

Volume of dedication To The Royal Couple

GOING BACK TO GREENHILL



1910 THE 'WHITE HOUSE'

**SAME
GREENHILL
LOCATION-
THREE
DIFFERENT
DECADES**



1950 SOPER'S STORE



1980 DEBENHAMS

**HISTORIES of
HARROW
HIGHWAYS**

Final Volume (No.12) - 65p - R.S. Brown

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National Register of Archives .1951.....Harrow
Ordnance Survey District Council
Harrow Borough Guide.....R.W.Raby (Editor)
Harrow Before Your Time.....Pinner &
Hatch End Local History Group
Middlesex County Records
Various items on local history.....from the
Harrow Observer
Kemps Street Directories.....1965-75
The History of Harrow School for Boys.Trevor May
Interim Report on the history of
Bonnersfield....J.S.Golland

PHOTOGRAPHS

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LONDON BOROUGH OF HARROW



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1981

BEST WISHES FOR THE FUTURE TO CHARLES AND
DIANA - PRINCE AND PRINCESS OF WALES, WHO
WERE MARRIED ON 29TH JULY 1981

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FOREWORD

by ANTHONY GRANT M.P.

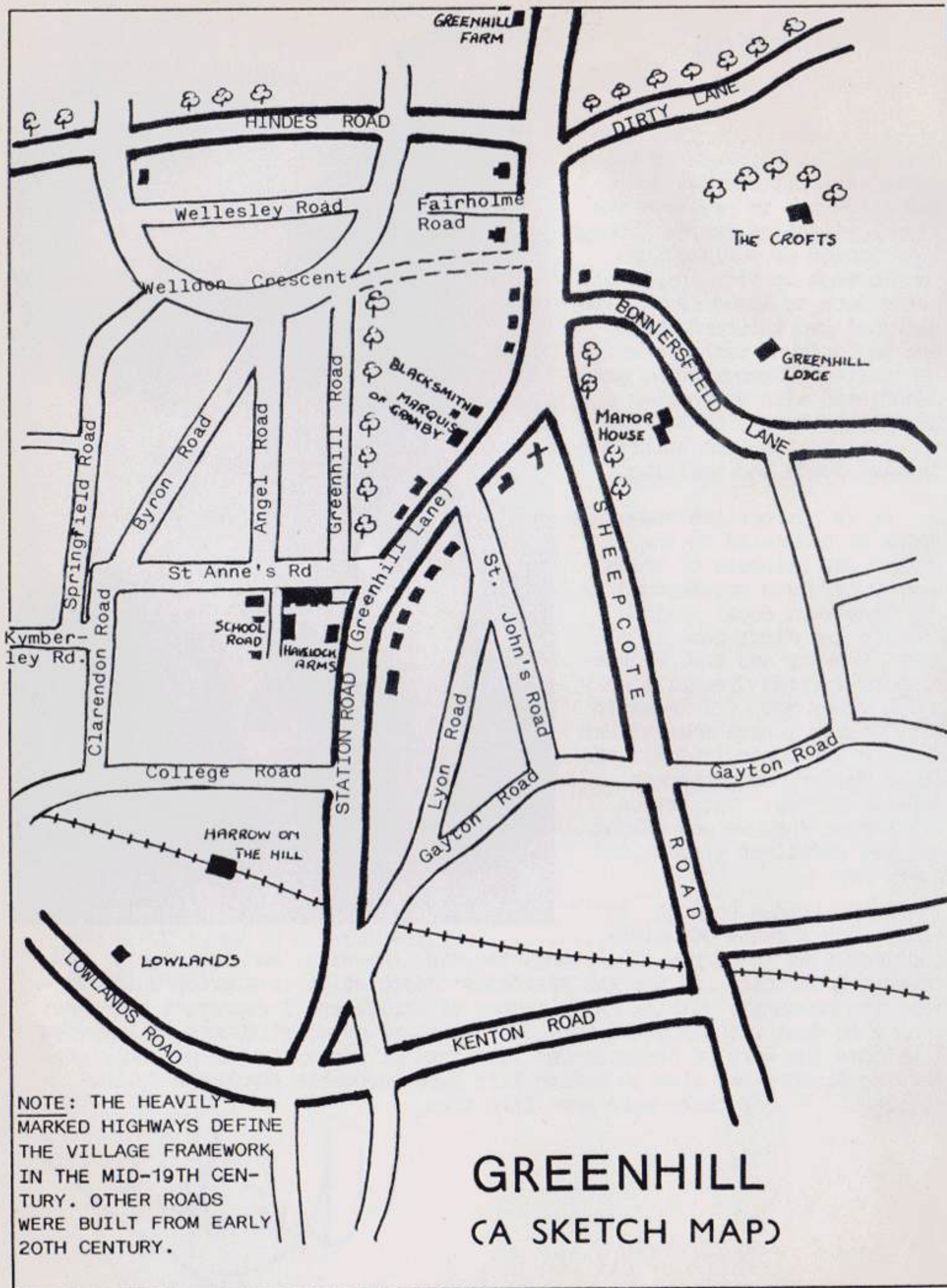
I greatly appreciate the work that the Bishop Ken Residents' Association has done, and is doing, to preserve the fine heritage of Harrow through this series of publications. Our Borough is rich in history going back to Roman days. The marks of two thousand years are to be found within our boundaries. Famous names are associated with Harrow - Churchill, Byron, Bishop Ken - the list is long and enshrined in many roads and buildings.

It is appropriate that this issue is dedicated to the Prince and Princess of Wales. Harrow has been privileged with numerous Royal Visits: Charles the First came in the 17th. Century and the Prince himself visited Greenhill only a few years ago. I treasure photographs I have meeting Her Majesty the Queen (twice), the Queen Mother, and Princess Anne in Harrow. But let us not forget that we are making history ourselves - today and every day.

In no London Borough is there such a sense of neighbourliness as in Harrow. The young, the old, the sick, and the lonely draw comfort from this. Bishop Ken Residents' Association is a group which fosters the community spirit. As a Member of Parliament I represent everyone. I have to deal with many and varied problems of my constituents. Therefore I welcome the work of Associations like that of Bishop Ken in not only preserving history but also in making life more agreeable for their fellow citizens. I wish there were more like them.



A handwritten signature in dark ink, appearing to read 'Anthony Grant', with a long, sweeping underline.



HISTORICAL PREAMBLE

It is perhaps something of a coincidence that after the completion of eleven earlier publications dealing with the history of Harrow's highways, the village to be researched for this final volume was the one most centrally situated in the Manor of Harrow, namely GREENHILL. Although it always enjoyed an intimate connection with the Harrow Hill community, Greenhill's fortunes were also closely linked with those of other neighbours - Kenton and Roxeth, and in more recent decades - Wealdstone. Its basic history will therefore be little different to that of the surrounding neighbourhoods, as described in the earlier volumes.

For many centuries 'Greenhill' figured prominently in Harrow's records and several citizens of that name are buried in St Mary's Churchyard. There were land-owning Greenhills; there were farming Greenhills; there were Greenhills closely connected with the church. Henry Greenhill appeared in the Parish records when he married Margaret Chalkhill in 1559; William Greenhill was a governor of Harrow School, also in Tudor times; Francis Greenhill was a genial rate collector in Harrow who died in 1925 - but many surviving members of the family moved away to live elsewhere in London.

