frank Dixon, also recalls the Dornier's dive. 17

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¹⁶ Article appearing on http://www.woodditton.org.uk,from which Figure 33 is taken.

¹⁷ 'Frank Dixon WW2 People's War': this is an online archive of wartime memories contributed by members of the public and gathered by the BBC. The archive can be found at bbc.co.uk/ww2peopleswar.

I was 10 years old when the war broke out and went to St George's School on Hills Road; one afternoon the siren went and we were crossing the playground to get the air raid shelter when a Dornier came over in a low dive and released 5 bombs near to the railway bridge in Mill Road.

After the war finished I was plumbing and we did work on the houses in Mill Road that were damaged.

Eric Leeke (see Appendix III), whose childhood was spent in Great Eastern Street, was aged 7 in 1941. With his brother, he saw the plane and watched the bombs drop:

On the day of the Mill Road bombing we came out of school in Ross Street – my brother Tony and I. We ran all the way home and on the way the air raid siren went. We looked down the railway track and there was a German plane, and he came up the line dropping bombs. We ran in the house and hid under the stairs with our Mum as you did in those days.

The *Cambridge Daily News* must have sent a photographer early the following morning (a January afternoon would have been dark by 4 p.m.) as the following remarkable photographs and commentary appeared in the newspaper of 31 January:

BOMBS NEXT DOOR — BUT SHE CARRIES ON!

ombs dropped by a "tip and run" raider in an East Anglian town yesterday afternoo. fell between two houses and caused local damage. Indows were also broken in the streets around. These pictures show scenes where the bombs fell. A housewife is calmly brushing from rewindow debris blown from the house next door, and Civil Defence workers are taking refreshment after their duties have been completed. It was learned to-day that the fatal casualties were only two, and not three, as was first believed.

Figure 34 – Mill Road bridge bombing (CC: S.1941 26845)

The caption reads:

BOMBS NEXT DOOR — BUT SHE CARRIES ON!

Bombs dropped by a "tip and run" raider in an East Anglian town yesterday afternoon fell between two houses and caused local damage. Windows were also broken in the streets around. These pictures show scenes where the bombs fell. A housewife is calmly brushing from her window debris blown from the house next door, and Civil Defence workers are taking refreshment after their duties have been completed. It was learned to-day that the fatal casualties were only two, and not three, as was first believed.

The report is carefully written so as not to give any information to the Germans (the town is un-named, and the proximity of the cottages to the railway line is not mentioned). The civil defence workers are shown smiling and calm and it is perfectly possible that the woman in, presumably, No. 128 (perhaps Mrs Curtiss or Mrs Challis?) has been deliberately posed. It was of crucial importance to avoid any sort of panic about the bombing: the message 'Keep calm and carry on' was a vital one.

Nevertheless the photographs are striking, and appalling. It was the middle section of the Cottages (130 and 132) that were hit, homes to four families: the Saunders and Simpkins in No. 130, and the Garners and Pigdens in No. 132.

Roger Simpkins (Appendix III(c)) was born in Railway Cottages on 6 May 1938, when his mother was 28 and his father 26. His mother recalled lying in bed and watching the snow come down, an unusual occurrence in May. He was thus three-and-a-half years old at the time of the bombing, too young to have any memories himself, but his father and mother would both recount their stories of what happened.



Figure 35 – Herbert and Edith Simpkins on their wedding day (courtesy of Simpkins family)

Dad was a messenger boy when he first started with the railway, but when they were bombed out he was a guard, a goods guard during the war. Ours was actually knocked down because me and mum were in it. I can't remember it because I was too young but mum went under the stairs, we got under the stairs and I suppose it all come down on us. They must have dug us out. I know she got a cut, I didn't get nothing, me, but Mum had a cut on her head. I suppose that was quite serious. I never heard anyone else was injured.

His younger brother, Robin Simpkins, born just a year after the bombing, takes up the story, which both brothers used to hear their father tell (see Appendix III(d)):

The old chap, my dad, used to say he came back from a work shift early in the morning about 3 or 4 a.m. and walked over the bridge from the Argyle Street side. He met a policeman who said 'So where are you going?' and he said 'I'm just going home; I live just over the other side of the bridge'. The policeman said 'I'm afraid your home isn't there any more.'

Apparently he always used to say to Mum 'If anything drops out of the sky get under that staircase'.



Figure 36 - Mrs Simpkins in later life (courtesy of Roger Simpkins)

Mr and Mrs Simpkins never spoke about the bombing except to tell those stories.

Roger Simpkins was never told where he and his mum went after they were dug out; it might have been to the air raid shelter in Gwydir Street, or somewhere else where his mother could have her head bandaged. They were taken in by an aunt who lived in Coldham's Lane, where presumably his father eventually caught up with them. Robin Simpkins recalls (Appendix III(d)) that:

Mum was very friendly with Mrs Saunders next door; she was unharmed and went to live in Glebe Road after the bombing. The Pigdens went somewhere near Hobart Road.

Nothing is known about the other residents of the cottages (though a newspaper after the war – see below– tells of ten injured), but it is known that there was one fatality in the road.

Accurate reporting is difficult in war time. The *Cambridge Daily News* of 31 January 1941 (see above) records that 'the fatal casualties were only two, and not three, as was first believed.' In an 'Aftermath' article in 1945 they repeated the assertion of two dead:¹⁸

The next year, 1941, the worst year for bombing, was not far advanced when more trouble occurred [...] Just a fortnight later [from 16 January] the raiders returned with explosive bombs. At 4 o'clock on the afternoon of January 30th the reporters' room at "C.D.N." echoed to a series of thuds. Mill Road Bridge was obviously the target for the attack, but the bombs hit nothing more "military" than two small cottages by the side of the bridge. Two people, however, lost their lives and ten others were injured.

 $^{^{18}}$ 'Some Remarkable Escapes: Bombs which Failed to Explode', CIP 14 Sept 1945.

However, the well-known Cambridge diarist, Jack Overhill, wrote on the Thursday of the bombing:¹⁹

Thursday 30th January. There was an Alert this afternoon at 3:45 pm. Immediately, there were explosions. ... the bombs were on Mill Road, near the railway bridge. One man, a crane driver, was killed and several people injured.

To judge from the official records available, what Underhill had heard was accurate. The records of civilian deaths, issued by the Imperial War Graves Commission, has the following entry:²⁰

Lake: John Horatio, age 43. Son of the late Robert and Sarah Lake of Exning , Suffolk, husband of 48 Thoday Street. 30 January 1941, at Cambridge.

The funeral took place five days later, as the Cambridge Daily News recorded:²¹

The funeral of Mr John Horatio Lake of 48 Thoday Street, Cambridge, who died on Thursday, took place at St Philip's Church on Monday. The service was conducted by the Rev A.G.L. Hunt assisted by the Rev. E.C. Essex (Vicar of Great St Mary's Church).

John Lake's grave is to be found in the parish area of St Michael's (CFHS 4) in Mill Road Cemetery, its headstone sadly broken and badly eroded.



Figure 37 - Grave of John Lake in Mill Road Cemetery (Caro Wilson, 2015)

The inscription reads:

To the beloved memory of / John H Lake / suddenly called to rest / Jan 30th 1941 aged 43 / Ada Maud Lake / died 1982 aged 85

Apparently, the word 'suddenly' used in this way on wartime monumental inscriptions is a euphemism for deaths by bombing.

Reports and Interviews about the Bombing

Testimony from other Cambridge residents is detailed and worth full quotation:

During the war Brenda Ward was one of six children living in Sleaford Street.²²

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¹⁹ Jack Overhill (2010), p. 76.

²⁰ CC: F10.1002. Imperial War Graves Commission Civilian War dead.1939–45.

²¹ 'Local funerals: Mr J H Lake', CDN 5 Feb 1941. The funeral report is transcribed in full as Appendix III(c).

²² Quoted in 'WWII 70 years on', *Cambridge News Supplement* 3 Sept 2009. Brenda Ward can be heard speaking about her war time experience on http://metisarts.co.uk/thebunkerproject/pages/profiles/brendaward.htm.

... Another time, the siren sounded at St George's School on East Road. The teachers said 'Hurry up girls', and we had to run to the shelter across the boy's playground, gas masks on our shoulders.

We all saw this German plane, and as he went along he was dropping bombs. Only some of us had got to the shelter when this happened but fortunately the bombs missed the school and fell at the side of Mill Road Bridge.

Barbara Law was an 11-year-old at school in what is now Parkside School:²³

'I was in school at the time – at the 'Central'. Normally when the air raid sirens sounded, the teachers directed us into the air-raid shelters. But on this occasion, since it was so close to the end of the school day, our teacher told us to hurry home as quickly as possible, and on no account to stop on the way or dawdle.

I lived on Hooper Street. I remember walking down Parkside, crossing East Road, and setting off down Mill Road. I'd only got level with the first shops when there was a terrific bang coming from the direction of the bridge. I don't remember anything more – just that I hurried down Mill Road in the direction of the bang, turned left on Gwydir Street, right on Hooper Street, and got home safely.'

Monica Smith, a local resident who was at school in Union Road, recalled:²⁴

Donkey's Common in wartime had huts on that was built for — I think it was the ATS [Auxiliary Territorial Service] but I wouldn't be 100% sure, it was certainly some of the Army personnel. But also they had a shelter on the green — on the Common — which was for when the air raids went — you could go into them. And unfortunately I did have to use those shelters one day, and that was when the bomb dropped on the Mill Road Bridge. I was on the way home from [St Alban's Catholic] School [on Union Road], [aged 11,] and I had to run into the shelter — I'm not even sure if the sirens had gone, but however, I had run into the shelter.

My mother had started off up Gwydir Street to meet me, and she'd got to the top of Gwydir Street actually when the bomb dropped. But she heard the aeroplane so low, looked up in the air, and thought it was – "Oh! There was milk bottles coming out that plane! Whatever is it?" – not realizing obviously that they were bombs. And of course when they hit the ground she was – I don't know if she was knocked to the ground, but she ended up in the gutter. And of course she was very frightened to think what had happened, and what was happening where I was; she panicked and got all the way down to Mill Road, couldn't find me, and I was actually safe in the shelter, and we were both relieved that we had caught up with each other.

Compared to the bombing of nearby Vicarage Terrace some seven months earlier, Railway Cottages could be considered 'to have come off lightly'. However, it may not have felt like that to the residents at the time!

²⁴ Monica Smith, interviewed by Shelley Lockwood, 7 Feb 2014, transcribed by Ian Bent.

²³ Barbara Law, local resident (died 2014, aged 85), interviewed and transcibed by Ian Bent.

Post-war History: 1945-Present Day



Figure 38 - Aerial map of Mill Road from 1945 (Google Earth)

The above image shows Mill Road Bridge in the centre, and the 'gap' caused by the 1941 bombing is just visible to its left.

Aftermath of the Bombing

Catherine Green, resident of Mill Road and interviewee for the Mill Road History Project says:

The blast from the bomb travelled like a wave down Mill Road. It seemed to affect every other building, so while one house had all its windows blown out the neighbouring house was left untouched. So afterwards lots of houses were boarded up, and Mill Road looked very much the worse for wear.

Roger Simpkins and Eric Leeke both remember the damage to the bridge:

[RS:] The houses were left derelict a long time, and where the bomb went through the bridge – where there was all the railings all up the side – there was this big old cast-iron metal plate bolted over it – to stop the people going through it, I suppose. It was there for ages. I wasn't very old at the time. I don't know how many years they left it like that.

[EL:] One of the bombs blew a great big hole on the side of the bridge. It took out several uprights, and there was a large iron piece put in the gap that had been left to stop people jumping down on to the cottages, which were very badly damaged.

The bomb blast certainly reached as far as Great Eastern Street, as Eric Leeke recalls:

The bomb blew out the windows in our house. We'd just had the decorators in to repair the damage caused and then the Great Eastern Street bomb [29 August 1941] took Nos 31, 33 and 35 and blew them all out again. I remember our ceiling fell in and God knows what else happened. We found the gas stove on the railway track.

The Mill Road History Project has also been told that the bomb blast caused several houses in the road and the side streets to be rocked off their foundations, after which they settled back with various degrees of damage. Clearly Railway Cottages had been very seriously damaged. Had Morcombe House also been affected by the blast?

Morcombe House

Morcombe House is last named as such in Spalding's street directory of 1939/40 with F Ayres as its occupant; nothing is known of him.²⁵ It appears that no Station Master lived there after S N Wright, who was last listed in 1936/37 some years before his retirement.

Kelly's street directory of 1948 lists an Albert Stalley in No. 124, a number associated with Morcombe House. This is at a time when there is no listing of any kind for Railway Cottages, which were clearly still uninhabitable. Stalley may have worked on the railway (others of that surname are listed as engine drivers in the 19th century), but it is by no means certain. Was this the same house as the original Morcombe House, or part of the same house, or some sort of prefab erected on the site? It has not as yet been possible to find out. Albert Stalley is last listed in No. 124 in 1960. The building, whatever it was, is listed as unoccupied in 1962 and 1964 and thereafter not mentioned again. In 1966 the site was certainly empty. In 1982 when the whole site was up for sale, the District Valuer and Valuation Officer (Cambridge) wrote: 'There is a parcel of undeveloped land known as the site of 124 Mill Road which at present is covered with scrub' (see Appendix IV, document 4).



Figure 39 - Photographic survey, 1978 (CC)

Figure 39 shows a corner of the plot in just such a condition.

Railway Cottages

In the 1948 directory there is no reference after No. 124 to any building on the west side of the bridge. Presumably the Cottages were unsafe for habitation? There is however evidence that at some point in the 1940s there were extensive repairs at least to Nos 130

²⁵ No directories seem to have been produced during the war years, and when Kelly's directories resumed publication after the war house names were no longer given.

and 132. In 1982 the District Valuer wrote: 'Nos 130 and 132 were rebuilt about 40 years ago, following war damage' (Appendix IV, document 4).

Frank Dixon, whose account of the bombing was quoted in the previous section, says: `After the war finished I was plumbing and we did work on the houses in Mill Road that were damaged.'²⁶

The context implies that this was work on the Cottages. — These post-war renovations were clearly not to the same standard as the original build, as the letter quoted in the next section implies.

126-134 Mill Road

A letter dated 16 August 1964 from architects Cambridge Design to the CHS states:

We consider the advice of a structural engineer is necessary for the above project. This is because the two houses reconstructed in 1948 after the War Bomb damage were rebuilt using 'Strammit' straw board type partitions on either side of the stairs enclosure in the middle of each house. The effect of using this material is that these partitions are no longer load bearing – unlike the three older houses, which have load bearing walls in the same positions. (CHS papers).

The other three houses are described as 'older'; no mention is made of their condition. It is impressive, and fortunate, that at this date – around 1948–50 – the Railway Board, which still owned the property, did go to the trouble and expense of this reconstruction work instead of merely demolishing the damaged part, or indeed the whole of the building. Had a different decision been taken about Morcombe House?



Figure 40 – Corner butcher's chop and Inverness Terrace Morcombe House has been demolished by the time of this undated photograph

In Kelly's Directory for 1953 all the Cottages are occupied:

-

²⁶ 'Frank Dixon WW2 People's War': this is an online archive of wartime memories contributed by members of the public and gathered by the BBC. The archive can be found at bbc.co.uk/ww2peopleswar.

126	WINCH, Ronald L
126	JAMES, Alfd
128	LORD, Jas, Rt
128	CURTIS, Percy R
130a	CARRINGTON, Percy
130	DAY, Hy, Geo.
132a	CLAYTON, Wright
134	BARRETT, Milton A
134a	LANE, Wm Harry

Names to note are Winch and Curtiss. An H G L Winch was living in No. 126 in 1940, and Percy Curtiss was living in No. 128 at the same date. These are the cottages furthest from the track and the bomb damage. Maybe the directories had been in error, and some of the cottages had indeed been in occupation throughout the period from 1940. Both the older Winch and Percy Curtiss had been listed as LNER servants before the war; after the war occupations are no longer listed.

City Council Acquisition 1966



Figure 41 – Inverness Terrace and Railway Cottages, 1960s? (Suzy Oakes Collection)

By the early 1960s, Cambridge City Council had ambitious plans to widen Mill Road Bridge and the road itself, and to make a new road link to the Newmarket Road. To further this aim the Council bought up much of the property on either side of the bridge. The proposed electrification of the railway also required a higher bridge to allow for the electric cables.

The map shown in Figure 42, which presumably accompanied the Conveyance Schedule of the sale of the Cottages, shows the now empty site of Morcombe House, the five Railway Cottages, two cottages in Inverness Terrace, the terrace of cottages on the Romsey side of the bridge (Measham Terrace) and a row of houses on the west side of Great Eastern Street, where the car park is now. The map is dated 18 October 1965.

The conveyance document (see Appendix IV, document 1) mentions a sum of £21, 420 which seems to have been the total price for all these parcels of land.

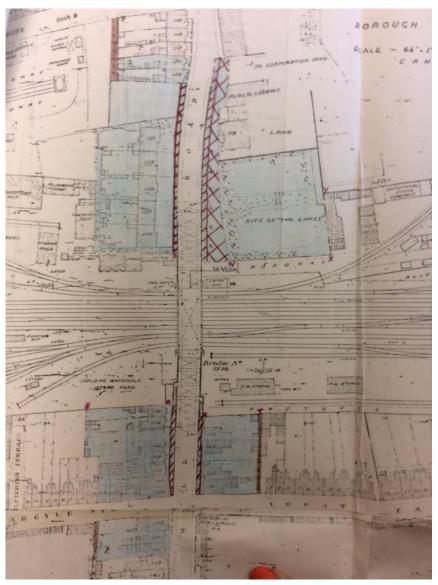


Figure 42 - Schedule map for development of bridge, 1965 (CHS papers)

1Whilst, presumably, these negotiations were taking place, Muriel Halliday moved into No. 134. It is clear from what she says that until the City Council took over as landlords the cottages were still tied accommodation for the Railway.

When Bill Halliday came down to Cambridge following the closure of the Edinburgh–Carlisle rail line in 1964, he came to live next door to me at my aunt & uncle's house. This was because my father worked as a train driver in Cambridge and Bill was a fireman.

When we got engaged in July 1965, we started looking for somewhere to live in Cambridge and my husband-to-be was offered 134 Mill Road in November of that year. It had been empty for a time and we were allowed access to decorate and furnish prior to our wedding on 26 March 1966. However, the Council took over the running of the parade of houses on 25 March 1966, so we paid rent to the Railway Board as from the beginning of March to ensure we could continue in the tenancy!

Basically, it was half a house, sharing the front & back doors, hall, stairs and landing with No. 134a. Entering the front door, there was a door into the front room, stairs to the right of the hall leading to the upper floor, and towards the rear a door leading into the kitchen/dining room. Upstairs, two doors led off the landing. No. 134a mirrored the location of the rooms.

The front room was a nice size (probably about 12ft x 12ft) with a tall leaded-pane window overlooking the small front garden. Floor-to-ceiling cupboards filled the chimney breast gaps either side of the open fire – the only heating in the house. The room was large enough for our three-piece suite and a sideboard, and had a carpet on the floor. A door in the middle of the back wall led into the kitchen/diner with a blocked-up fireplace, butler sink on the wall with a cold water tap. Hot water was provided by a geyser over the sink. My parents bought us a Hotpoint twintub washing machine as a wedding present (a compromise for only having thirty-two guests at our wedding!), and the fridge was purchased with my first month's salary after the wedding. We had a dining table and four chairs and one of those cupboard units with sliding doors and a pull-down table!! Linoleum covered the floor.

I seem to think the hall, stairs and landing were plain wood, and my neighbour, Hazel King, and I shared the cleaning of those areas. Upstairs the front bedroom was furnished with a double bed and three-piece bedroom suite and a blue carpet on the floor. We couldn't afford to furnish the back bedroom to start with, but eventually had twin beds in there and turned it into a nursery when our elder son was born in February 1967. As the front doors were never locked, we had Yale locks on all the internal doors!

Outside, the garden was used as a vegetable patch with the toilet at the bottom – very cold in the winter! My husband ran an electric cable down to provide light. I hated using that toilet as rats used to run around the garden – the King boys used to chase them (and sometimes kill them!) with a spade! There was no bathroom in the property, and we used to either go to the Public Baths on Gwydir Street, to my parents in Ely, or the *White Swan* on Mill Road to have a bath. We were great friends with George and Kay Gilbey, the landlords there, who were godparents to our second child. We used to work behind the bar, which was good training for our next home/job – *The Rose and Crown* on Newmarket Road.

Although none of the windows were double-glazed, the traffic never bothered us as there were many fewer cars, buses and lorries on the road then. As I had always lived near the railway line in Ely the trains going past in Cambridge didn't bother me – a goods train would rattle through about 1.30 every morning but I would only hear it if my husband had just come in from a shift or my son was screaming for his feed!! Mind you, I sometimes had to do the washing twice as smuts from the steam trains could mucky them up depending on the wind direction – diesels were coming in by then, but there were still some steam engines, particularly in the shunting yards.

When we first got the house all the neighbours worked on the railway. Terry & Hazel King and their 3 children lived at 134A and I think the older couple in the ground floor flat on the other side (one of those rebuilt after the bomb destroyed the old houses) were called Durham or Dunham but I may be wrong. I have little memory of other people who lived in the row, other than a lady named Ann who moved into the first house from the entrance path with her family after the Council took the houses over. Her daughter and my son were of a similar age.

With the house no longer being tied to my husband's employment, he left the railway in May 1967 and we moved into *The Rose & Crown* on 8 October.

My cousins Derrick and Aileen Woodroffe had also lived at 134a Mill Road (they are both my first cousins – one from my father's side and the other from my mother's!. I spoke to Aileen and she seems to remember they moved into that house in late 1962 and moved to Ely in early 1964. Derrick was working in the shunting yard in Cambridge at that time. She remembers that the Kings lived at 134a even then, but I seem to think they moved to Mowbray Road sometime after we left as with two boys and a girl they needed a bigger house.

Mill Road was a lovely place to live at that time with such a variety of shops that you need never go into the city centre if you didn't want to. Although most births were at home at that time my elder son was born in Mill Road Maternity Hospital because we had no bathroom at 134a.



Figure 43 – Muriel Halliday in front room of No. 134a (photograph courtesy of Muriel Halliday)

Muriel Halliday is shown in Figure 43 with son Ross and dog Dinky in the interior front room of No. 134a with the 1889 bridge railings just visible through the window.



Figure 44 – Interior view of No. 134a front room showing fireplace and built in cupboards (photograph courtesy of Muriel Halliday)

The cottages remained tenanted with at least one resident, Cyril Gotobed, housed there from 1964 to 1972; it is not known whether he or any of the other tenants were still employed by the railway. From 1968 to 1975 (after which there are no more records) No. 128 is formally listed with one of its occupants living in 'flats'. Previously, though there were clearly at times at least two families living in the same cottage, the word 'flat' was never used.

After their acquisition, the City Council used the Cottages for temporary emergency housing, and there followed, because of the planning blight the road scheme engendered, a period of gradual but serious decline and neglect, though the property continued to be legally inhabited until some time in the late 1970s or early '80s. A letter of 9 September from the Chief Executive and Town Clerk of Cambridge, G G Datson, to Rhodes James MP states (Appendix IV, document 6):

The Council acquired the properties, which were Railway Cottages, many years ago as part of a proposed widening scheme for Mill Road Bridge. The properties were used as temporary accommodation over a number of years. Gradually over the years the properties became unfit, and the Council felt constrained from spending money on the properties in view of the blight which existed.

Cindy Atkinson was a tenant who shared her memories of this period on the Mill Road History Project's Facebook page in June 2015. It is interesting to note that the original internal structure of each cottage was the same as it always was, and that there is still no internal toilet. Her brave testimony shows the poor conditions she and presumably all other tenants had to endure:

I lived at 125 my friend Janet Bacon lived nxt door they were temp council according to the council, but turned into 4 yrs. I had a new born and we had to put up with noise from the bridge being rebuilt!! so got ringside beds!!

Inside I had a 2 up 2 down, another couple had the other half of the house communal staircase to upstairs bedrooms we were told when we moved in it was only for 3-4 months max 4yrs later we got moved.

Rooms were large with built-in cupboards in wall nxt to chimney a tall 4/5 shelf then a smaller one underneath with 3 shelves on each side of fireplace.

Windows were a pain to wash as they were leaded and very tall.

Push door through to kitchen big butler type sink under the window with only cold tap and an 3pint ascot water heater for the only hot water in the house no bathrooms or inside toilets, the toilets were at the bottom of the gardens which froze every winter and were non flushing, so had to fill the bucket of water to flush, great. also at the bottom of the garden was a woodyard, so at night you couldnt sleep because of the rats and mice under the floorboards.



Figure 45 - Demolition of Mill Road bridge (CC: CEN 3 March.1984 retrospective article)

The above photograph showing the demolition of the bridge (with the chimneys of Railway Cottages visible over the bridge on the left) gives some idea of the disruption Cindy Atkinson describes.

Sale of 126-134: Acquistion by the Cambridge Housing Society

When the new bridge was completed in 1982, the Council was anxious to bring the property back into use as housing again despite the fact that at some point in 1981 squatters (see below) had already moved into Nos 126, 130 and 134 and considerable damage had been caused. This was the period when The Kite district in Cambridge was being redeveloped and there was a recognition that very many people would be in need of rehousing. It was also the period when the Argyle Street Housing Co-operative was in development. The Council did not have the resources needed to undertake the necessary improvements, so in September 1982 the properties were offered for sale on the open market with a view to their being converted into accommodation for low-income groups.

The properties were offered as '126–134 Mill Road and the site of 124 Mill Road' (Appendix IV, document 3), and were described as:

A terrace of five Victorian houses with considerable potential.

Numbers 126, 128 and 134:

Each house has four ground floor and four first floor rooms, except for No. 134 where a partition wall at first floor level has been removed.

Numbers 130 and 132:

Each property is currently divided horizontally into two self-contained flats, each comprising kitchen, living room, two bedrooms and bathroom.

The property was valued at £80, 000. The letter from the District Valuer dated 20 October 1982 quoted in previous sections (Appendix IV, document 4) is worth quoting extensively again, as it describes something of the exterior and interior of the houses at this point in their history:

SITUATION AND DESCRIPTION:

... The ground level of the land is below street level at all points where it fronts Mill Road and the boundary is marked by heavy iron railings on a concrete plinth, thus excluding any vehicular access.

ACCOMMODATION:

The houses originally provided 5 separate units which have been adapted into several flats and maisonettes. Because of present circumstances attaching to the property it is not possible for this accommodation to be defined but generally each house contains 4 rooms on the ground floor and 4 rooms on the first floor with limited plumbing facilities.

RFPAIR:

The property has been allowed to fall into disrepair and it is observed that two or three of the substantial chimney stacks are leaning, roof slates are broken and missing, original window frames have been replaced and panes of glass are broken. Generally, there is much damp penetration and consequential damage to internal finishes.

OCCUPATION:

The property is offered with vacant possession, although at the date of my inspection, one property is occupied by tenant of the Council and the remaining properties are occupied by squatters.

PLANNING:

... With regard to the undeveloped plot at 124 Mill Road Cambridge, [...] I understand that the Council would prefer this land to be left as open space.

In the context of the limited green space in Petersfield in 2015 this last sentence is an interesting one. It is also interesting to note the euphemism in the second paragraph: 'Because of present circumstances attaching to the property it is not possible for this accommodation to be defined ...'.

In 1982 the CHS entered into what were to be extensive and often frustrating negotiations to purchase the property and convert them into accommodation for single young homeless. Some relevant document from among the CHS papers are to be found in Appendix IV.

What is worth noting here is that at one point the Cottages again came under threat of demolition when the Department of the Environment argued repeatedly that the proposed rehabilitation scheme by the CHS did not represent 'value for money' and that a new build on the site would be preferable. Had this been accepted, Railway Cottages as they are today would have been demolished. A new building might have looked something like the block of flats at No 124. Luckily a change of opinion reprieved the building again.

The negotiations were of course private but the issue of the squatters was very much in the public eye.

Squatting in Railway Cottages: 1981-84

Squatting was not uncommon in Cambridge and in other British cities in the 1980s; in Cambridge it was certainly exacerbated by the redevelopment of the Kite district. There are differing opinions about the squat in Railway Cottages, but the most probable scenario is that those who initially lived there were, as was the case for many squatters in the Kite, in need of, and actively searching for, legal tenancy, but that as time went on less responsible people moved in and took over.

There was certainly a move by the occupants to try to persuade the Council to consider their case to take over the property themselves, either as a Housing Co-operative or by becoming part of a CHS scheme. They sought alliance with the London-based headquarters of the Co-operative Housing Society, and with the nearby Argyle Street Housing Co-operative whose letterhead they used. Their case was that the CHS planned to use the property for accommodation for young single people and they were precisely such people themselves. In a letter of 4 December 1982 (Figure 46, below), they stated that they also had the willingness and expertise to renovate the property themselves.

Currently the pool of building experience amongst us includes plastering, rendering, wiring, carpentry, roofing, brickwork and plumbing. One of us also holds a BA in architecture.... The limited nature of the work undertaken so far, on our own initiative is due to lack of material resources, not willpower or ability. (CHS papers)

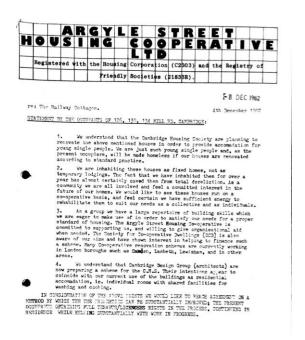


Figure 46 - Letter of 4 December 1982

This correspondence and other papers about the squat can be found in Appendix V.

Their case was not successful, but even though notice to quit had first been issued in December 1982 matters were protracted, and the situation and the state of the property declined.

'City's Sin Bucket'

A notice to quit must clearly have been re-issued sometime in February 1984, as a letter from the City Secretary and Solicitor dated 1 March 1984 states: 'I understand from those instructing me that within the last week steps have been taken to put into effect the necessary temporary repairs to the property including bricking up all points of entry to prevent access by squatters.' However at a hearing, presumably on 21 March, to confirm the eviction order Judge Garfitt 'put the plight of seven squatters above a city council scheme and [gave] Cambridge planners a headache'.



Figure 47 - Judge Garfitt's comments (CEN 22 March 1984)

Judge Garfitt, surprised at the way things had been handled, unexpectedly granted the squatters a period of reprieve in which to seek alternative accommodation. The report is intriguing in that the Council's Solicitor Mrs Katherine Davy who found the judge's action 'shocking' claimed that 'the Council had not known that the squatters were living there for the last eight months.' Judge Garfitt

expressed great surprise and said there was no way he could grant the Council an immediate possession order in the light of this. 'The Council employ workers to maintain this property and public safety. What were they doing to discover these people?' Defence Solicitor Mr Richard Hurst who told the court he was not being paid for his services said the situation was ironical. 'These homeless people are being thrown out so that this building can be turned into a home for the homeless.'

Mr Hurst was here making the same point that the squatters had made themselves some two years earlier. A photograph of some of the squatters was included together with a comment piece in which a social worker dramatically rechristened the Cottages as the 'City's Sin Bucket'.



Three of the squatters . . . Annie Zimmermann, Russell Spall and Vaughan Ingham.

Figure 48 - Squatters (CN 22 March 1984)

The comment piece is ambivalent in tone but is worth quoting at some length:

The row of Cottages by Mill Road Bridge, described by a Cambridge social worker as the 'city's sin bucket', were once attractive homes.