How did the village of Greenhill get its name? Well, there seems to be a difference of opinion on this point. One suggestion is that Harrow Hill inspired the designation, but others believe that the high ground where Sheepcote Road and Gayton Road meet, may once have qualified to be called a 'green hill'. Peter Scott, a local conservationist insists that, "Greenhill has been an established place-name since 1334 when it was spelt 'Greenhulle'. It is Manorial in origin and does not refer to a geographical feature."

It is doubtful whether earlier inhabitants were unduly concerned about the origin of their village name, but they did appear anxious to accept their routine civic responsibilities. A glance through old Middlesex County Records will reveal that Greenhill's tythings were regularly represented at the Court of Harrow (Court Leet) by their Chief Pledge and Ale-taster. They were there to report such offences and misdemeanours as footpath obstructions, unsoured ditches, over-charging by tradesmen and the diluting of ale by brewers. Freeholders were liable to be called to serve as jurymen at the court but only if they were between the ages of 21 and 70 and owned land worth at least £10 per year.

During the reign of the Stuarts in the 17th century, Middlesex became the most prosperous county in England - in which Greenhill and its neighbours undoubtedly enjoyed a small share, but nearly two hundred years passed before the effect of the industrial revolution was to bring real benefits to the village. The opening of the first Harrow railway station (later called 'Harrow and Wealdstone') in 1837 caused population growth at the northern end of Greenhill Lane (Station Road) and during the period 1855-57, one hundred and fourteen new dwellings were built. Villagers were encouraged by the railways to build new properties within two miles of the station, by offering them free rail passes.

Turning to education, members of the working classes in the mid-19th century were very illiterate but the situation began to improve in 1859 when Robert Sweeting "...conveyed land abutting on Roxborough Road to the Rev. J.W. Cunningham, Vicar of Harrow, for the purpose of building a Church of England school or schools for the education of children and adults of the labouring, manufacturing and other poorer classes of the Parish" (Please see also the St Anns Road narra-

tive).

Prior to the stimulated population growth of 1855-57, there were only 151 villagers living in Greenhill. Cottages were scattered along the western flank of Greenhill Lane to the south of the Sheepcote Road junction, while on the other side was the Manor House and farm surrounded by several more labourers dwellings.

After the middle of the 19th century a period of agricultural re-orientation appears to have taken place: first the farm mentioned in the previous paragraph (which was originally located in the angle between Greenhill Lane and Sheepcote Road) was replaced by several new roads (as shown on early 20th century maps) and then Greenhill farm reappeared farther down the road on the location which later became the site of the Dominion Cinema.

With the approach of the 20th century, important changes occurred within the vicinity of Greenhill: the Metropolitan Railway line was extended to Harrow in 1880 resulting in a dramatic increase in the number of habitations which were erected around the new station as city-dwellers invaded the countryside. Gradually the village began to change from an agricultural region to a commercial centre and following the creation of the Greenhill Parish in 1896, a new St John's Church (replacing a small brick building) was dedicated in 1905, thanks to the unrelenting efforts to raise the necessary finance on the part of the Vicar, the Reverend Tom Smith.

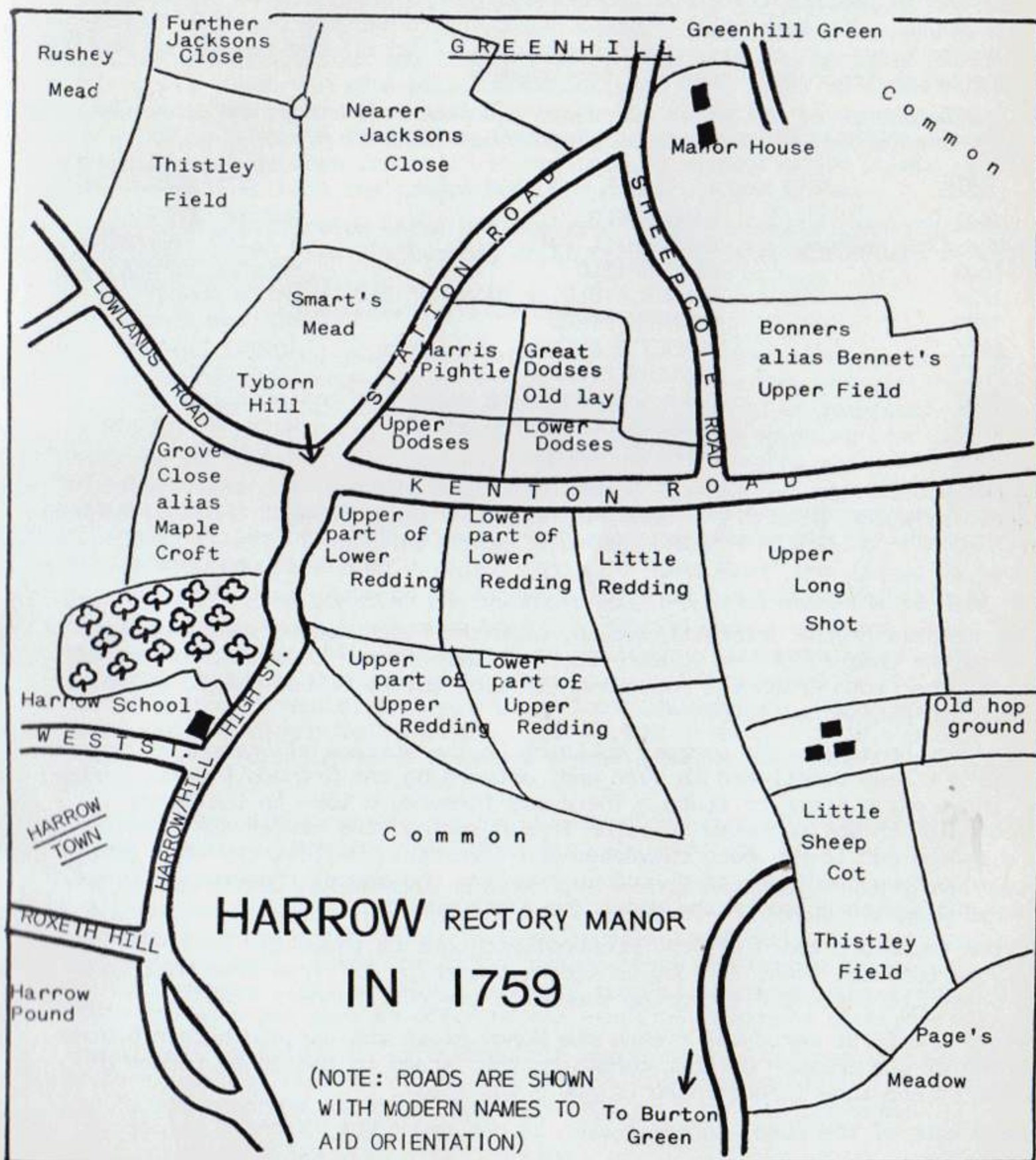
As dwelling houses and shops began to spread into the main thoroughfare from both the south and the north, the old village area was gradually obliterated and the word 'Greenhill' was virtually erased from Harrow's vocabulary.

From about the middle of the 20th century, London and the other major cities of Britain were subjected to a form of architectural nightmare - high rise buildings. Victorian slums and terraced houses were swept away to make room for tower blocks and for nearly 20 years, speculators made huge profits from the acquisition and redevelopment of inner city areas. But in the early 1970's the boom bubble suddenly burst: conservationists began to make a stand against the wholesale destruction of old London and dozens of sites which had been cleared for re-building were left derelict: share prices collapsed on the stock market and hundreds of builders, both large and small, found themselves in the bankruptcy courts.