The terrace was made up of pleasant red [sic!] brick houses with gabled roofs and large windows, bordered by well kept gardens.

Now the windows are bricked up, the garden is a wilderness of weeds and tin cans, and the walls show only the attentions of local spray paint artists.

Inside the story is worse. Candles light the damp rooms, fires made up of wood found around the city give some heat, and empty bottles and baked beans congealing in half opened cans are the remains of countless unappetizing suppers.

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This is "home" for six or seven people who have no jobs, no family ties and nowhere else to

By Carmel Fitzsimons

The cottages are the centre of a raging debate which involves the city council, social services and many other "help" agencies.

The city council, which owns the buildings, has not used them for two years.

In that time the damage of wind and rain and lack of maintenance has made the terrace virtually uninhabitable.

Pay day

This week the county court gave permission for the city council to remove these people so that the buildings can be sold.

The figure quoted for the property is in the region of £80,000 and the buyer, The Cambridge Housing Society, intend to create accommodation for homeless single people.

in the meantime the homeless people who live there will have to collect their few personal belongings and move back onto the streets.

The nuns in Bateman Street give them sandwiches every morning, and rubbish bins at supermarkets provide out-of-date food which can make supper.

Thursday is "pay day" from the Social Security and some of the squatters buy drinks, while others buy books. Some of them are well educated — one of the tenants of the Railway Cottages was a chartered accountant, another a Merchant Navy officer.

The city council is concerned to complete the sale of the houses in this financial year for interest and tax reasons.

They do not have any obligations to the squatters and will not be re-housing them.

When the squatters approached the housing department they were told there was a two-year waiting list By then the new home for the homeless on the site of their former squat should be ready.

Figure 49 - Squatter comment piece (CN 22 March 1984)

Memories of the Squat

The article is written to give a lurid picture, but other testimony gives evidence of extensive damage to the property. Jon Coe (Appendix III(e)) remembers that every other beam was taken out of the ceiling to burn in the fireplaces, which were then open and the only source of heating. Rocco of Rocco's Bikes in conversation with Caro Wilson in June 2015 remembered 'visiting friends in one house when there were no staircases and to get from one part to another you had to climb out onto the roof and then back in again.'

Posts on the Mill Road History Project Facebook are mainly positive:

[Susan Toft:] I remember when a brilliant artist known as Xenia painted the doors just after people left when the council paid thugs to smash windows to get squatters out & before they did them up. Early 80s.

[Frazer Hogg:] I remember going to 'blues parties' there in the early eighties. 81 or 82.

[Derek Smiley:] went to some great all night parties there in 74–76.

[Harvey:] I remember a few friends staying up there early 80's/late 70's. Was all a bit druggy, used to go there after the Midland Tavern (Winston) turfed us out at 11pm. The end house had a huge cable reel as a table.

What is certainly true is that when the CHS finally took possession of the vacant property in late 1984 there was much work to be done. Letters in the CHS papers attest to damage further than that recorded by the District Valuer two years before. One from John Fawcett of Cambridge Design, dated 15 August 1984, states:

I would also draw attention to the fact that additional works have become necessary since Project Approval stage due to the effects of flooding, vandalism and fire damage.

Another from the CHS to the City Council, dated 2 September 1984, remarks:

Additional works required are directly due to the period when the properties were vacant and/or squatted with the resulting damage caused by vandalism the fires on the upper floors and the fact that three of the properties suffered from weather penetration during most of last winter.

CHS Renovations

Quite late in the day, in January 1983 a letter from the then Director of Social Services expresses anxiety about the proposals, an anxiety likely to have been fuelled by memories of the squat (Appendix IV, document 7):

Some concern was expressed about the concentration of young people with problems in Mill Road and I should be grateful if you would confirm that the places in the flats which you propose to provide in the remaining portion of the premises, and in a possible new build scheme on the site of 124 Mill Road, will be allocated from your 'general' waiting list and will not include a disproportionate number of very young people. It would be unfortunate if the area became 'overloaded' with rootless youngters.

There was also an intriguing proposal from perhaps another department of the City Council's Social Services Department, before the building work began, to make a temporary City Farm on the site, presumably making maximum use of the empty ground on the Morcombe House site, but nothing came of the plan and building work began in April 1985, nearly three years after the properties had first been put up for sale.

Figure 50 shows the map of the properties that had been purchased, and shows the empty site of 124 Mill Road, the old Morcombe House site.

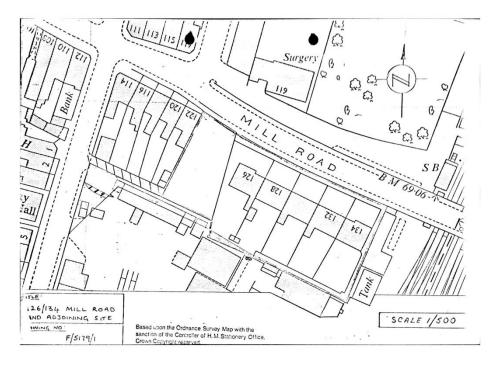


Figure 50 - Site map (CHS papers)

Plans for eight flats at No. 124 had already been drawn up by the architects Cambridge Design for that site:

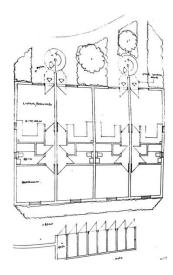


Figure 51 - Cambridge Design plans for No. 124 (CHS papers)

Further plans amongst the CHS papers show the renovations planned for Nos 126–134, the old Railway Cottages, though the drawing is not clear.

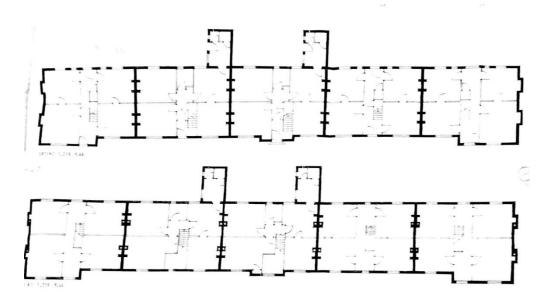


Figure 52 – Cambridge Design plans for Nos 126–134 (CHS papers)

The Cambridge Evening News welcomed the restoration:

Derelict houses being Rebuilt

RENOVATION work costing £250,000 is under way on a row of derelict houses at 126 to 134 Mill Road Cambridge.

The houses were bought by the Cambridge Housing Society after lying derelict and used by squatters for the last three years.

Emergency

The cost of the work, which is expected to be completed by December, is being met by Cambridge City Council which previously used the Victorian railway workers' cottages to provide emergency housing for young homeless families.



Figure 53 - CEN 27 April 1985

In September of the same year, the new renovation was celebrated as part of Mill Road in a special Mill Road Supplement: *Down Mill Road: The Cosmopolitan Street with Variety and Style.*

For example gone is the unsightly graffiti on the railway bridge. Now bright imaginative murals provide an amusing landscape for passers by. And as shoppers cross the bridge, instead of derelict buildings they can see the attractive development for Cambridge Housing Society that is creating eight flats and 13 bedsits out of a fine restoration project. [...] The mellowed brickwork of these buildings being restored for Cambridge Building Society [sic] now provides a pleasing view from the railway bridge.



Figure 54 - CEN Supplement 18 Sept 1985

Launch and Early History of Railway House

Earlier in the year, the CHS was making plans for the management of what would now be known as 'Railway House', the central portion of the old railway cottages. Nos 126, 132 and 134 are used as CHS flats as are the eight flats on the 124 site; they are all managed

differently.



Figure 55 - Railway House Association launch (CEN 6 June 1985)

Railway House was opened by Rhodes James MP on 3 April 1986. It was completed and occupied in May 1986.



Figure 56 - Plaque over door of Railway House (Caro Wilson, 2015)



Figure 57 - Rhodes James and CHS staff (CHS papers)

The *Cambridge Evening News* welcomed this new facility in an article of 15 March 1986 shortly before the opening ceremony. The article tells the stories of some of the residents and also clarifies the status of the 'end' cottages:

The Society is retaining two blocks at either end of the row of cottages which are being converted into four one-bedroom flats for young couples at a £17-a-week rent and four bedsits for single people at £15 a week.

One resident said: It's a bit posy isn't it? It's all Habitat stuff but we're getting some stuff up on the walls. It's a bit better than I thought.

The then manager, Mr Grainger, said: We have taken a long time and done a lot of talking to get this place accepted as a community asset – because I believe these people have a lot to offer the community.



Figure 58 – CEN 15 March 1986

Things did not go altogether smoothly. There was a minor fire on 15 February 1987, which still warranted an article in the *Cambridge Evening News* the next day:

A hostel for young homeless people in Cambridge was evacuated in the early hours of the morning when fire broke out. [...] it was confined to a downstairs common room in Railway House in Mill Road where a section of flooring and skirting board were destroyed. The alarm was raised by a resident, who smelt smoke, woke the others, and called 999.

A spokesman for the Fire Brigade said 'There were one or two blue lips by the time we got them back inside.'

There were somewhat more serious problems with management, but these were quickly resolved as Jon Coe (part-time manager in the late 1980s) explained:

When CHS bought the property in 1986 it was first run by an independent trust: the Railway House Trust. Things went well for about a year but then ran into serious difficulties with a bad manager and trustees who, though well intentioned, had little or no experience of managing a hostel for teenagers. It reached a stage where there were only three residents and one member of staff, who was finding it impossible to cope. 'Things were getting a bit out of hand.'

Jon, who had worked with Rev Allan Dupuy at Winston House, was approached and asked to help out and take over as manager. He was living at the Argyle Street Co-op at the time. He said 'I'll do it for three months but I don't want to do it long term as I want to run my own business'. He ended up staying for many years on a part-time basis.

There was a complete change of staff, and the number of residents was quickly built up again as the referrals were constant. Residents at this stage had complex needs, but responded well to Jon and the staff running the place as a therapeutic community along the lines he'd found effective in previous settings, with regular community meetings to sort out all issues and discuss personal problems. Residents were aware of the regime before they were admitted. 'We have a meeting every Monday evening; if you can't agree to make a meeting every Monday don't move in.' The age range was 16–18 and there was a time limit for residents of about twelve or eighteen months after which they moved on to other residential settings. Things quickly got back to an even keel with lively residents and committed staff who all embraced the ethos of looking after each other.

Jon has happy memories of the place and his time there. 'It was lively and fun and running well' (See Appendix III(e).)

Present Day (2015)

124A-H Mill Road



Figure 59 - Front of No. 124 (Caro Wilson, 2015)

Figure 59 shows the Mill Road frontage to the flats at 124 Mill Road, the site of Morcombe House. Doors can be reached by flights of steps; storage sheds are provided.



Figure 60 - No. 124: entrance to some of the flats (Abdi Osman, 2014)

The 'back' is accessed through Devonshire Road through the car park that services the flats and Railway House.



Figure 61 - No. 124: rear of flats (Caro Wilson, 2015)

Each flat has a living room at the back overlooking the car park and small garden, a bedroom on the Mill Road side, and a kitchen and bathroom in the middle section.

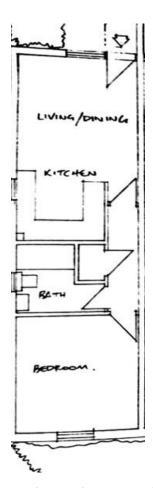


Figure 62 - Plan of typical flat, No. 124 (CHS papers)

Linda Ridgeway, current resident of the flats and part time employee at Railway House, says:

I love living here because I've got everything near me I need, shops, pubs everything, and the job's just a walk away and that's the same for my partner. I've lived here for at least seven years, and I've no intentions of moving any time soon.

Linda has been active in helping with the garden restoration project (see below) and other areas of community engagement.



Figure 63 – Linda Ridgeway, current resident of a flat at 124 Mill Road, outside her garden door (Caro Wilson, July 2015)

126, 132 and 134 Mill Road

These sections of what was Railway Cottages have also been converted into flats and bedsits. The old 'two-up-two-down' arrangement with a central staircase has gone, and there are a variety of different kinds of accommodation provided.

TF, now (2015) aged 80, lives in a flat in one of the end sections with a kitchen/living room, a bedroom and bathroom. He came over from Dublin with his family as a child and remembers his father showing the children Railway Cottages in about 1948 when the bomb damage had been made good and they were still accommodation for railway workers. He recalls them as very smart. TF has led a life full of travel, mainly with the army, and since his return to Cambridge has lived in various parts of the city, working as a welder for some time in Newnham Mill. He has lived in the flat for some fifteen years and seen many changes in Mill Road.



Figure 64 – TF, resident of a flat at 126 Mill Road (Caro Wilson, August 2015)

Graham Main, a former resident of Railway House, now lives in a flat at the other end section of the Cottages.



Figure 65 – Graham outside his front door, 130 Mill Road (Caro Wilson, August 2015)

Graham commented as follows:

I moved in to Railway House in summer 2010 and I lived there until winter 2011 when I moved over to 120 Mill Road while it was still being run by Railway House and I lived there until June 2013. I moved into my current home in June 2013. I've lived in the area for five years now. The reason I like the area is because everything I need is close or easy to get to: shops, pubs, my work and if I need to go further afield then I'm close to both the bus station and the train station.

Graham described his present flat as consisting of a bed room *cum* sitting room, a kitchen and bathroom, with hallway.

128 Mill Road: Railway House

Figure 66 shows the current floor plans, which differ somewhat from initial plans of 1984.

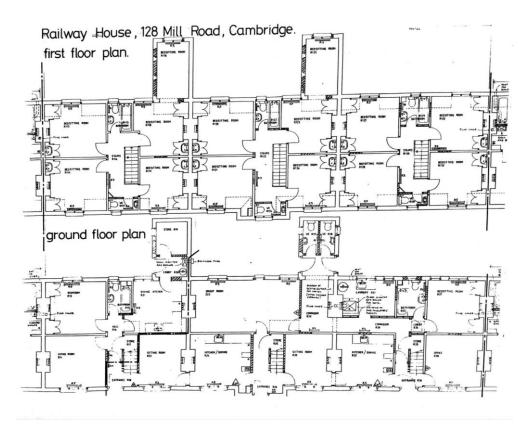


Figure 66 - No. 128: current first-floor plan (CHS papers)

Railway House provides accommodation for young single homeless people aged 16–21 with low-to-medium support needs around independent living. It has twelve bed-sitting rooms and sleeping quarters for a member of staff.

Figure 67 shows the present back with extensions dating from the 1984 renovations:



Figure 67 - Nos 124-134 rear with post-1984 extension (Caro Wilson, 2015)





Figure 68 - Nos 124-134: office and kitchen (Caro Wilson, 2015)

There is testimony to the good work done by Railway House and its staff from the 1990s. The anonymous correspondent quoted here found life tough to begin with, but concludes by paying eloquent tribute to the community there:

Life has been a real struggle but finally things are going well and I have found peace and moderate happiness. I don't know where I would be today without the help and support of living at Railway. It taught me independence and self-worth. I have kept in touch with a few people who also lived there at the same time which is nice as they are like my second family. I am immensely proud of the history of the house and have lots of good and bad memories there, but it was a huge part of me accepting my past and preparing me for the big world. [...] It still feels like yesterday. (Reproduced with permission from the correspondent.)

James, a more recent resident, now living in one of the end flats, shared his experience by writing for the summer 2015 issue of the *Mill Road Bridges Newsletter*:

Before I lived at Railway I was registered homeless; bouncing around hostels and B&Bs on Job Seeker's Allowance and on bail from court. Staff helped me update my CV and fix relationships with my family. I got a job as a kitchen porter in a local pub that just opened. Staff at Railway helped me get involved and take charge of resident activities and trips, which also grew my confidence. It also helped me make new friends and make the place feel more

like home. Since then I have settled into a flat, got a promotion at work and am still getting involved with lending a helping hand at projects run by Railway House. I am also paying for myself to go back to college with dreams of setting up my own business.

James has been an active participant in the Dig for Victory Garden Scheme of 2015 (see below) and has also, with Louise Chilvers, member of staff at Railway House, taken the lead in creating a community garden in what was a neglected and rubbish -strewn area of the car park.





Figure 69 – Corner of car park before restoration. (photographs courtesy of CHS)



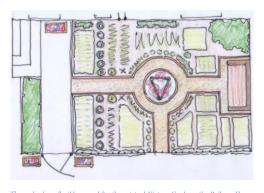
Figure 70 – Louise Chilvers in community garden between railway track and Travis Perkins border (Caro Wilson, July 2015)

Community Project 2015

In January 2015, with support from the Mill Road History Project and other Mill Road community organisations, staff, led by Louise Chilvers, and residents, applied for a County Council grant to commemorate the 75th anniversary of the Armistice. The project for which they sought funding, in commemoration of the building's history, was to turn a section of back garden into a recreation of a 1940s 'Dig for Victory' garden and they began to work with the Mill Road History Project, with Keith Jordan of the Romsey Gardens Society and with local landscape garden designer Kate Collins.

Railway House Victory Garden

Inspired by the 'Dig for Victory' theme, this decorative allotment garden will be a focus for Railway House residents - for growing, making, meeting and relaxing.







The garden has a flexible, functional design, with the essential ingredients of a sunny corner, a bench, some pretty pots, flowers and earth to dig.

The simple structure will be attractive throughout the seasons and could be adapted to suit the ideas and needs of future Railway House residents.

Like the original Victory Gardens, the Railway House garden will have a domestic, 'homemade' character. The paths are compacted earth with brick dust and timber edging: the bench is made by friends of the group and the plants are donated by Romsey Garden Club.

The residents have so many ideas - sweet peas growing up and along the fence: french beans on a tripod in the centre, an archway entrance, retro signs .. this will be an inspirational and therapeutic project for years to come.



Figure 71 – Design for Railway House Victory Garden (Kate Collins, January 2015)

(The thumbnail photographs bottom left show a resident and member of staff in the garden plot before work began.)

Thanks to staff efforts more funds were raised and help given by a team of volunteers from Lloyds bank. Residents and staff worked energetically with the unflagging assistance of Keith Jordan.



Figure 72 – Initial Victory Garden dig with Karen Howes on left (Caro Wilson, May 2015)

The project received some coverage from the press:



Figure 73 - CN 23 May 2015: Abdi Osman, resident, Caro Wilson, Keith Jordan, Laurence Hobson, staff

Enthusiasm grew and more sections of the neglected perimeter of the car park were cared for and developed.



Figure 74 – Linda Ridgeway, resident of flat at No. 124, in wildlife garden, July 2015 (Caro Wilson)

Meanwhile residents and staff were helping Caro Wilson of the Mill Road History Project to research the building's rich history with generous help from the head office at CHS.



Figure 75 – Research at CHS office (Caro Wilson, April 2015)

This report could not have been produced without their participation and support.

Event at Railway House August 28th 2015

A 1940's themed tea party was held behind the building on August 28th 2015 to celebrate completion of the Dig for Victory Garden and to bring together all who currently live in 124-134 with the wider Mill Road Community.



Figure 76 – Invitation : Designed by Jon Foster

Residents, staff and Mill Road volunteers were engaged in all the planning and preparation for the event, putting the finishing touches to the gardens, and making the cakes for the tea. Residents also helped set up a small exhibition which told the history of 124–134 Mill Road. Additional material was loaned by the Cambridge Collection and the Museum of Cambridge.



Figure 77 – Nicola getting the tables ready (Caro Wilson)



Figure 78 – Keith, Ashley and James at the 'Dig for Victory' garden

The 'Dig for Victory' Garden was looking at its best and was much admired by everyone.





Figure 79 - 'Dig for Victory' Garden (Becky Proctor)





Figure 80 - 'Dig for Victory' (Simon Middleton)



Figure 81 - Keith Jordan with book (Becky Proctor)

Figure 81 shows Keith Jordan, Romsey Gardens Club, with *Make your Garden Feed You* by E T Brown, the book bought from a Mill Road charity shop which inspired the project.

A central aim for the event was to welcome back to the building all who had shared their memories with the Mill Road History Project. We were delighted to welcome back the Simpkins family (Appendix III(c) and (d)) the Challis family (Appendix III(a)) and Muriel Halliday (see Post War section) who had lived at No. 134 in the 1960s and was delighted to meet the current resident James.



Figure 82 – Roger and Robin Simpkins with the Lord Mayor, Cllr Dryden (Becky Proctor)



Figure 83 – Muriel Halliday at back door of No. 134 with current resident, James (Caro Wilson)

Tea was served by local social enterprise group Turtledove and 1940s music was provided by the group Freddie and Friends. Keith Jordan led community singing, and members of the Lindy Hoppers dance group entertained the attendees and taught at least some of them to dance.











Figure 84(a), (b), (c) and (d) – photographs of the event (Simon Middleton and Becky Proctor)

More photos of the event, taken by Simon Middleton, can be found on: https://www.flickr.com/gp/sjm/Mb827t https://www.flickr.com/gp/sjm/Mb827t

Comments received after the event included the following:

Very nice to see so many young people interested in the wartime activities and involved in making a lovely exhibition. (Monica Smith, local resident and Mill Road History Project interviewee.)

I had a really amazing time setting the displays up making it look intersting. I loved speaking to the people that was in the war. I enjoyed everything. (Danielle F, friend of resident)

Community spirit brought back happy memories for Dad (C S) of the enjoyment of working a lifetime on the railway. A pleasure to meet old (literally) friends who also had plenty of stories to reminisce upon. A very enjoyable and lovely afternoon. (A S, whose father Cyril is a MRHP interviewee)

I've enjoyed the event today. It was a great experience for me. I have lived at 124c Mill Road since 1999 and have been a cleaner at RH for 8 years and met some lovely people. Thanks for a great time. (LW)

I enjoyed today was an experience for me. The set up was amazing and loads of pictures and leaflets to look and read about. Thanks for a really amazing day. (SS, RH resident)

Dear friends, We did not know what to expect at 128 when we received the invite. It surpassed our expectations. Good company, great hosptality and found new friends, Love (Vic, Muriel and Linda Challis)

The event received full page coverage in the Cambridge News of 2 Sepember 2015.



Figure 85 – CN 2 September 2015: report of the event

In Conclusion

On 8 June 2015 an evening session was held with staff, residents, members of the Romsey Garden Club and the Mill Road History Project. The session was led by Dean Parkin, poet working with the Mill Road History Project. Historical material was shared and by the end of the evening the following group poem had been composed:

Poem for Railway House

Still Here
She's chilled, she's calm
She's bricks and mortar
She's steam, she's diesel
She's electric
She's still here.

The bombs, the blitz,
With the baby in the cupboard
They're alive!
She's noise, she's quiet
She's never clean
She's stressed, a headache
But 'cos it's interesting
She's still here.

She's neglected, she's a shattered slate She's a chimney in the distance She's family, she's support She's hide and seek She's still her

A sin bucket, a ruin
A squat
She's getting back on her feet
She carries on, moving on
Sanctuary in a busy street.
She's still here.

Engine cleaner, Railway Servant, Train Shunter, Railway Porter Platelayer, Bricklayer, Signalman, Engine Fitter's Foreman

All Lived Here

Workshop with staff, residents and friends, led by Dean Parkin, poet with Mill Road History Project, 8 June 2015



Figure 86 – Roofscape at dusk (Abdi Osman, January 2015)

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APPENDIX I

124-134 Mill Road. Occupants 1851-1901

SOURCE	NUMBER	NAMES	OCCUPATION	NOTES
Census 1851	123?	HILL, John, 45 (widower) Jackson, Mary Ann 18 (daughter)	Railway porter Housekeeper	They appear in court case of 1854 as living in Railway Cottages
	124?	SPILLMAN, Herbert 32, Eliza 22 (wife), John, Sarah (children)	Railway Porter	
		SAUNDERS Charles 18	Shoemaker (visiting)	
	125?	PATMAN, James, 25 Alice, 30 (wife), William, (son)	Engine cleaner	
		WATSON Ann 10	Visitor	
	126?	MARTIN , William, 46 Elizabeth 37	Railway Porter	
		MARTIN, James 25 (son)	Millwright	
		CHANT, Charles 26 (lodger)	Millwright	
		HALL John 26	Railway Guard	
	127?	LOW, Thomas 25	Fireman	
		LOW Jane 23, Jane (daughter)	Laundress	
	128?	UNSWORTH, Thomas 26	Labourer	AB's Railway
		Margaret (wife) 21, Mary Ann (visitor), Charlotte, (sister)		Cottages
		TRIPLOW, Jane 24	Housekeeper	
	129?	WARD Benjamin 29, Esther (wife), George Frederick, (children)	Railway Porter	AB's Railway Cottages
		CANNUM, Frederic 22, Elizabeth (wife) Visiting	Cambs Police	
	130?	EDWARDS , Henry 31, Frances (wife) 29, William, Alfred (children)	Railway Porter	AB's Railway Cottages
		GILLYGOOD, William, 27 (lodger)	Bricklayer	
		Frances (wife), Charles (son)		
	131?	OXLEY, Jeremiah 39, Sarah (wife) 40	Railway Porter	AB's Railway Cottages
	132?	COTTER, John 37, Sabina (wife) 36, Charles, Valentine, Sidney	Railway Inspector	AB' s Railway

		(children)		Cottages
	133?	KILLERN, William 25, Sophia (wife) 26 Walton (son)	Railway Gatekeeper	AB"s Railway Cottages
Craven 1855		No mention of property or names above		
Cen1861		No mention of property or names above		
	37 MR	MANSFIELD Walter 31, Mary (wife) 29, Walter (son)	Carpenter	Folio 61A p. 85 see 1871
	Signal Box	BURGESS , Joseph		Folio 61B p. 85
	50 MR	MORRELL , Edward, Elizabeth, Frederick, William, Joseph, James, Thomas, Sarah, Henry	ECR Signal man	Folio 25A p. 444 ECR signal man See 1871
Morgan 1865		No entry		
Mathieson 1866/7		No entry		
Census 1871		Named as Railway Cottages		
	25 RC	MANSFIELD, Walter 40, Mary (wife) 39	Carpenter	
		MANSFIELD, Walter (son) 15, George (son)	Carpenter's labourer	
	26	DONALD, Joseph 31, Elizabeth (wife) 25	Railway servant	
		DIMOND, <i>Thomas 35, Elizabeth</i> (wife) , <i>Anne E . Oliver</i> (children)	Railway ticket collector	
	27	WATKINS , George 40 , Sarah (wife) 44, Jane, George, Charles (children)	Railway Goods Guard	
		WILSON, William (nephew) 13 WILSON, Samuel (nephew) 16	Railway telegraph messenger	
			Railway telegraph clerk	

	28	ELMES, William 46, Eliza (wife) 45, Jane, Arthur (children) BLACKETT. Edmund 41, Adelaide (wife) 30, Edward, Arthur (children)	Labourer on railway goods shed Locomotive foreman railway	Elmes in 1861 lived in Coronation St Listed as separate dwellings but with same number
	29 RC	BARRELL, George 39, Ann (wife) 44, George, Charlotte, John, Charles (children) FOUNTAIN, William 42, Ann (wife)	Ticket collector GER Railway Servant	Listed as separate dwellings but with same number
	Railway Gate House	MORRELL, Edward, 58, Elizabeth (wife) 56, Thomas, Sarah, Henry (children) MORRELL, James (son) 19	Railway signalman Railway Goods deliverer	Edward Morrell and family lived in 50 Mill Road in1861 Was this a separate building: how?
Constaller of a		No continue None of the plane		
Spalding's 1874		No mention. None of the above names listed.		
	Morcombe House	SCUDAMORE, Mary		
Spalding's 1878		Building not names (just after Cluny Villas and Inverness Terrace)		
	Morcomb House	CHANDLER, John SCUDAMORE, Mrs		
	25	MANSFIELD , Walter	Inspector on line	
	26	DALDREY, Mrs DARNELL, Joseph		
	27	WESTWOOD J and FARROW Edwd		
	28	LINDSEY, and BULLER, J		
	29	FOINTAIN, William BLACKETT, George MORRELL, A	Locomotive foreman Signalman	Morrells (but not A) were living in MR 50 in 1871
Spalding's 1881	1 Morcombe House	GIFFEN, William Robert SCUDAMORE, Mrs Mary A	Joiner School for young ladies	

	25	MANSFIELD, Walter	Carpenter	
	26.	PRESTON, John	Railway servant	
		DALDREY, Mrs Sarah Ann		
	27	BARKER, Alfred J	Railway porter	
		SIMPSON, George	Railway porter	
	28	BUTLER, William	Labourer	
		LINSEY, Thomas	Platelayer	
	29	BLACKETT, Edmund P	Engine fitter's foreman	
		FOUNTAIN, William	Engine fitter's foreman	Misspelling of
		WORRELL Edward	Railway signalman	Morrell?
Census 1881	Morcombe House	SCUDAMORE, Mary Ann 47, Edith Mary 15, John Walter 13, Claude Hamilton 11, Sidney Frank 9	Governess	
	25	MANSFIELD , Walter 50, Mary 45 (wife)	Carpenter	
		MANSFIELD, George (son) 17	Engine fitter's assistant	
	24	PRESTON, John 53, Jane (wife) 60	Railway servant	
		WALKER, Charles 20	Railway engine cleaner	
	26	DALDREY, Sarah Ann (Head) 43	Railway waiting room attendant	
		DALDREY, James William (son) 21	Railway porter	
		DALDREY, Sarah Ann (daughter) 20	Dressmaker	
		DALDREY, Louisa Agnes (daughter) 18	Dressmaker	
	27	BARKER, Alfred John (head) 26, Caroline Ann (wife) 25, Eliza Susan 5, John Robert 3, Alfred 1	Railway porter	
		SIMPSON, George (head) 28, Esther (wife) 24		
	28	BUTLER, William (head) 62	General labourer	
		BUTLER, <i>Elizabeth</i> (sister in law) 61	Laundress	
				<u> </u>

		BUTLER, Emma (daughter) 23	Laundress	
		BUTLER, Alice Mary (daughter) 20	Laundress	
		BUTLER, <i>Ellen</i> (grand-daughter) 16	Dressmaker	
		LINSEY, Thomas (head) 46	Railway porter	
		LINSEY,Harriet (wife) 45, Rosa, 24, George, 13, Arthur 10, Albert 8, Lydia 5, Florence 5 months	Laundress	
		LINSEY, Herbert John	Railway labourer	
	29	BLACKETT, Edmund P (head) 51, Adelaide (wife) 40, Ada Mary, 15	Engine fitter's foreman	
		BLACKETT, Edward (son) 19	Engine fitter	
		MEADOWS , Emma (cousin) 24		
		STEVENS, Eva Mary (neice) 5		
		FOUNTAIN , Ann (head ?) 59	Railway signalman	
	Mill Rd Railway	MORRELL, Edward (head) 68, Elizabeth (wife) 66	Railway signalman	
	Crossing	MORRELL, James (son) 29	Engine cleaner	
		MORRELL, Henry (son) 19	Railway porter	
		BURLOW, Ellen (grand-daughter) 4		
Spalding's 1884				Six cottages?
	Morcombe House	BRIGHT, William Richard	Station Master GER	
	25	MANSFIELD Walter	Mechanical foreman	
	26	PRESTON, John	Railway servant	
		Daldrey, <i>Mrs</i>	Manageress ladies' waiting room	
	27	BARKER, Alfred	Guard	
		BAVESTER, Reuben	Shunter	
	28	BUTLER, William	Railway servant	
		INCE, John	Platelayer	
	29	BLACKETT, Edmund	Locomotive inspector	
	30 ?	MORRELL Edward	Railway servant	