Fortunately, many London suburbs - including Harrow - suffered to a lesser extent from this building madness than did the inner cities. Some houses in Harrow built in the inter-war years were demolished to be replaced by blocks of flats - often unsightly - but there were no large-scale plans embarked upon - thanks in many instances to local residents who resisted tempting offers from developers for their older properties.

The total obliteration of Greenhill was not however, complete, for as builders and councils gradually recovered from the slump, the promised re-development of old Greenhill - now called 'Central Harrow' - became a reality. As this Preamble is being written, most of the old, remaining landmarks of Greenhill are being - or have already been - torn down to be replaced by huge office blocks and large shopping areas - to compete with established complexes at Brent Cross, Watford and other nearby townships in Hertfordshire and Buckinghamshire.

Conservationists cannot be expected to welcome such extensive demolition with enthusiasm; but at least Harrow shoppers will enjoy an improved selection of establishments in which to make their purchases. Many of the older shops which once sold consumer goods have succumbed to the service industries and now display the anonymous facades of job centres, launderettes, betting shops, travel bureaux, estate agencies and branches of building societies and insurance companies.



BONNERSFIELD LANE

This was a significant carriageway in medieval times. Although a similar name - 'Bendenefield' - appeared in records as early as 1285, the reference is thought to have been connected with a meadow in nearby Sudbury Manor. But in the mid-16th century the large field located in the angle between the highways now called Bonnersfield Lane and Sheepcote Road was known as 'Bandonfeld': the field was an important village feature due to its proximity to Greenhill's Manor House. The lane which flanked the field formed the northern boundary of the Manor lands (which extended for hundreds of acres) and beyond was the open common which separated Greenhill from Kenton.

As the occupants of the Manor succeeded one another through the centuries, the field name varied, as the following spellings indicate:-

<u>DATE</u>	<u>TITLE</u>	<u>OCCUPANTS</u>
1547	BANDONFELD	Not known
Mid-17th century	BANDONHILL	William Greenhill
1692	BANDONFIELD	Another Greenhill
1737	BANNERSFIELD or BANNORSFIELD	Henry Dancer
1759	BONNERS FIELD	William King
1806	BONNET'S FIELD	Thomas Hallows
1817	BANNERS FIELD	Lord Northwick
1852	Described as 'NINE ACRES' in rating assessment	
1866	BANNORS or BANNERS FIELD	Mary Ann Heming
1910	BONNERS FIELD	S.W.Hunt

In the Middle Ages and later, 'Bandonfield' was divided into seven sections called:- 'WEBBESHILLCROFT'; 'WOLLONSHILL CROFT'; 'WALLONSHILL SHOTT'; 'BANDONHILLSHOTT'; 'ONE OTHER FURLONG' (each of approximately 12 acres); 'LONG DITCH' (over 20 acres) and 'FOUR LANDS' (5 acres only). These sections were subdivided into strips of about 1 acre, at a rental of 3d each (just over 1p).

Five members of the Greenhill family, plus the Finch and Parsons families, shared the tenancy of the 90 acre field between them - as well as parts of three other main Greenhill meadows which were called BURDON FIELD, WEALD FIELD and GREENHILL FIELD.

The Manor House was the largest building in the village of Greenhill: unfortunately it was demolished in 1937 and replaced by the Granada Cinema, a row of shops and a block of flats. There was formerly a lake in the Manor grounds which was supplied by water from a spring: the latter now rises under the cinema but it has been culverted and diverted. Besides the lake (which may once have been part of a moat surrounding the house) there was a large lawn and a plantation in the Manor House grounds.

In the enclosure award of 1817 Bonnersfield Lane is shown as 'Road 41', a private carriage road, 25 feet in width, branching off from Greenhill Lane at Greenhill Green and extending eastwards towards 'Banners Field'.

Before the first world war - when the Manor House was largely hidden behind a screen of old trees - a small gardening shop stood on the other corner of Bonnersfield Lane (where there is now a toy shop).

The origin of the name 'Bonnersfield' is not known but 'Bonner' is derived

from an old French word, 'Bonnaire' meaning 'debonair' - perhaps a description which was applicable to an early Lord of the Manor?

The visions of Manorial grandeur which once permeated this ancient highway have been lost in the jungle of modern suburbia and whilst the Bonnersfield Lane of the present era wanders rather aimlessly, the flanks are entirely built up of 20th century dwellings which differ from one another in dimension and design. Only the trees are left to remind us of those long-past days but - having crossed the aptly-named Manor Road, our lane branches sharply to the right, and here at last is a trace of old rural Greenhill. This narrow, gravel tree-lined lane penetrates two lines of garden fences and progresses pleasantly for nearly a quarter of a mile. Eventually an open space is encountered which forms a junction with Francis Road: at this location is a squat red-brick building built in 1932 which bears the inscription 'Wealdstone Urban District Council Welfare Centre'. It has been re-named Elmwood Clinic and serves patients in both the London Boroughs of Harrow and Brent.

Despite the transformation which has occurred to Bonnersfield Lane since the turn of the century, the old highway still retains a faint atmosphere of medieval dignity and grace....

Much of the property in Bonnersfield Lane is of a later vintage than that in the surrounding highways of Greenhill. As you read on you will realise that the centre of what is now known as Central Harrow is comprised mainly of shops. In practically all the highways around the shopping area the property was built early this century (before the first world war) and to a lesser extent, a proportion has origins in the 19th century. Central Harrow - or Greenhill - together with Harrow on the Hill and Wealdstone, has a greater concentration of pre-first-world-war property than any other district in the London Borough of Harrow.

The Greenhill area contains the smallest population in the Borough: the 1971 census revealed that there were less than 10,000 people resident in the combined areas of Greenhill and Harrow on the Hill. Elsewhere there were over 10,000 in Belmont, Headstone, Stanmore South and Wealdstone South; 12,000 to 16,000 in Harrow Weald, Kenton, Pinner South, Queensbury, Roxbourne, Roxeth, Wealdstone North and West Harrow.. And 20,000 in North Pinner combined with Hatch End and also in North Stanmore. These are Electoral Ward figures, of course.

The 1981 census figures are not available at the time of going to print but the projection is that all will fall by 2.9% below the 1971 figures.

The result of low residential figures and ageing domestic property has meant that, whereas between 1850 and the first world war, Greenhill's image was attractive to the upper middle classes (professional men, public servants and artisans etc), since the latter period there has been a lessening of attractiveness. 20th century suburbs, such as Stanmore, Harrow Weald and Hatch End have had more to offer to the class of residents mentioned above.

It may well be odious to introduce talk about class divisions, but we have to face the fact that Harrow's most central township has fallen from favour and is now regarded as one of the less desirable residential areas.

GREENHILL LANE (Station Road)

The most important building in Greenhill had always been the Manor House near the centre of the village. From 1837 it might have been rivalled by a neighbouring railway station, but Harrow School authorities were afraid that their boys would be lured away on illegal train trips to London: and so the station was sited more than a mile away at the northern end of Greenhill Lane. Later in the century the station would be known as 'Harrow and Wealdstone' but in those days it was called simply, 'Harrow' and the nearby railway cottages were known as 'Station End'.

Village commuters of that era had a long walk to the station down rural Greenhill Lane which had high hawthorn hedges on both sides flanked by overhanging elm trees. There were few dwellings and at night it was a lonely trudge. The better-off members of the populace could utilise the coaches which travelled from Harrow Hill to the station, pulled by a pair of horses and driven by coachmen with footmen riding behind.

In 1861 the Reverend J.W.Cunningham of St Mary's died, and in the absence of a place of worship between Harrow Hill and Harrow Weald, the demand for a church in Greenhill became insistent. Crowded services were then held in a workmen's club room but on 22nd December, 1866 Bishop Anderson consecrated a little brick church - which gained the name of 'the candle snuffer' because of its squat, ugly appearance.

Across the lane, almost opposite the Manor House grounds was the home of the Hill family (called 'Fairholme') and Daniel Hill (born 1772) was married to Hannah, daughter of Henry Finch. When old Finch died he left his Greenhill and Pinner property to Daniel and Hannah. This increased the Hill's holdings from some 33 acres around Fairholme to over 150 acres. In 1830 Daniel died and the land and property passed to his son, Henry Finch Hill and Henry's wife, Mary Ann. Henry was already the landlord of cottages in Roxeth and his various possessions accrued rents amounting to £50 per annum.

By the mid-19th century Henry was farming 230 acres of land and Mary Ann had presented him with three children. He was tragically killed in a horse-riding accident in 1863.

Besides the Hill's and Finches, another well-known Greenhill family of that era was the Hodsdons. In 1832 John Hodsdon leased Greenhill Farm from Joseph Perry for 21 years at £200 per annum: Perry was much relieved as he had been losing £100 annually on his agricultural pursuits.

In 1880 Harrow on the Hill station was built for the Great Central Railway and Greenhill Lane - which now provided a link between the two stations - was renamed Station Road. In 1896 Greenhill became a separate parish with its own vicar (the Reverend Thomas Smith M.A.) but by 1902 the little brick church was in a dangerous condition through settlement.

By this time the village consisted of a tiny cottage post office, the 'Have-lock Arms' and a few shops, behind which was a printing works and a timber yard. Opposite the church was the 'Marquis of Granby (known as the 'Six Bells' in earlier days) and a group of cottages. There was also a blacksmith's forge next to the house of a doctor who visited his patients on horseback. Groups of houses were beginning to appear along Station Road.

Lord Northwick, Lord of the Manor, died in 1887 and with no heir to inherit the estate, much of the land was sold by auction. This was the beginning of the end of the old Greenhill village.

In 1888 the sum of £1,150 was subscribed by villagers to build the original Victoria Hall (dedicated to their Queen) - which was enlarged in 1896 at an additional cost of £640. The local cricket and workmen's clubs were able to use the new facilities: there was a reading room with daily and weekly newspapers supplied, and also what was described as "a good library of 400 volumes"

In 1904 the present church of St John the Baptist was built - with a pipe organ presented by local tradesman, John George Wright Cooper - who was the prime mover in establishing the original shopping centre in Station Road. He described his own shop as that of "Bakers, cooks and confectioners".

As the rumblings of the first world war drew nearer, commercialisation overtook modest Greenhill in a big way. Shops were already established near the Havelock Arms (including Smith's drapery store and Oldfield's grocers). When Mr A.J. Soper bought the white house next to the Marquis of Granby called 'Kenmare' and replaced it with his first retail establishment, a row of shops opened as far as St Anne's Road which became known as 'Greenhill Parade'. Wright Cooper was at number 1, followed by Elias Ltd (2/3); Wain and Co. (4/5) described as general and fancy draper; Lilley and Skinner Ltd* (6) called 'a boot warehouse'; Lidstone the butcher (7); Praegers dental chambers above Henry Florey's dairy (8); Harrison the Stationer (9) and Axon the Ironmonger (10). Wright Cooper opened the Gayton Reception Rooms above his shop where wedding functions and other social occasions were held**

Beyond Sopers and the Marquis of Granby was the forge of Henry Botten, blacksmith and farrier (later succeeded by Sidney Witts) and then came the timber yard of Hunt and Kennard. Robert Bruce Kennard formed a partnership with Sidney Hunt (who bought the Manor House) and their premises extended down Station Road across what was formerly part of Hodsdon's farmland. Kennard died in 1909 and Hunt in 1915 and part of their yard gave way to new shops but an alleyway still leads through to their timber store at the rear. Nearby is the Unigate Depot, once the milkyard of W and E Long.

Modern residents of Harrow may be surprised to learn that early this century there was a choice of three small 'picture-houses' in the district. There was the Elite cinema on Harrow Hill opposite the Kings Head Hotel and the Broadway in Station Road next to the art school where there is now a tailors. This was also known as the Harrow Cinema or the Electric Theatre - but local residents had a more unkindly nick-name for it - the 'Bughatch'! The third one was located in Clarendon Road - called Harrow Picturedrome - and it advertised the provision of "cinematograph entertainments".

By the time hostilities had broken out in 1914, shops were extending down Station Road for much of the distance between Peterborough Hill and Hindes Road. On the west side of Station Road between the Harrow Hill end and Coll-

***** (Continued on next page)

* This shop is still operating in the same premises.

** J.G. Wright Cooper died in 1947 but after his son Cyril took over the bakery, it survived for only a further 11 years.

ege Road there were more than a dozen shops, all of which have changed hands with the exception of Boots the chemist and Wheatland's furnishing store.* The London and South Western Bank has long since changed to Barclays, and in the early 1980's was rebuilt as a modern four-storey edifice. Numerous new shops opened to the south of the Havelock Arms and although the buildings are unchanged, none of the original tradesmen remain. The Havelock is now 'The Ploughman'.

Farther down Station Road, beyond Hunt and Kennards, a few old latched-door dwellings remained. Five were known as 'Hodsdon's cottages' and three others as 'Greenhill cottages'. In this vicinity was the house of Villers the vet. Other tradesmen in this area included a bootmaker, milliner and needlework shop.

In a final reference to the Marquis of Granby, the records show that Mrs Rebecca Smith was the publican during the first world war, but more than half a century earlier the 1851 census returns show that John Thrussell was the landlord: he was assisted by his wife, a young female servant and a 12-year-old pot boy.

On the other side of Station Road between Gayton Road and the art school were another dozen or so shops, known collectively as 'The Broadway' (hence the Broadway cinema). Down past Victoria Hall and St John's Church was George White's gardening shop on the corner of Bonnersfield Lane. This shop still operates in larger, modern premises a few doors away but there have been numerous changes on the corner site, once owned by the local boot-maker, Daniel Rance.**

After the second world war there was a rather dilapidated green-grocers shop on the corner, next to a small confectioners known as the 'Candy Shop' (still existing) and a row of six cottages called 'Greenhill Terrace'. In the middle of this century Rance offered the site to one of his tenants for £6,000, but the option was not accepted. When he died his sister sold the site to a finance company for a figure in excess of £20,000. According to an informant the site was later resold to the Pearl Assurance Company for £67,000.

One important building in Station Road not yet mentioned, which was built and demolished within a period of 38 years, was the Harrow Coliseum. It was opened as a cinema on 11th October, 1920 by Harrow's Member of Parliament at that time - Oswald Mosley. It was remodelled as a theatre in 1939 but diminishing audiences brought about its destruction in 1958: it was replaced by a supermarket. For the past twenty years the cultural section of Harrow's population has been seeking a new theatre building. Pressure by the local Arts Council has succeeded in extracting a promise from the authorities to include a small theatre in the redevelopment plans for Harrow.