Spalding's 1887				Six Cottages?
	Morcombe House	BRIGHT, Wm	Station Master GER	
	25	MANSFIELD, Walter	Senr. GER railway mechanical foreman	
	26	DALDREY Mrs Sarah	Manageress ladies' waiting room GER	
		PRESTON John	Railway servant	
	27	BAVESTER, Reuben	Train shunter	
		BARKER, Alfred	Railway guard	
	28	INCE, John	Platelayer	
		BUTLER, William	Railway servant	
	29	BLACKETT, Edmund	Locomotive inspector	
	30 Gate House	COVILL. Edward	Signalman	
Census 1891	Morcombe House	BRIGHT, William 30, Ellen E (wife) 30, Arthur M 10, Sidney W 8, Mary E. 6, Victor. T (Son) 3	Railway Station Master	Change of numbers again.
		RICHES, Maria. (mother in law) 78	Living on her own means	
		CHAPMAN, Eliza 63	Living on her own means	
	80	MANSFIELD. Walter 60, Hannah 48		No children at home now
	82	DALDREY, Sarah Ann	Attending GER station	Contrast Spalding's below
		DALDREY, Sarah A 30	Dressmaker	
		DALDREY, Louisa 28	Dressmaker	
	83	PRESTON, John 63	Railway shunter	
		PRESTON, Jane (wife) 70	Railway shunter	Is this an error?
	84	NORTHFIELD, Charles 30, Ellen (wife) 28, Charles W. 9, Herbert G 7, Ellen E 5, Frederick 1		
		HOLM, Arthur (boarder) 23	Railway Cleaner GER	
		HORWOOD, William 31, Rebecca (wife) 26, William E 2, J. Henry, 8	Railway Engine	

	84	months	fitters assistant	
	86	LINSEY, Charles 26, Fanny (wife) 23, William 3	Railway platelayer	
	86	INCE, John 32, Sarah (wife) 30, Ada 8, Frederick 6 , Albert 3	Railway engine cleaner	
		INCE, Albert (boarder) 18, Florence (daughter) 10		Presumably Florence is John's daughter.
	88	PEAKE, Thomas 28, Ada (wife) 25, Stanley 1, Cyril 2 months	Telegraph linesman GER	
		BLACKETT, Adelaide (mother in law) 50	Living on her own means	
Spalding's 1891				NB change of numbers, only 5
	Morcombe House	BRIGHT, Wm.	Station Master GER	cottages again
	80	MANSFIELD, Walter	Sen railway mechanical foreman	Cottages not named as such.
	82	DALDREY, Mrs	Manageress ladies' waiting room	
	84	NORTHFIELD, Charles HORWOOD, William	Engine fitter's assistant	
	86	LINSEY Charles INCE, John	Railway platelayer Railway platelayer	
	88	REAKE, Thomas	Telegraph linesman, GER Extension Grounds	
Spalding's 1895				
	124 Morcombe House	HOLDICH, Frederick	Station Master GER	
	126	TYLER, James	Inspector Permanent Way GER	Named Railway Cottages
	128	DALDREY, Mrs S	Dressmaker	
	130	HORWOOD, William	Engine fitter	

		NORTHFIELD, Charles		
	132	LINDSEY, Charles	Platelayer	
		INCE, John	Platelayer	
		·	Flatelayel	
	134	CHAPMAN, Mrs E		
		MILLS, Mrs Emma		
	7	MADCEICI D. Malkor	Companie	
	/	MABSFIELD, Walter	Carpenter	
Spalding's	124	HOLDICH, Frederick	Station Master GER	
1898	Morcombe House			
	126	TYLER. James	Inspector Permanent Way GER	Cottages not named as such
	128	DALDREY, Mrs S	Dressmaker	
	130	PETTIT, Leo	Cleaner	
		NORTHFIELD, Charles		
	132	LINDSEY, Charles	Platelayer	
		INCE John	Platelayer	
	134	CHAPMAN, Mrs Emma		
		TUCK, George	Fireman	
	148	MANSFIELD, Walter	Permanent Way	Romsey side of
	1.0		carpenter	the Bridge
Census 1901	124	HOLDICK, Fredk, (widower), Ada M, Florence, Lillian (daughters) Percy (son)	Station Master GER	Misspelling of Holdich?
	126	TYLER, James (married), Charlotte E (wife), Millicent G (daughter) Victor G (son)	Permanent Way Inspector	
		TYLER, William Jas T (son)	Assistant time keeper	
		DALLEN, Rebecca	General domestic servant	
	128	DALDING (widow)	GER ladies' attendant	Misspelling Daldrey
	128	SAVILL, Stanley (married), Martha	Railway porter	

		(wife), Jessie (daughter)		
	130	FRENCH, Charles (married), Annie (wife), Hilda (daughter), Ernest (son), Mannie, Eva, Mable, Edith, Agatha (daughters) SNELLING, May (visitor)	Shunter	
	130	NORTHFIELD, Charles (married) Elling (wife), Nellie (daughter), Fred, Alfred, Wilfred, Hubert, Arthur (sons)	Railway guard	
	132	INCE, John (married), Sarah (wife), Fredk J (son), Albert (son), Edith (daughter)	Platelayer's labourer	
	132	LINDSEAY, Charles (married), Fanny (wife), William, Fredk. C, Ernest, Arthur (sons)	Platelayer's labourer	
	134	RIGG, E H G (married), Rachel (wife), Dorris E (daughter)	GER telegraph wireman	
	134	CHAPMAN, Eliza (widow), Edith (daughter), Harry (son)		
		CHAPMAN, Francis (son)	Engine driver	
		CHAPMAN, Alice	Nurse domestic	
		CHAPMAN, Arthur	Railway telegraphist	
Spalding's 1901				
	124 Morcombe House	HOLDICH, Frederick	Station Master GER	
	126	TYLER. James	Inspector Permanent Way GER	Cottages not named as such
	128	DALDREY, Mrs S	Dressmaker	
		SAVILLE, S	GER porter	
	130	FRENCH, S	Shunter	
	132	LINDSAY, Charles	Platelayer	
		INCE, John	Platelayer	
	134	CHAPMAN, Mrs Emma		
		RIGG, E H J	Wireman	

	148	MANSFIELD, Walter	Permanent Way	Romsey side of
			carpenter	the Bridge
Spalding's 1904	124 Morcombe House	HOLDICH, Frederick	Station Master GER	
	126	TYLER. James	Inspector Permanent Way GER	
	128	DALDREY, Mrs S	Dressmaker	
		SAVILLE, S	GER porter	
	130	Unocccupied		
	132	LINDSAY, Charles	Platelayer	
		INCE, John	Platelayer	
	134	CHAPMAN, Mrs Emma		
		RIGG, E H J	Wireman	
	148	MANSFIELD, Walter	Permanent Way	Romsey side of
		waller in the state of the stat	carpenter	the Bridge
Spalding's 1907	124 Morcombe House	HOLDICH, Frederick	Station Master GER	
	126	TYLER. James	Inspector Permanent Way GER	
	128	DALDREY, Mrs S	Dressmaker	
		POMFRET, Charles	Railway crossing keeper	
	130	LEA, Thomas George	Railway signal fitter	
		LEA, Harry Edwards	Clerk	
	132	LINDSAY, Charles	Platelayer	
		INCE, John	Platelayer	
	134	CHAPMAN, Mrs Emma		
		WARNER, Walter	Platelayer	
Dale's 1909- 10		Names as above all listed		

Spalding's	124	HOLDICH, Frederick	Station Master GER	
1910	Morcombe House			
	126	TYLER. James	Inspector Permanent Way GER	
	128	DALDREY, Mrs S		
	130			
	132			
	134	CHAPMAN, Mrs E		
		WARNER, Walter	Platelayer	
1911 Census	124 Mill Rd Morcombe House	HOLDICH, Frederick (widower) 64	Railway Station Master	11 rooms
	nouse	HOLDICH, Devon (son) 31	Railway clerk	
		HOLDICH, Lilian (daughter)	Housekeeper	
	126	TYLER, James 60, Charlotte Ethel (wife) 56	Permanent Way Inspector	8 rooms
		TYLER, Millicent Gladys 20	Worker at home	
		TYLER. George Victor 18 HOWARD, Lucy	Apprentice p chemist	
		nowakb, Lucy	General servant domestic	
	128	POMFRET, Charles 63, Mary Ann 58	Railway crossing keeper Railway Company	4 rooms. ? Which railway crossing?
		EASTEN, Alfred 51	Bricklayer Railway Co.	
	128	DALDREY, Sarah Ann 72		4 rooms
	130	BROWN, Edward 28, Annie M J (wife), 29, Russell 5, William 3, Winifred 1.	Platelayer Railway Co.	4 rooms
	130	CHAPMAN, Ernest Frederick 23	Railway lampman	4 rooms
		CHAPMAN Lucy Grace (wife) 25, Ruth Elizabeth 1.	At home	
	132	LINSEAY (sic) Charles 46, Fanny (wife) 43, Ernest 16, Arthur 13	Foreman Pplatelayer Railway Co.	4 rooms
		LINSEAY, Frederick Charles (oldest son) 19	Mechanic's labourer Railway Co.	

			T	1
	132	INCE, John 55, Sarah (wife) 52 INCE, Albert (son) 23 INCE, Edith (son) 18	Platelayer GER Railway Engine Cleaner Dressmaker	4 rooms
	134	WARNER, Walter 56, Anglena (sic)	Railway labourer	4 rooms
		(wife) 51	GER RIwy	
		WARNER, Herbert (son) 22	Shop porter	
	134	CHAPMAN, Eliza (widow) 66	None	4 rooms
		NORFIELD, <i>Elizabeth</i> (sister in law) (widow) <i>70</i>	None	
Spalding's 1911	124 Morcombe House	ABLITT, J	Station Master GER	
	126	TYLER. James	Inspector Permanent Way GER	
	128	DALDREY, Mrs S		
		POMFRET, Charles	Railway crossing keeper	
	130	BROWN, Edward	Railway signal fitter	
		CHAPMAN, Ernest	Clerk	
	132	LINDSAY, Charles	Platelayer	
		INCE, John	Platelayer	
	134	CHAPMAN, Mrs Emma		
		WARNER, Walter	Platelayer	
Spalding's 1912	124 Morcombe House	ABLITT, J	Station Master GER	
	126	TYLER. James	Permanent Way GER	
	128	Smith, Charles	Acting fireman	
		POMFRET, Mrs		
	130	BROWN, Edward	Platelayer	
		JORDAN, William	Acting fireman	
		1	1	I

	132	LINDSAY, Charles	Platelayer
		INCE, John	Platelayer
	134	CHAPMAN, Mrs Emma	
		WARNER, Walter	Platelayer
Spalding's 1913	124 Morcombe House	ABLITT, J	Station Master GER
	126	TYLER. James	Permanent Way GER
	128	SALISBURY John	Cleaner GER
		POMFRET, Mrs	
	130	BROWN, Edward	Platelayer
		JORDAN, William	Acting fireman
	132	LINDSAY, Charles	Platelayer
		INCE, John	Platelayer
	134	CHAPMAN, Mrs Emma	
		RUFNELL, John	Platelayer GER
Spalding's 1914	124 Morcombe House	ABLITT, J	Station Master GER
	126	TYLER. James	Inspector Permanent Way GER
	128	SALISBURY John	Cleaner GER
		POMFRET, Mrs	
	130	BROWN, Edward	Platelayer
		HOUCHIN, Frederick	
	132	LINDSAY, Charles	Platelayer
		INCE, John	Platelayer
	134	CHAPMAN, Mrs Emma	
		RUFFLES John	Platelayer GER
Co-1d'	124	DANIDALL F.C.	Chatian Mantau CED
Spalding's 1915	124 Morcombe House	RANDALL, F G	Station Master GER

	126	PHILLIPS, T.M	Clerk GER
	128	SALISBURY John	Cleaner GER
		POMFRET, Mrs	
	130	BROWN, Edward	Platelayer
		COOK, Mrs	
	132	LINDSAY, Charles	Platelayer
		INCE, John	Platelayer
	134	CHAPMAN, Mrs Emma	
		RUFFLES John	Platelayer GER
Spalding's	124	RANDALL, F G	Station Master GER
1916-17	Morcombe House	NANDALL, I G	Station Waster GEN
	126	PHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney	GER employee
		POMFRET, Mrs	
	130	RICHMOND, Frank	Driver
		BADCOCK, Henry	Platelayer
	132	LINDSAY, Charles	Platelayer
		INCE, John	Platelayer
	134	CHAPMAN, Mrs Emma	
		RUFFLES John	Platelayer GER
Spalding's 1919-20	124 Morcombe House	PEACOCKE, A	Station Master GER
	126	PHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney	GER employee
		POMFRET, Mrs	
	130	KIRKBY, Horace	GER
		BADCOCK, Henry	Platelayer
	132	LINDSAY, Charles	Platelayer
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER

Spalding's 1920-21	124 Morcombe House	PEACOCKE, A	Station Master GER	
	126	PHILLIPS, T M	Clerk GER	
	128	THOMPSON, Sidney	GER employee	
		POMFRET, Mrs		
	130	KIRKBY, Horace	GER	
		BADCOCK, Henry	Platelayer	
	132	LINDSAY, Charles	Platelayer	
	134	CHAPMAN, Mrs Emma		
		DARLING, George	Platelayer GER	
Spalding's 1922-23	124 Morcombe House	PEACOCKE, A	Station Master GER	
	126	PHILLIPS, T M	Clerk GER	
	128	THOMPSON, Sidney	GER employee	
		POMFRET, Mrs		
	130	HARRIS, Percy		
		BADCOCK, Henry		
	132	LINDSAY, Charles	Platelayer	
		CHALLICE, Geo	Platelayer GER	
	134	CHAPMAN, Mrs Emma		
		DARLING, George	Platelayer GER	
Spalding's 1923-24	124 Morcombe House	PEACOCKE, A	Station Master GER	
	126	PHILLIPS, TM	Clerk GER	
	128	THOMPSON, Sidney	GER employee	
		POMFRET, Mrs		
	130	HARRIS, Percy		
		BADCOCK, H C		

	132	LINDSAY, Charles	Platelayer
		CHALLICE, Geo	Platelayer GER
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER
Spalding's 1924-25	124 Morcombe House	PEACOCKE, A	Station Master GER
		DOLULIDO TAA	Clark CED
	126	POHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney POMFRET, Mrs	GER Employee
	130	HARRIS, Percy BADCOCK, Henry	Wheeltapper
	132	LINDSAY, Charles	Platelayer
		CHALLICE, Geo	Platelayer GER
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER
Spalding's 1925-26	Morcombe House	PEACOCKE, A	Station Master GER
	126	PHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney	GER employee
		CHARLES, A H T	LNER servant
	130	HARRIS, Percy	Wheeltapper
		BADCOCK, Henry	
	132	LINDSAY, Charles	Platelayer
		CHALLICE, Geo	Platelayer GER
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER
Spalding's 1926-27	124 Morcombe House	PEACOCKE, A	Station Master GER

	126	PHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney	GER employee
		CHARLES, A H T	LNER servant
	130	HARRIS, Percy	Wheeltapper
		BADCOCK, Henry	
	132	LINDSAY, Charles	Platelayer
		CHALLICE, Geo	Platelayer GER
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER
Spalding's	124	PEACOCKE, A	Station Master GER
1927-28	Morcombe House		
	126	PHILLIPS, T M	Clerk GER
	128	THOMPSON, Sidney	GER employee
		CHARLES, A H T	LNER servant
	130	HARRIS, Percy	Wheeltapper
		BADCOCK, Henry	
	132	LINDSAY, Charles	Platelayer
		WARD, Wm C	Clerk LNER
	134	CHAPMAN, Mrs Emma	
		DARLING, George	Platelayer GER
Spalding's	124 MH	PEACOCKE, A	Station Master LNER
1929-30			
	126	PHILLIPS, T M	Clerk LNER
	128	THOMPSON, Sidney CHARLES, A H T	LNER employee
		CHARLES, ATT	LNER servant
	130	KEEN, William	LNER servant
		BADCOCK, H C	
	132	LINDSAY, Charles	Platelayer
	134	GOODMAN, FP	
		DARLING, George	Platelayer LNER