The Coliseum had strong opposition from two new cinemas (which are fortunately still surviving): the Dominion opened in 1936 (on the site of the old Greenhill farm) showing Jessie Matthews in "Evergreen". The Cinema was flooded on its opening night by a burst water main. The following year the Granada cinema was built - and offered convenient double-seating for courting couples!

(A new narrative begins on the next page)

* Wheatlands was closed while this narrative was being written in mid-1981.

** Before Rance the site was owned by an earlier village boot-maker called House.

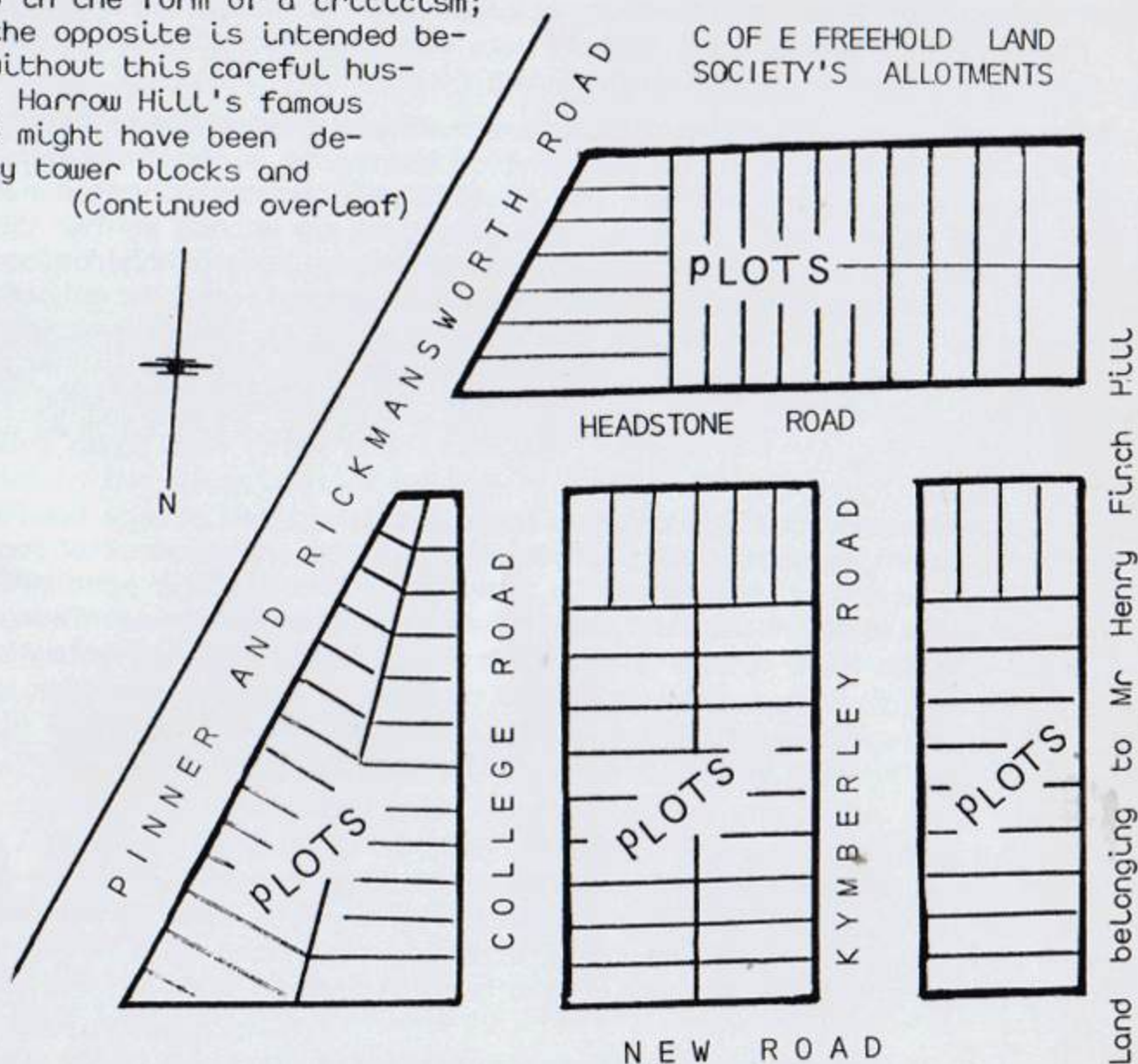
COLLEGE ROAD

Many readers must have asked themselves the question, "Why has Harrow on the Hill become little more than an elevated dormitory area with nothing else to offer other than antique shops?" (apart of course, from its unique historical value). The very nature of its inaccessibility must always be part of the answer to that question: but there is another reason which may not be obvious to the casual observer. Harrow Hill is in fact a long, narrow ridge across the top of which winds the High Street. The sides of the hill fall sharply away from this street, allowing only limited expansion of both population and commercial development.

This limitation has been accentuated by the ability of the Harrow School authorities - as the major land owners - to maintain a deliberate policy of development-control. Let the reader be assured that this observation is not expressed in the form of a criticism;

quite the opposite is intended because without this careful husbandry, Harrow Hill's famous outline might have been defaced by tower blocks and

(Continued overleaf)



**PLAN OF PLOTS
1853**

other modern architectural follies.

The ultimate effect of this control has however, meant that an 'overflow' situation has been created with prospective developers casting a beady eye in the direction of the most suitably adjacent land in the valley. Roxeth undoubtedly absorbed a portion of this overflow - but the toll gates at the approaches to South Hill Avenue on the southern slope restrained expansion in the South Harrow area for a while.

As the mid-19th century period approached, the Greenhill community was mainly concentrated around the area of the Manor House, blacksmith and Marquis of Granby. But Victorian development was beginning to gather momentum and builders were looking to the area between the northern slope of Harrow Hill and Greenhill village, which consisted of fields - until 1849 (see map on page 8). The main acreage was known as 'Thistley Field' (owned by local people including T.K. Pritchard and H.F. Hill) but the section made available for development was called 'Twelve Acres'. It was on this location that College Road, Kymberley Road, New Road (Clarendon Road) and Headstone Road were 'laid out' between 1850 and 1853. The C of E Freehold Land Society was commissioned to dispose of numerous plots for the purpose of erecting dwelling houses.

A conveyance still exists dated 1866 wherein Thomas Edmund Baker of the Castle Inn, Harrow Hill purchased a plot of land on the north side of College Road - but other buyers were hard to find and by 1870 only thirteen houses had been built in this highway. But College Road was about to become by far the most important highway in this group, mainly due to the siting of the adjacent Harrow on the Hill railway station in 1880, to which entry could be gained from College Road across a wooden bridge over the lines. It is interesting to note that until this time the junction between College Road and the Pinner and Rickmansworth Road (now Pinner Road) was situated on perfectly flat land - but it was necessary to construct a pronounced, artificial gradient to give access to commuters wishing to cross the bridge.

The proximity of the railway attracted more residents to College Road and for a generation, upper middle-class professional people and successful tradesmen were occupying the large properties in the road. The village post office was moved into a more substantial building (where the postmaster was Thomas Daw); new private schools were opened*; the Roxborough Hotel was operating and several local doctors favoured a College Road address. Another resident was Father Hardy of St Thomas's Roman Catholic church on the Hill - he was a distant relative of Captain Hardy who fought at Trafalgar: he eventually moved to Boxmoor.