Spalding's 1930-31	124 Morcombe	PEACOCKE, A	Station Master LNER
1550 51	House		
	126	CHALLIS, A E	LNER servant
		GRIMSHAW, H	LNER servant
	128	THOMPSON, Sidney	LNER employee
		CHARLES, A H T	LNER servant
	130	KEEN, William	LNER servant
		SAUNDERS, A W	LNER servant
	132	WARD, Wm C	Clerk LNER
		HAWES, H W	LNER servant
	134	SMITH, A	LNER fireman
		DARLING, George	Platelayer LNER
Spalding's 1932-32	124 Morcombe House	PEACOCKE, A	Station Master LNER
	126	CHALLIS, A E	LNER servant
		GRIMSHAW, H	LNER servant
	128	THOMPSON, Sidney	LNER employee
		CHARLES, A H T	LNER servant
	130	KEEN, William	LNER servant
		SAUNDERS, A W	Platelayer
	132	WARD, Wm C	Clerk LNER
		HAWES, H W	LNER servant
	134	SMITH, A	LNER fireman
		DARLING, George	Platelayer LNER
Spalding's 1932-33	124 Morcombe House	PEACOCKE, A	Station Master LNER
	126	CHALLIS, A E	LNER servant
		GRIMSHAW, H	LNER servant

	128	THOMPSON, Sidney	LNER employee	
	120	-	LNER servant	
		CHARLES, A H T		
	130	DAWSON, F W	LNER servant	
		SAUNDERS, A.W.	LNER servant	
	132	PENDLE	Clerk LNER	
		HAWES, H W	LNER servant	
	134	SMITH, A	LNER fireman	
		DARLING, George	Platelayer LNER	
Spalding's	124 MH	PEACOCKE, A	Station Master LNER	
1933-34		,		
	126	CHALLIS, A E	LNER servant	
		GRIMSHAW, H	LNER servant	
	128	THOMPSON, Sidney	LNER employee	
		CURTIS, Percy	LNER servant	
	130	DAWSON, F W	LNER Servant	
		SAUNDERS, A W	Platelayer	
	132	PENDLE	Clerk LNER	
		HAWES, H W	LNER servant	
	134	SMITH, A	LNER fireman	
		DARLING, George	Platelayer LNER	
Spalding's	124 MH	PEACOCKE, A	Station Master LNER	
1934-35	12	T ENGOGNE, T	Statish master Enter	
	126	CHALLIS, A E	LNER servant	
		GRIMSHAW, H	LNER servant	
	128	THOMPSON, Sidney	LNER employee	
		CURTIS, Percy	LNER servant	
	130	WILSON, Harry	LNER servant	
		SAUNDERS, A W	Platelayer	
	132	PARKER, Cyril	LNER servant	
	132	·		
		HAWES, H W	LNER servant	

	134	BROWN, F	LNER servant	
		DARLING, George	Platelayer LNER	
Spalding's 1935-36	124. MH	WRIGHT, S N	Stationmaster. LNER	
	126	WINCH, H G L	LNER servant	
		HOLDERNESS, R	LNER servant	
	128	THOMPSON, Sidney	LNER employee	
		CURTISS, Percy	LNER servant	
	130	WILSON, Harry	LNER servant	
		SAUNDERS, A W	Platelayer LNER	
	132	PARKER, Cyril	LNER servant	
		PIGDEN, B	LNER servant	
	134	BEAUMONT, P A	LNER servant	
		DARLING, George	Platelayer LNER	
Spalding's	124.	WRIGHT, S N	Stationmaster. LNER	
1936-37	Morcombe House			
	126	WINCH, H G L	LNER servant	
		HOLDERNESS, R	LNER servant	
	128	CHALLIS, C	LNER servant	
		CURTISS, Percy	LNER servant	
	130	SAUNDERS, A W	Platelayer LNER	
	132	ANDREWS, W N	LNER servant	
		PIGDEN, B	LNER servant	
	134	DARLEY, George	Platelayer LNER	
Spalding's 1937-38	124. Morcombe House	Vacant		
	126	WINCH, H G L	LNER servant	
		DARLEY, R	LNER servant	
	128	CHALLIS, C	LNER servant	

		CURTISS, Percy	LNER servant	
	130	SAUNDERS, A W	Platelayer LNER	
		GODDARD, R H	LNER servant	
	132	ANDREWS, W N	LNER servant	
		PIGDEN, B	LNER servant	
	134	DARLEY, George	Platelayer LNER	
		ALLSOP, J E	Musician	
Spalding's	124. MH	DUNCAN, J J		Occupation not
1938-39	124. IVII1	DONCAN, JJ		listed
				Morcombe House still named
	126	WINCH, H G L	LNER servant	
		DARLEY, R	LNER servant	
	128	CHALLIS, C	LNER servant	
		CURTISS, Percy	LNER servant	
	130	SAUNDERS, A W	Platelayer LNER	
		SIMKIN, H	LNER servant	
	132	GARNER, H L	LNER servant	
		PIGDEN, B.	LNER servant	
	134	DARLEY, George	Platelayer LNER	
		ALLSOP, J E	Hairdresser	
Spalding's 1939-40	124. Morcombe House	AYERS, F	Occupation not listed.	
	126	WINCH, H G L	LNER servant	
		PAIGE, D V	LNER clerk	
	128	CHALLIS, C	LNER servant	
		CURTISS, Percy	LNER servant	
	130	SAUNDERS, A W	Platelayer LNER	
		SIMKIN, H	LNER servant	
	132	GARNER, H L	LNER servant	
		PIGDEN, B	LNER servant	

	134	DARLEY, George	Platelayer LNER	
		ALLSOP, J E	Hairdresser	
Kelly's 1948				No mention
	124	STALLEY, Albt		
Kelly's 1951	124	STALLEY, Albt		
	126	WINCH, Ronald L		
	126	JAMES, Alfd		
	128	CHALLIS, Chas A		
	128	CURTIS, Percy R		
	130	no mention		
	132	no menton		
	134	SIMPSON, Herbt S		
Kelly's 1953	124	STALLEY, Albt		
	126	WINCH, Ronald L		
	126	JAMES, Alfd		
	128	LORD, Jas Rt		
	128	CURTIS, Percy R		
	130a	CARRINGTON, Percy		
	130	DAY, Hy, Geo		
	132a	CLAYTON, Wright		
	132	BULLARD, Hubert S		
	134	BARRETT, Milton A		
	134a	LANE, Wm Harry		
Kelly's 1955	124	STALLEY, Albt		
	126	TABOR, Regnld		
	126	JAMES, Alfd		
	128	LORD, Jas Rt		
	128	CURTIS, Percy R		

	130a	CARRINGTON, Percy
	130	DAY, Hy Geo
	132a	CLAYTON, Wright
	132	HALL, Regnld
	134	NORMAN, Albt A
	134a	LANE, Wm Harry
Kelly's 1957	124	STALLEY, Albt
	126	TABOR, Regnld
	126	JAMES, Alfd
	128	LORD, Jas Rt
	128	CURTIS, Percy R
	130a	HORNER, Bernard
	130	DAY, Hy Geo
	132a	CLAYTON, Wright
	132	SAMUEL, Harry
	134	NORMANS, Albt A
	134a	LANE, Wm Harry
Kelly's 1960	124	STALLEY, Albt
	126	TABOR, Regnld
	126	JAMES, Alfd
	128	MOORE, Stanley
	128	KING, Derek A
	130a	HORNER, Bernard
	130	MARTIN, Frank
	132a	CLAYTON, Wright
	132	MCMURDIE, Rt
	134	NORMANS, Albt A
	134a	KING, Terence
Kelly's 1962	124	Listed, but unoccupied

	126a	CRAWLEY, Samuel	
	126	JAMES, Alfd	
	128	KING, Derek A	
	128	CURTIS, Percy R	
	130a	HORNER, Bernard	
	130	MARTIN, Frank	
	132a	CLAYTON, Wright	
	132	DUNHAM, Willis	
	134	NORMANS, Albt A	
	134a	KING, Terrence	
Kelly's 1964	124	Listed, but unoccupied	
	126a	CRAWLEY, Samuel	
	126	JAMES, Alfd	
	128	KING, Derek A	
	128	CURTIS, Percy R	
	130a	HORNER, Bernard	
	130	MARTIN, Frank	
	132a	CLAYTON, Wright	
	132	DUNHAM, Willis	
	134	NORMANS, Albt A	
	134a	KING, Terrence	
	134a	KING, Terrence	
Kallida 1005			No montion of 124
Kelly's 1965- 66			No mention of 124
	126a	MARSHALL, Herbt	
	126	GARCIA, Camaen	
	128	WARD, Derrick	
	128	GOTOBED, Cyril	
	130a	HORNER, Bernard	
	130	BOND, Fred	
	130	MARTIN, Frank	
L	l		1

	132a	CLAYTON, Wright	
	132	DUNHAM, Willis	
	134	WOODRUFFE, Derrick	
	134a	KING, Terrence	
Kelly's 1967	126a	CHIVERS, Fras	
	126	GARCIA, Carmen	
	128	WARD, Derrick	
	128	GOTOBED, Cyril	
	130a	HORNER, Bernard	
	130	BOND, Fred	
	130	MARTIN, Frank	
	132a	CLAYTON, Wright	
	132	DUNHAM, Willis	
	134	WOODRUFFE, Derrick	
	134a	KING, Terrence	
Kelly's 1968	126a	RAVEN, Derrick	
, , , , , , , , ,	126	GARCIA, Carrmen	
	128 FLAT 2	WILKINSON, Ronald	
	128	GOTOBED, Cyril	
	130a	HORNER, Bernard	
	130	BOND, Fred	
	130	MARTIN, Frank	
	132	DUNHAM, Willis	
	132	JARROLD, M	
	134	HALLIDAY, Wm	
	134a	KING, Terrence	
Kelly's 1969	126a	RAVEN, DERRICK	
	126	GARCIA, Carmen	
	128 FLAT 2	WILKINSON, RONALD	

	120	COTORER C !		
	128	GOTOBED, Cyril		
	130	BOND, Fred		
	130	MARTIN, Frank		
	132	DUNHAM, Willis		
	132	JARROLD, M		
	134			Listed but unoccupied
	134a			Listed but unoccupied
Kelly's 1970				
	126a	RAVEN, Derrick		
	126	GARCIA, Carmen		
	128 FLAT 2	WILKINSON, Ronald		
	128	GOTOBED, Cyril		
	130	BOND, Fred		
	130	MARTIN, Frank		
	132	DUNHAM, Willis		
	132	JARROLD, M		
	134			Listed but unoccupied
	134a	ASHLEY, Kenneth		
Kelly's 1971	126a	RAVEN, Derrick		
,	126	GARCIA, Carmen		
	128 FLAT 2	HARBEN, Terence		
	128	GOTOBED, Cyril		
	130	BOND, Fred		
	130	MARTIN, Frank		
	132	DUNHAM, Willis		
	132	JARROLD, M		
	134a	ASHLEY, Kenneth		
Kelly's 1972	126a	RAVEN, Derrick		
	126	GARCIA, Carmen		
L	•	•	1	1

	128 FLAT 2	HARBEN, Terence	
	128	GOTOBED, Cyril	
	130	BOND, Fred	
	130	MARTIN, Frank	
	132	DUNHAM, Willis	
	132	JARROLD, M	
	134a		Listed but unoccupied
Kelly's 1973	126a	RAVEN, Derrick	
	126	GARCIA, Carmen	
	128 FLAT 2	HARBEN, Terence	
	128	GOTOBED, Cyril	
	130	BOND, Fred	
	130	MARTIN, Frank	
	132	DUNHAM, Willis	
	132	JARROLD, M	
	134		Not mentioned at all
Kelly's 1974	126	GINLEY, John	
, , ,	126 a	RAVEN, Derrick	
	128 Flat 1	WILKIN, J	
	128 Flat 2	WILKS, J	
	130	BOND, Fred	
	130	MARTIN, Frank	
	132	DUNHAM, Willis	
	132	JARROLD, M	
	134	JANNOLD, IVI	Not mentioned at
	134		all
Kelly's 1975	126	GINLEY, John	
	126 a	RAVEN, Derrick	
	128 Flat 1	MOULE, Graham	
L	1	1	

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128 Flat 2	BRISTOW, S	
130	BOND, Fred	
130	MARTIN, Frank	
132	DUNHAM, Willis	
132	JARROLD, M	
134		Not mentioned at all

APPENDIX II

Report of the funeral of John Lake

('Local funerals: Mr J H Lake', Cambridge Daily News, 5 February 1941, p. 2)

The funeral of Mr John Horatio Lake of 48 Thoday Street, Cambridge, who died on Thursday, took place at St Philip's Church on Monday. The service was conducted by the Rev A.G.L. Hunt assisted by the Rev. E.C. Essex (Vicar of Great St Mary's Church).

The immediate mourners were Mrs. Lake (widow), Mr. T.E. Lake and Mr. [?]. Lake (brothers), Mrs. M. Baldwin and Mrs. Bert Pugh (sisters) and Mr. T.E. Lake (sisters in law) Mr. and Mrs. J. Newman (brother and sister in law), Mr. and Mrs. S.G.J. Thompson (brother and sister in law), Mrs. A Hart, Mr. Bert Holden. There was also a large congregation of friends and neighbours in the church, amongst whom were Mrs. Knight, Mrs. Board, Spr. Board, Mrs. H. Fromantle, Mr. Garraway, Mrs. Hodge, Mrs. G. Richardson, Mr. A. Smith, Mrs. C. Smith, Mrs. Gathrop, Mrs. Gauston, Mrs. Darnell, Mrs. Patten, Mr. and Mrs. Hodge, Mrs. Miller, Mr. B. Hobbs, Mrs. Clements. Mrs. Haines, Mrs. Chapman, Mrs. Collen, Mrs. F. Petton, Mrs. Walker, Mr. Harding (Churchwarden), Mrs. Few (representing Alderman Few), Mr. and Mrs. Livermore, Mrs. Barringer, Mrs. Reynolds, Mrs Cowell, Mrs. Stepwood, Mr. Algar, Cpl. Clenshaw (representing March Loco), Mrs. Simpson, Mrs. Naylor, Mrs. Brown, Mrs. G. Clements, Inspector Docking LNER (representing 5th Suffolk Regiment), Mr. Rawlinson, Mr. A Clark, Mrs. Chapman, Mrs. Ridgewell, Mrs. Charge, Mrs. Wharton, Mrs. Miller, Mrs. S.V. Barton, Mrs. T.J Ellis. Mrs. Foremen, Mrs. Jakes, Mr. B. Parker, Mr. B. Adamson, Mrs. Fletcher, Mr. A. H. Wright, Mr. H. Dean, Mr. Adamson (representing Shed Staff LNER).

Beautiful wreaths and floral tributes were received from the following: To the dearest of husbands and daddies from his heart broken wife and family: Adrian and Ivor, Ted, Louie and Sonnie; Jim, wife and family, Maggie, Joe and family, May, Albert and family, Sis, Laura, Morrice and Gladys, Maud's sister; Annie, Sid, Norman and Victor, Nellie, Bert, Bill and children Ronnie and Norman; Joan, Bert, Sheila and Brian (Scotland) and Grand-dad (Cambridge); Phyllis, Roy and Josephine (Downham Market), Kate and Angy, Bert, Violet and Raymond; All at Houghton: Edie, Bob and children; Mr. and Mrs. C. Bord, and Basil; Mrs. Reynolds and family; 30, 34, 36, 40 and 41, Thoday Street, Mr. and Mrs. L. Smith, 174 Ross Street; the NUR, Mr. and Mrs. Cowell and Elsie.