Provision was made for another community need in College Road early in the 20th century when a site for a Baptist church was bought for £1,370. The Church, built in 1907, replaced an earlier chapel on Byron Hill, and is constructed in an ornate style with a stone and flint exterior dominated by a heavy square tower from which pre-recorded peals have been played on appropriate occasions.

(Continued on next page)

*The largest private school was 'Heathfield' opened in 1902. Due to the redevelopment of the 1980's the school must transfer elsewhere - but an application to build suitable premises on Harrow Hill was rejected by the Harrow Council.

The building is entered through a vestibule containing a memorial to wartime dead and in common with other Baptist churches, includes a gallery which surrounds most of the interior. The organ and pulpit are also prominent features of the church which was restored in 1956.

Despite the concentration of various facilities and services in College Road, the provision of a police station in Greenhill has always been lacking. Early 19th century statistics confirm that crime - including robbery and violence - was on the increase. It was estimated that one person in every 22 was engaged in some form of criminal activity. Furthermore, the so-called respected members of society, including inn-keepers and watchmen - were frequently in league with rogues and vagabonds. Highwaymen lurked on roads which crossed heaths and commons and footpads (which we now call 'muggers') attacked people in towns.

In 1829 Sir Robert Peel formed Britain's first police force and in 1842 premises were leased in West Street on Harrow Hill for use as a police station. The police force was then in 'T' Division but transferred to X Division twenty-three years later.

In 1874 a purpose-built station was erected for occupation by a sergeant and six constables and by 1911 there were stations at Pinner, Greenford and Northwood: Harrow was then a sub-section of 'Q' Division (and still is). Wealdstone police station opened in 1909 and the present Edgware station functioned from 1932. A new Harrow police station was opened in Northolt Road in 1963 and there is a proposal to build another station opposite Harrow's Civic Centre - the nearest that Greenhill will ever come to having its own police force.

Greenhill was becoming noted for its choice of private schools: besides 'Heathfield' and St Margarets at 'The Croft', there was Miss Thompson's 'Oakfield' in the first house past Clarendon Road with Miss Wicker's 'Sunnyside' school three doors away; then there was the 'Oaks' school and 'Rowena' college.

In the 1980's the selection of private schools has been maintained: in addition to Heathfield and St Margarets which still take pupils, there are the 'Alpha Preparatory', Buckingham, Harrow High and Quainton Hall schools, all in or near the Parish of Greenhill. The name, 'College Road' must surely be associated with its pronounced educational connections. Incidentally, some last-century documents refer to the highway as 'Old College Road'.

Earlier in this narrative, general appraisal of the College Road development pattern was pursued up until the occupation of the big Victorian houses by members of the upper middle-class during the final quarter of the 19th century and this residential dominance continued on beyond the first world-war period. Gradually, however, shop fronts were added to several of the large houses and in other instances the premises were used for non-residential purposes - such as the offices of solicitors and surveyors, accountants and auditors, estate agents and insurance companies. The railway station and bridge were re-built to contend with an increase in both road and rail transport and a proper metalled surface improved the mobility of traffic using the highway.

Late in the third quarter of the 20th century a modern post office block (housing the head postmaster for both Harrow and Wembley) replaced the earlier building and purpose-built offices and shops began to supplant the older converted premises.

The 1970's and 80's have seen the introduction of a revolutionary phase of

re-development in Greenhill with another change to the railway station entrance, the building of a large bus depot - and the eventual involvement of College Road in sweeping structural changes. The old Barclays Bank building on the Station Road corner was one of the first to be demolished in favour of a more modern four-storey block.

It remains to be seen whether the new image of College Road will achieve the desired results but one thing is certain - the old village atmosphere in this area of Greenhill has been banished for ever.

KYMBERLEY ROAD

Kymerley Road runs parallel to College Road and is probably named after one of the vendors concerned with 'Twelve Acres'. His name was Thomas Kymerley Pritchard. This road, which was once residential in character and later became somewhat delapidated in appearance, is in the centre of the new re-development scheme. A huge eight-storey office block called 'Queen's House', a multi-storey car park with five decks and a town-centre hotel will, in the future, dominate this highway.

CLARENDON ROAD

It is rather ironic when one considers that the original name of Clarendon Road was 'New Road': among the mass of printed material issued in connection with the re-development plans of the 1980's is the statement - "A new road will replace Clarendon Road - parallel to it and about a 100 feet away to the west.."

So this road - once lined with an interesting collection of little shops - is to disappear without trace.

HEADSTONE ROAD

The last of this group is so named because it is linked to Harrow View which leads directly to Headstone Manor. Its ageing residential dwellings will for the time being escape the effects of the re-development scheme.

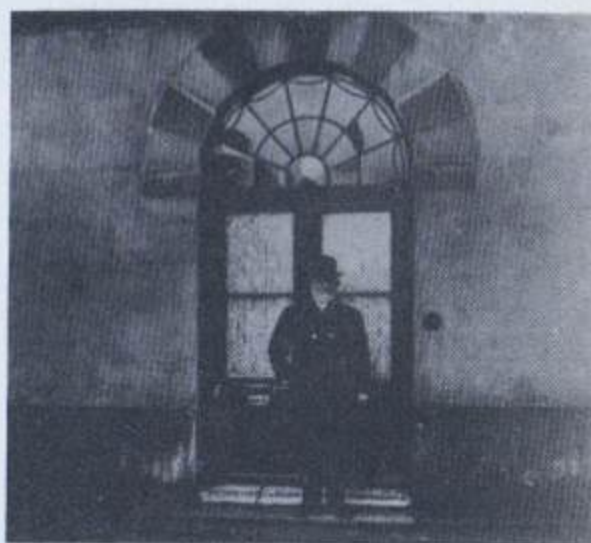
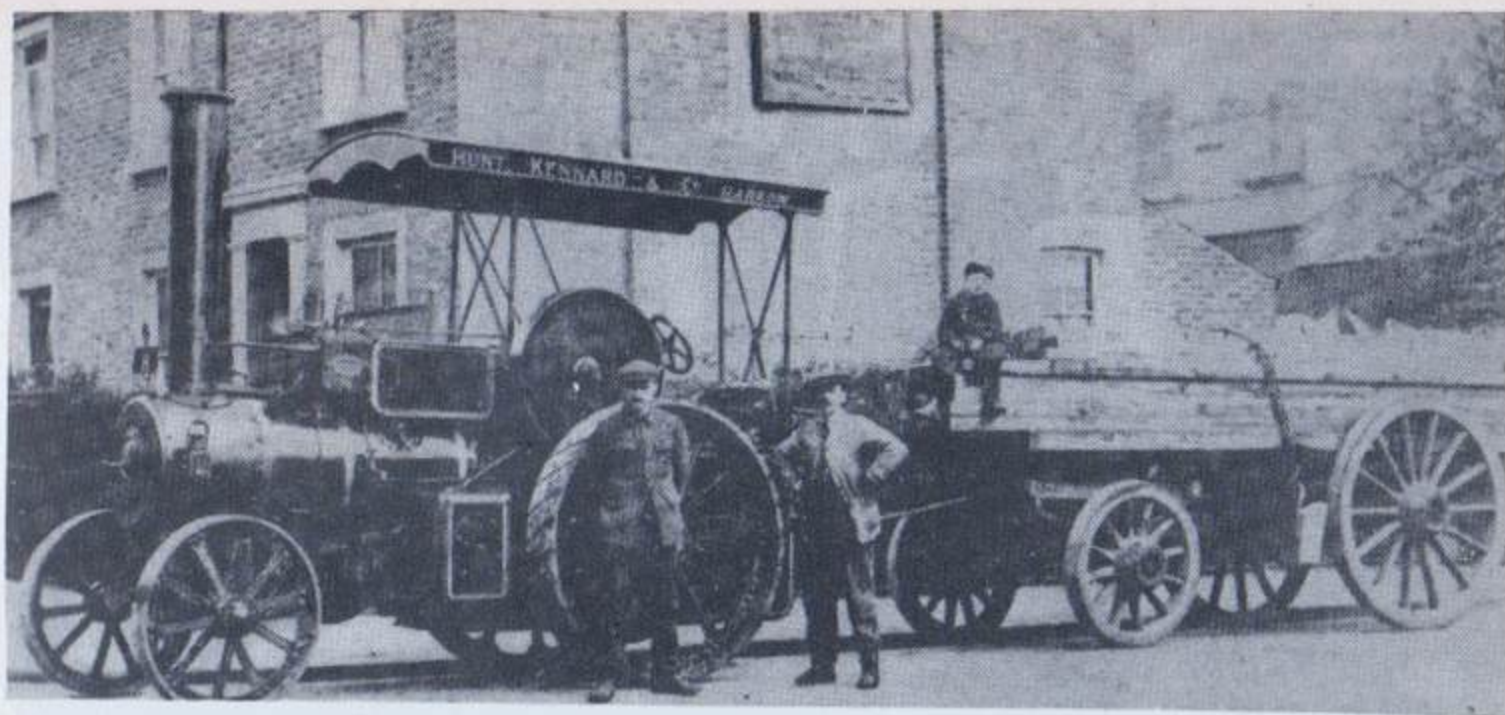
.. .. (The narratives are continued on page 26)

HOW TO ORDER VOLUMES = = = = =

This is the final volume in the HISTORIES OF HARROW HIGHWAYS SERIES. Copies of all volumes are obtainable from most bookshops in Harrow (with the exception of volume 1 which is out of print.) Copies are also available from Woosters of 1a, High Street, Wealdstone. In case of difficulty please write to, or telephone: BKRA Publications, 1, The Avenue, Harrow Weald, Middx HA3 7DB (954 1908)

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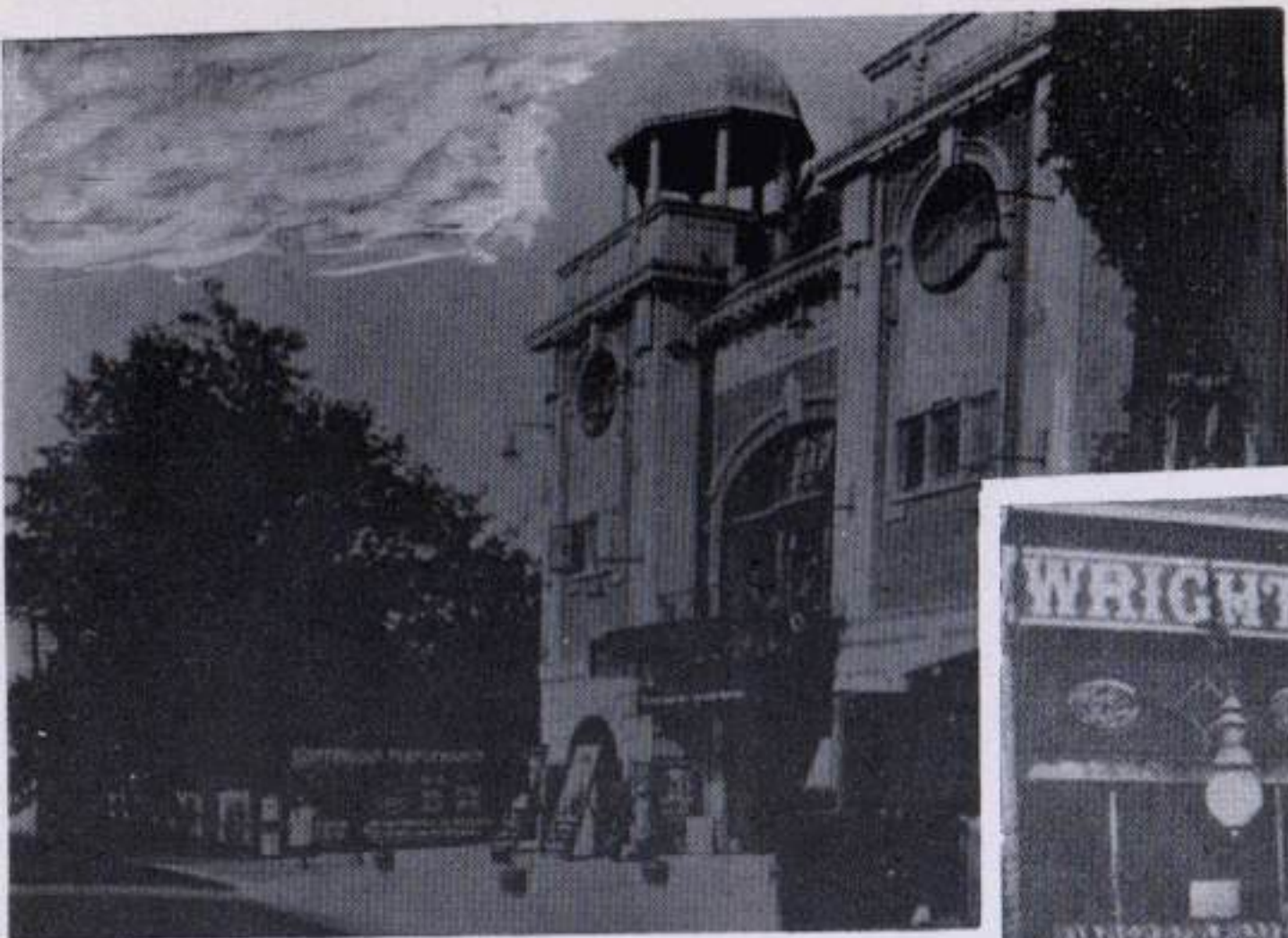
TOP: Hunt and Kennard's war-time transport team.

CENTRE: Greenhill Manor House.

INSET: S.W.Hunt at entrance to Manor House.

BELOW: Sheepcote Road: Manor House was behind trees on left.

(Lower three all taken before 1st world war.)



LEFT:
The Coliseum Theatre
in Station Road in
the early 1920's.



LEFT: A pre-first
world war view of
Greenhill Parade.
(Note the absence
of shops on the
other side.)
ABOVE:
Wright Cooper's
shop in the Par-

LOWER:
In the
early 1920's
(Shops have
now appeared
opposite
Greenhill
Parade.)



RIGHT:

A STILL-FAMILIAR
VIEW OF STATION
ROAD - BUT THIS
PHOTOGRAPH WAS
TAKEN BEFORE THE
FIRST WORLD WAR.