The internment took place in the family grave in Mill Road Cemetery. The funeral arrangements were carried out by the Cambridge and District Co-operative Society Ltd.

Mrs Lake and family tender sincere thanks for all the kind enquiries, messages of sympathy and for the beautiful flowers.

APPENDIX III: INTERVIEW NOTES:

(a) Conversation with Victor Challis (1919–)

[interviewed informally by Caro Wilson, 18 May 2015]



Figure 87 - Victor Challis (Caro Wilson, 2015)

Early Life and Employment

Born in 91 Burnside on 19 October 1919, at home I was one of ten children – there was a break in the middle because Dad was away in the war.

Went to Romsey Junior School, then passed to the Central School after the 11-plus. And if you were good enough you stayed an extra year. The leaving age was 14 for most, but for us it was 15. And it was in Parkside, and our football and sports were all on Parker's Piece.

Stanley Wright was Station Master for years and years and I was called Victor Stanley. My dad was gassed in the First World War and came home to be a light-weight guard because of his breathing. He was forever ill. Stanley Wright was the Station Master who saw him come home from the army from there, and my father said 'I've got a baby son and I'm going to call him after

you', so I was called Victor (because we won the war) Stanley Challis. He was the Station Master when I got appointed 14 years later. [...] He certainly gave me my job because I came on in 1935.

You had a written exam. One of the questions was 'What is the Capital of Norway?'. The youngsters who went for jobs on the railway used to say 'That's Oslo, That's Oslo'. Name the county town of Essex – and then there were sums to do as well, arithmetic and you had to show some signs of intelligence to be appointed. County town of Essex isn't in everyone's knowledge. You went up to the District Superintendent's office in the corner of the station yard, and you sat in a little room and had this paper to fill in.

In 1935, aged 15 on November 9th (I remember the date well) I got a job on LNER as what they called a Train Register Lad in North Signal box. I learned from the signalman quite a lot about railway rules and regulations. We were there to answer the telephone and register the passage of all trains, but not to touch any working parts.

I got paid 15 shillings for a 48 hour week: 10 bob for mum, five bob for me, and you could buy a tailor-made suit for 4 quid in those days. So when I saved my five bobs up I got a nice suit. Money was bad.

A guard's wage was 65 shillings, driver's wages were 90 shillings in those fa-off days. Signalman's classification determined what wage he would be on. He'd be on 75 shillings in North box, something like that.

When I was 20, I was conscripted into the Royal Engineers to a place called Martinique Barracks. I became a sergeant and was posted overseas at the beginning of 1944 to Naples (Napoli). And we de-mobbed in Austria in February 1946 having served exactly six years.

Back to the railway, signalman at Coldham Lane for four years, signal at Chesterton Junction for six years, appointed to a controller position in about 1960 in the controller office at Cambridge Station, and rose through the ranks to become a Deputy Chief Controller when I retired in 1982.

Six or seven controllers sat with headphones and you could map the passage of all trains, dealt with all incidents like level crossings being smashed or trains derailed. It was the central point for the boss.

I enjoyed the controller job most but I also spent time on union service, so for a period of six years I was often away from work with boss's permission as you were elected. I used to love that.

Signal Boxes

Signal Box North was roughly over there [pointing]. Times I've stood in that end window and looked at the girls on Mill Road Bridge when I was about 16!

That [building by Railway Cottages] was what we called 'The Works'. That's where they could make anything: level-crossing gates, metal work, anything. They came down to the tracks from the other side of the road and walked under the bridge to get there.

Signal boxes were all classified. Special Class, Class 1, Class 2. Cambridge North was Special A, Cambridge South was Special B. You watched the vacancy list every week and applied for promotion, but it was really length of service that counted.

The change that affected me most was to see all the signal boxes which seemed such an important part of the safety of the railway all put under one roof in what I called the 'Tabernacle', which was what it looked like. All that lot from Ely to Bishops Stortford, Cambridge to Royston, Cambridge to Dullingham, all under one roof. — I loved the job.

Railway Cottages

Railway Servants could rent accommodation. And Romsey Town was a real Railway town. — You see the doors are wider than usual. It seemed there were two homes through one front door, each with an upstairs and downstairs.

Uncle Alf and Aunt Kate lived here somewhere in the middle. [No. 128 has an A E Challis in 1930-]. Uncle Alf was Secretary of the Cambridge Railway Silver Prize Band. They once won a prize at the Crystal Palace. They practised every Sunday morning in a specially built building called the Band Room down by the tracks and played at weddings and everywhere. When Cambridge was playing at Cambridge Town they marched up and down, and I used to feel very sorry for Uncle Alf when it was muddy and the mud went all over his shiny boots. Sometimes they used to play standing still when it was very busy. He played not the biggest instrument, the one that went over your head, but the second biggest.

They moved to 144 on the other side of the bridge because that had more space. [Alfred John Challis Goods Guard lived in 144 Measham Terrace from 1929 to 1957.] Charlie Challis was my cousin, Alf's son. He was a motor mechanic with the railway [C. Challis, LNER servant, lived in No. 128 from 1936 to 1940.]

I knew George Darley. He was a platelayer – that was track work, upkeep of the railway track, knocking things that had to be knocked in. It dates from Victorian days when plates were used to lay the tracks.

I knew Arthur Saunders, they called him Punch Saunders. I also knew Herbert Simpkins. His son Robin told me he was a baby in arms when the bridge was bombed and his mother sat with him in her arms in a cupboard under the stairs. [This story was later amended after VC had spoken to Robin Simpkins; Mrs Simpkins was in the house that got bombed and had a three-year-old son. She was expecting Robin and they hid in the cupboard under the stairs. Mr Simpkins came home from a night shift at 4 in the morning and met a policeman who asked where he was going. He said 'I'm going home.' The policeman said 'There is no home.' Roger Simpkins, brother of Robin has now spoken to Caro Wilson of MRHP.]

I knew Harry and Ruby Day.

Morcombe House

The Station Master's house was in that patch there. God knows what happened to it, but it was there when I got out of the army I'm certain it was. Mr Peacock lived there and various other Station Masters. Stanley Wright lived there and was the last Station Master there.

It was a bit bigger than the others. Seem to think it had its own garden. I remember when I was a boy, one of the porters used to go to chop the wood up for the Station Master's wife to light the fire with. It was his right as the station master to do what he wanted with his own staff. I don't think it was damaged in the war. They must just have knocked it down.

Bombing

I came home on leave in the war and saw it then. What a mess it was! Yet Cambridge got off fairly well compared to Coventry and other places.

I knew a man who lost an arm in the Hills Road bomb, but he still worked as a butcher and did all the butchering with just the one arm.

My wife worked at Chivers and once she and another girl were on a balcony and there was this German plane coming straight at them. They hadn't got the sense to get inside.

[Later from Muriel:] No, it didn't shoot, but it came straight past us down this sort of entrance heading for the canteen, and I could see the pilot ever so clearly. We were scared but the siren had gone; if anything had happened that would have been our fault.

Marriage

I married a Cambridge girl; we grew up together. They lived in Hobart Road and then Green End Road, and when I was eight or nine I played there. I knew her as a little dark-eyed girl

and I think it was her eyes that first attracted me. She wrote to me during the war. We became engaged and got married in 1943 in St George's Church in Milton Road.

Bath House

Eddie or Ted Ray was in my class at school. His mother ran the Bath House for years and years. His father was wounded in the head in the First World War; he used to come out sometimes in his apron; probably all he could do then. One of my brothers went there once a week and she'd give us soap and towels; only cost about a tanner.

(b) Conversation with Eric Leeke

Date of birth: 3rd March 1934

[Interviewed informally by Caro Wilson. September 3rd 2015]



Figure 88 - Eric Leeke (Caro Wilson, 2015)

Eric Leeke lived in 37 Great
Eastern Street until he moved out
when he got married. His parents
lived there for some years
afterwards until they moved to
Cherry Hinton. He worked in the
Accounts office with the railway
and remembers the Station
Master, then R A Taylor [Station
Master 1948–54, who seems
never to have lived in Morcombe
House]. At a later date he worked
as a clerk with Whitbreads in
Dales Brewery.

'We moved to Gt Eastern St, No.

37, when I was two or three. On the day of the Mill Road bombing, we came out of school in Ross Street, my brother Tony and I. We ran all the way home and on the way the air raid siren went. We looked down the railway track and there was a German plane, and he came up the line dropping bombs. We ran into the house and hid under the stair with our mum as you did in those days.

One of the bombs blew a great big hole on the side of the bridge, it took out several uprights, and there was a large iron piece put in the gap that had been left to stop people jumping down on to the cottages which were very badly damaged. One man was killed who was on the bridge. I heard it was a soldier.

You didn't think much about it. We almost took it for granted, The siren went, you hid and hoped for the best and it was all part of life.

The bomb blew out the windows in our house. We'd just had the decorators in to repair the damage caused by the previous bombing and then the Great Eastern Street bomb [29]

August 1941] took Nos 31, 33 and 35 and blew them all out again. I remember the ceiling fell in and God knows what else happened. We found the gas stove on the railway track. There were two people killed from No. 33 – a young lad and his grandmother. We had to move out then and went to live with my grandmother in Hope Street. I don't know who paid for it all to get repaired; I don't know where the money to live on came from.

Dad had been called up by then. We were playing in the street when he finally came home and we didn't recognize him; Mum had to call us in to meet him.'

[On being shown some photographs:]

[Photograph 1:] I was in the Boys Brigade. We practised in the Covent Garden Hall and the boss was George Mansfield. We were the St Barnabas First Cambridge Company.

[Photograph 2:] As children we used to sidle up by the cottages to get under the bridge to see what they had down there and to see where all the engines were in the engine sheds. I knew Barry Challis whose mum and dad lived there but never went in. I knew a painting foreman who worked there, Frank Drake: he had a painting workshop.

Mill Road was wonderful in those days. The Broadway was still fields and bits and pieces; so was Rustat Road.

(c) Conversation with Roger Simpkins

Date of birth: 6 May 1938

[interviewed informally together with his wife, Christine, by Caro Wilson on 26 June 2015]



Figure 89 - Roger Simpkins (Caro Wilson, 2015)

My dad was Herbert Harold and my Mum's name was Edith Ann. Dad worked on the railway and that's how Dad got the house, I suppose, because they were railway houses. [According to the Spaldings Directory, the Simkin family – spelt without a 'p' or final 's' – lived in No. 130 Railway Cottages from 1938 to 1941, sharing the house with the Saunders family.]

I was actually born in the cottages. I'm not sure which one. You know the middle bit that was rebuilt that was one of them. They was both bombed out. There was a funny arrangement because the front door served two houses – you went down the middle both sides. You

come into a passage, it was like a bit

connecting the two inside the house. I'm not sure which side we were. I was born in May. I remember Mum saying – she was lying in bed watching the snow come down – 'Now May: that is unusual'.

Dad was a messenger boy when he first started with the railway, but when they were bombed out he was a guard, a goods guard, during the war. Ours was actually knocked down because me and mum were in it. I can't remember it because I was too young, but mum went under the stairs, we got under the stairs, and I suppose it all come down on us. They must have dug us out. I know she got a cut, I didn't get nothing, me, but Mum had a cut on her head. I suppose that was quite serious. I never heard anyone else was injured.

My dad come home – I dunno what time he come home – but he come home and there was this policeman standing I suppose where you go in, and this policeman said 'Where are you going?' and Dad said 'Well I'm going home'. This is what Dad told us, and the policeman said 'Well your house has been bombed'. What he said I dunno, but you can imagine I suppose!

I don't know where we was taken when we were dug out, but I know we went to live with an aunty who lived in Coldham's Lane, down by the bridge. Robin was born in February, most probably in Coldham's Lane with Aunty. There's four years between us. I don't know how long we lived there but the Council found us a house, 131 Hobart Road.

Mum used to talk about it a bit 'when I lived down there in the old house'. I should imagine it was a friendly place; she used to talk about Mrs Pigden; well if you shared the same front door you would talk to the woman next door, wouldn't you. I remember Mr Pigden, but I don't know what happened to them. And Mrs Saunders, that's a name I remember.

The houses were left derelict a long time, and where the bomb went through the bridge, where there was all the railings all up the side, there was this big old cast-iron metal plate bolted over it – to stop the people going through it I suppose. It was there for ages. I wasn't very old at the time. I don't know how many years they left it like that.

I went on to work with the railway. I went to the Engineers Department; I was a carpenter in the Engineers department. Uncle Charlie was chief works inspector, and he got me the job. He lived with us for some time in Hobart Road. There were several brothers and sisters. There was an Aunty who was oldest and then there was Uncle Charlie, and then there was Dad, and then Uncle Walter and Uncle Ted.

Dad liked gardening. I don't know if he had a garden in Railway Cottages but when we went to Hobart Road there was a darned great garden – that's why he had that one. He had a choice of houses and picked that one because of the garden.

I didn't stay with the railway all my life: I got made redundant with Dr Beeching. And then I went to the Council. That was a terrible job. I was only there not six months; that was carpentering round all the premises. And then this job came up in Belfast Linen and I applied for it and got it, and I was there ever since, thirty-six years there. Shop was down the town, St Andrews Street; I was down the wholesale, down the side of the bridge, that was where I worked. Met Christine there and bought this house when we got married, and we've been living here ever since, forty-five years we've been living here.

When the Cottages became a place for homeless people I used to deliver there. I worked for Belfast Linen and I used to deliver quite a bit there. I did several loads of stuff there. You used to go down the back and In through Devonshire Road.

We've always lived round this little bit. You could buy anything here: You didn't have to go down the town for anything – my mum never did. We used to have outings and parties from here and go round collecting the money for football and things. That was organised by a Catharine Street man, Willis, who's died now. I think it all carried on from the war when they had street parties and we had two outings a year. We used to go round and collect the money. Mostly we used to go to Yarmouth once, and then it would be Hunstanton, and then it would be Hunstanton and Yarmouth.

Dad's mum used to live down Gwydir Street; that's the only bay window, not too far down there on the right, and Uncle Charlie built that.

[In later conversation:]

About 'The Works'

I was apprenticed there in 1953 when I was fifteen. There was a road under the bridge and I think there was a water tower. There was a blacksmith's shop and all sorts. There was a sheet metal shop, a machine shop, an office, a blacksmith's with four anvils, gas fitters, a store room, all sorts. Nevie Haglen was the blacksmith. I did my five years working there. I did my five years and then spent two years in the army; I joined as a cook and spent the last six months in Germany.

(d) Conversation with Robin Simpkins

Date of birth: 25 February 1942

[interviewed informally together with his wife, Sheila, by Caro Wilson on 9 July 2015]



Figure 90 – Robin Simpkins (Caro Wilson, 2015)

1. Railway Cottages

1 i. Passenger guards got recruited into the army, but goods guards were kept on. The old chap, my dad, used to say he came back from a work shift early in the morning about 3 or 4 a.m. and walked over the bridge from the Argyle Street side. He met a policeman who said 'So where are you going?', and he said 'I'm just going home – I live just over the other side of the bridge'. The policeman, said: 'I'm afraid your home isn't there any more'.

Apparently he always used to say to Mum 'If

anything drops out of the sky get under that staircase'. Mum was very friendly with Mrs

Saunders next door; she was unharmed and went to live in Glebe Road after the bombing.

The Pigdens went somewhere near Hobart Road. [Neither of his parents ever spoke about the bombing except for that.]

- 1 ii. Mum was born in 1910 and died in 1993 aged 83, and Dad was born in 1912 and died in 1978 aged 64. They met when Mum lived at Manea, and Dad would stop at Wimblington Station nearby, and they started to speak to each other. Grandad, Walter, was a platelayer who lived in Gwydir Street where Uncle Charlie made the bay window. There were six brothers and sisters: Beryl (who had three husbands), Charlie, Florence, Walter, Herbert and Ralphy.
- 1 iii. Sheila [in response to Caro Wilson's comment that the design of Railway Cottages is rather grand]: 'The Railway did things properly; you should see the Station Master's house at Hinxley'.
- 1 iv. Sheila [on being asked about the squat]: There was a *Cambridge News* reporter posing as a down-and-out to find out what people on Mill Road thought about them. He stopped her [Mrs Simpkins senior] on her bike at the Broadway and said 'Where's the place for people like me', and she said 'Over there, young man,' pointing over the bridge to Railway Cottages.

2. Robin's Employment

2.i Worked with a building firm, G Cook & Sons, as a plasterer, working on the new hospital, and in most of the colleges including Wolfson College and the Engineering labs.

[Queens' College story:] Robin and a mate were told by the then Bursar to re-plaster a corridor ceiling, stripping off the old lath and plaster first. His mate was up the ladder, knocking off the old ceiling, and his hammer went right through into a space. He poked his head through and called down to Robin, 'Come and see this'. Robin went up and saw a small room with old paintings hanging on every wall. They went and told the Bursar, who at first didn't believe them. And then when he saw it he just said 'Oh, Oh, Oh'. He told them to strip off enough plaster to make a better access and then stop work for the day. They brewed some tea and as they were drinking it the Bursar brought Professor Someone who climbed up and said 'Well that one's a so-and-so, and that one's a who-do-you-think' (naming different artists), and told them they'd made the College many millions, and there were no records at all about this.

2.ii. The plastering job strained his arm irrevocably, and the doctor told him to give it up. So he changed his job, aged 48, and saw a man he knew up the railway. He had to do 'the idiot's test' and then go to Euston for a medical. He was accepted and did six months training as a guard. He worked as a guard and then as a revenue inspector and then again as a guard, going mainly from Stansted to Birmingham, though sometimes to Norwich and Peterborough.

Family Photos:

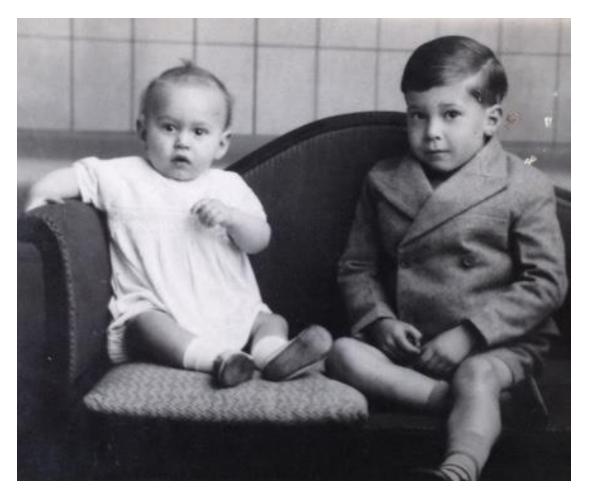


Figure 91 – Roger and Robin Simpkins as children (photograph courtesy of Robin Simpkins)



Figure 92 – Mr and Mrs Simpkins in Hunstanton with Robin (photograph courtesy of Robin Simpkins)



Figure 93 – Mr and Mrs Simpikins (detail from Figure 92)

(e) Conversation with John Coe

Part time Manager of Railway House

Date of birth: 29 October 1950

[Email material and discussion with Caro Wilson]



Figure 94 - Jon Coe (Caro Wilson, 2015)

During negotiations about the sale of Railway House it was taken over by squatters. Jon saw inside once at that time, and remembers that every other beam was taken out of the ceiling to burn in the fireplaces, which were then open and the only source of heating.

When CHS bought the property in 1986 [sic] it was first run by an independent trust: the Railway House Trust. Things went well for about a year but then ran into very serious difficulties with a bad manager and trustees who, though well intentioned, had little or no experience of managing a hostel for teenagers. It reached a stage where there were only three residents and

one member of staff, who was finding it impossible to cope: 'Things were getting a bit out of hand.'

Jon, who had worked with Rev Allan Dupuy at Winston House, was approached and asked to help out and take over as manager. He was living at the Argyle Street Co-op at the time. He said 'I'll do it for three months, but I don't want to do it long term as I want to run my own business'. He ended up staying for many years on a part time basis. The Railway House Trust handed over the management to the CHS and Jon moved into No. 128a, which had been designed as the Manager's flat. [There is no longer a live-in Manager and No. 128a has become a general-needs flat.] He has happy memories of this flat and the building.

It was lovely having my own place and we also enjoyed the whole building. There was a garden with hanging baskets which was a great place for parties, and we had a four-seater red velvet sofa which I bought from Cheffins for £2 for the hostel because no one else had room for such a large bit of furniture.

There was a complete change of staff, and the number of residents was quickly built up again as the referrals were constant. Residents at this stage had complex needs, but responded well to Jon and the staff running the place as a therapeutic community along the lines he'd found effective in previous settings, with regular community meetings to sort out all issues and discuss personal problems. Residents were aware of the regime before they were admitted: 'We have a meeting every Monday evening; if you can't agree to make a meeting every Monday don't move in'. The age range was 16–18 and there was a time limit for residents of about twelve or eighteen months after which they moved on to other residential settings. Things quickly got back on an even keel with lively residents and committed staff who all embraced the ethos of looking after each other.

Jon has happy memories of the place and his time there. 'It was lively and fun and running

well'. He spoke warmly of the support he got from members of the CHS staff. Once he was sure things were back on track he decided to go back to his original plan of starting a removals business, but stayed on as deputy part-time manager and part-time removals contractor, still living at No. 128a. He remembers a resident at that time who was in constant trouble for small-scale theft. Jon took this boy to work with him and paid him with a handful of notes from his pocket saying 'Look, that's what you can get if you actually work without any of the hassle of thieving and getting caught'. It had a real impact on the resident, who turned his life round from that time.

When Jon handed over the management to Maggie, the regime was changed to one of developing skills for independent living and was no longer run as a therapeutic community. It went very well and CHS were happy with how things worked.

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APPENDIX IV

CHS papers : Acquisition by the CHS Group

The Mill Road History Project is grateful to the CHS for their permission to reproduce these documents.

1. Conveyance from Railway Board to City Council: ?13 April 1965

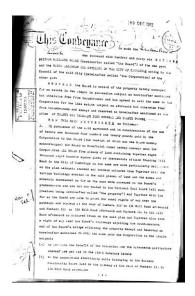


Figure 95 - Conveyance

2. Why Not? Handwritten note, presumably to R. Newcombe, Director of CHS, mentioning possibility of a Housing Association acquiring Railway House.

His handwritten 'Why not!!' at the end of the note starts off the whole process of acquisition.

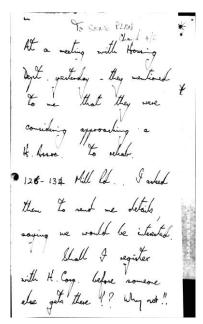


Figure 96 - Note from CHS

3. Sale Notice of Railway House (undated)

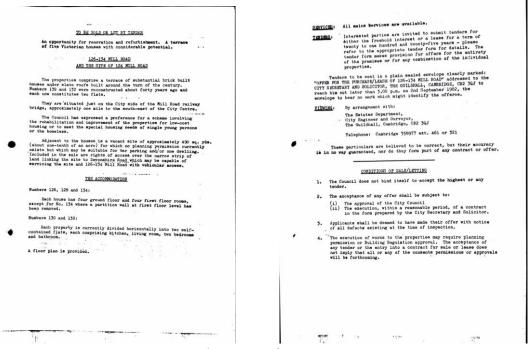


Figure 97 - Sale notice

4. Valuation Document, dated 20 October 1982

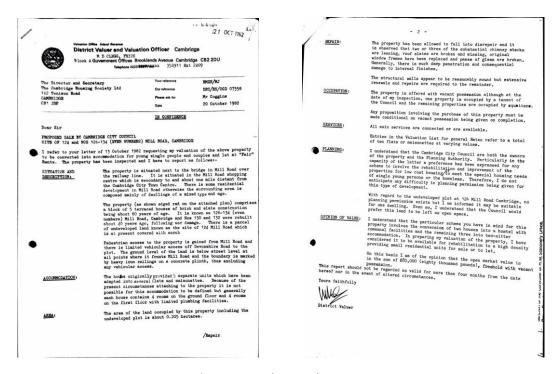


Figure 98 – Valuation document

5. Contract of sale

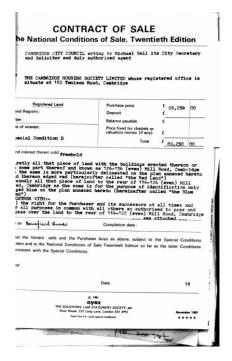
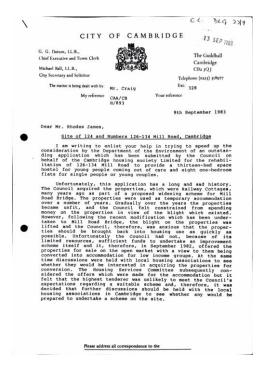
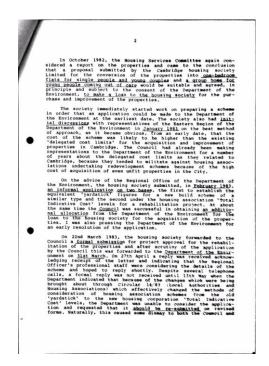


Figure 99 - Contract of Sale

6. Letter, to Rhodes James MP from the chief Executive and Town Clerk of Cambridge City Council, dated 9 September 1983. This letter gives useful background information and requests his help dealing with the Department of the Environment, whose approval was needed to allow the City Council to allocate money to the scheme





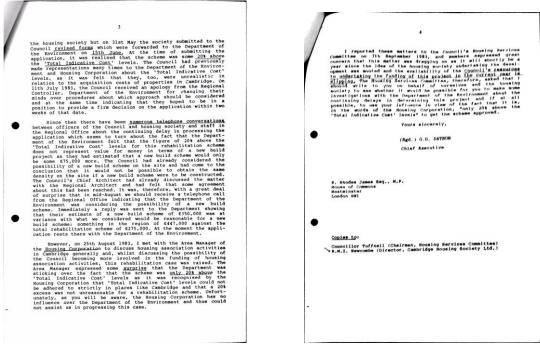


Figure 100 – Letter to Rhodes James from City Council

7. Letter from Social Services, dated 10 January 1983, showing anxiety about proposed residents for 124 Mill Road (p. 1 only)

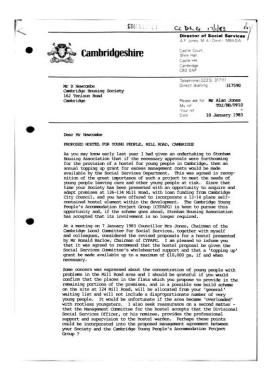


Figure 101 – Letter from Social Services to CHS

8. City Farm Proposal, dated 17 February and 14 April 1984

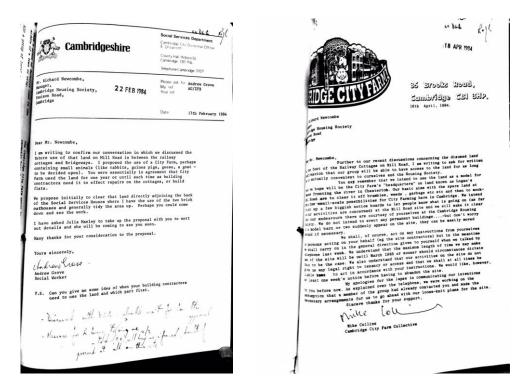


Figure 102 – City Farm Proposal

APPENDIX V

CHS Papers: The Squat

Mill Road History Project is grateful to the Cambridge Housing Society for their permission to reproduce these papers. — There is some confusion about dates; the papers are reproduced in the order in which they were filed.

1. Letter from 'Licencees' to Society of Co-operative Dwellings (SCD), dated 22 October 1982, expressing wish to become a Co-op



Figure 103 - Letter from Railway House to SCD

2. Reply from Society for Co-operative Dwellings (SCD), dated 27 October 1982

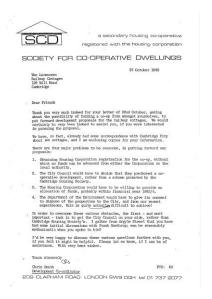


Figure 104 - Letter from SCD to Railway House

3. Letter to Clir Gawthrop presumably from SCD, dated 15 September 1982



Figure 105 - Letter to Cllr Gawthrop

4. Letter to Argyle St Housing Co-operative from SCD about a possible 'secondary coperative, dated 15 September 1982



Figure 106 – Letter from SCD to Argyle Street Co-op

5. Letter to Cambridge City Council from SCD, dated 13 August 1982

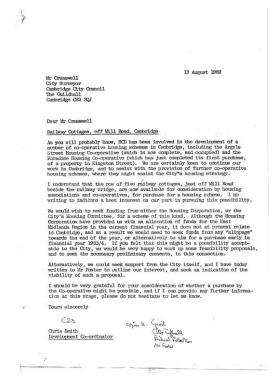


Figure 107 – Letter from SCD to City Council

6 Statement by 'Occupants', dated 4 December 1982

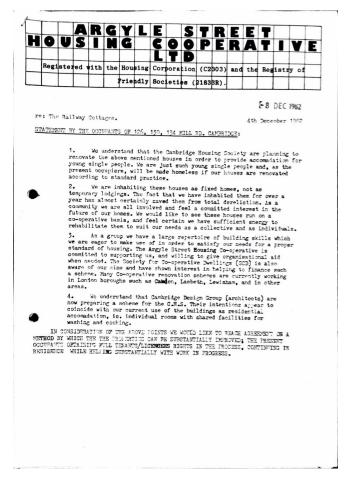


Figure 108 - Statement by 'Occupants'

7. Letter from 'licensees', again dated 4 December 1982

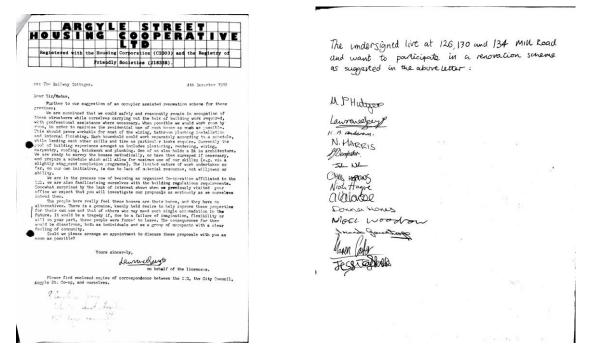


Figure 109 - Letter from 'licensees'

8. Letter from City Council Secretary and Solicitor to the 'Occupiers', dated 9 November 1982. The last paragraph clarifies the Council's position that they have no legal tenancy.

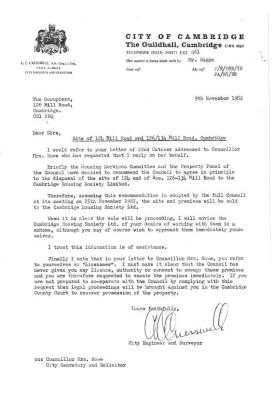


Figure 110 - Letter from City Council to 'Occupiers'

9. Letter to R. Newcombe Challis, Director of CHS from City Secretary and Solicitor, dated 1 March 1984, from City Solicitor asserting that all points of entry have been bricked up 'to prevent access by squatters.'

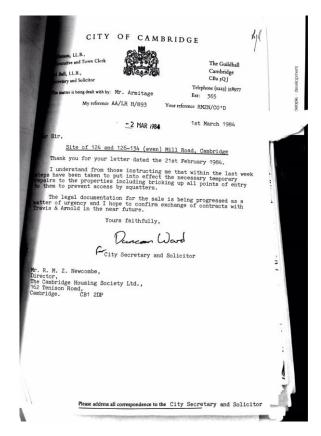


Figure 111 – Letter from City Council to CHS

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