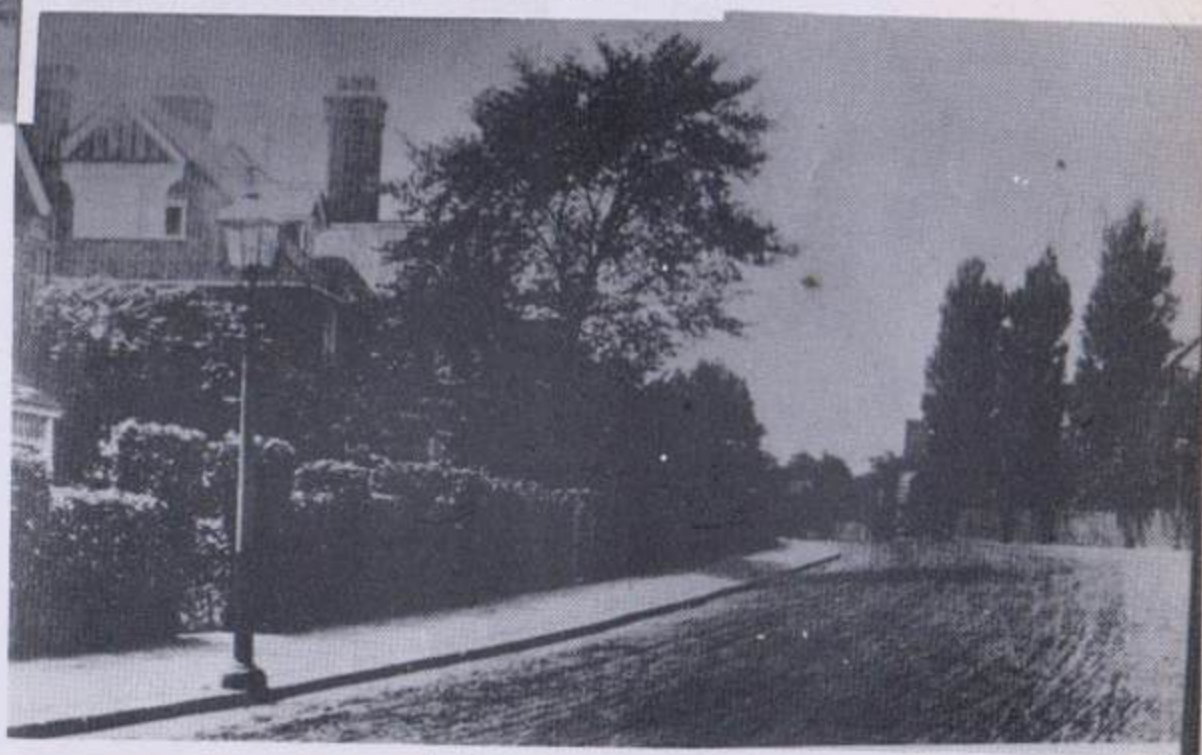


LEFT:

CATTLE AND SHEEP
AMBLE INTO ST.
ANNE'S ROAD, PAST
LIDSTONE THE BUT-
CHER.

RIGHT:

A RURAL-LOOK-
ING GAYTON
ROAD AS IT
APPEARED VERY
EARLY THIS
CENTURY.

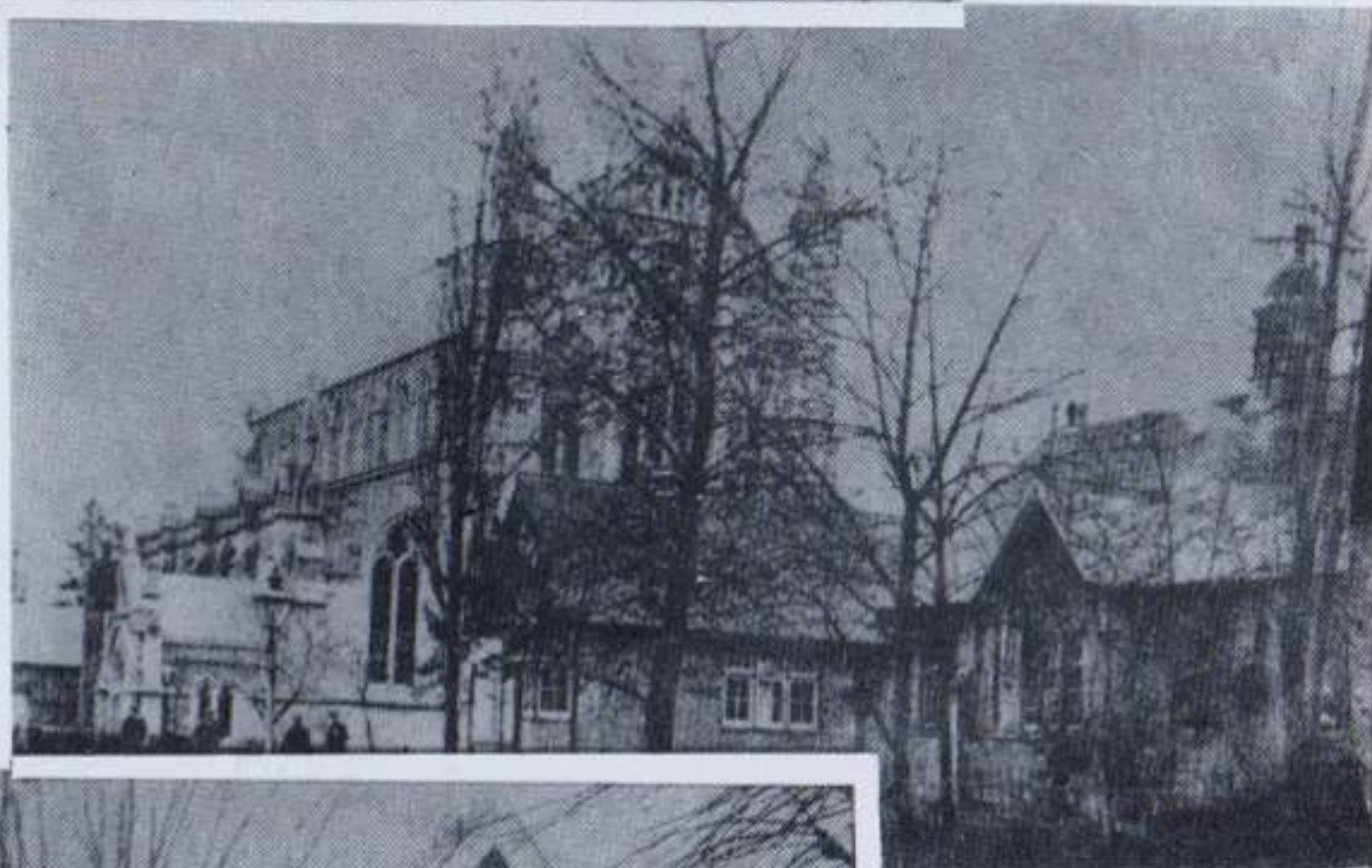




Three photographs taken early in the first decade of the 20th century.

TOP:
The old 'Marquis of Granby' public house in Station Road.

RIGHT:
Greenhill Church and the original Victoria Hall, now replaced by shops.



LEFT:
Greenhill School which closed in March, 1967 and has since been demolished.

(St Anne's Road)

TWO TOP PHOTO'S:
Both were taken
about 1912.

These shops may
be faced with a
programme of 'up-
dating' when the
re-development
scheme is com-
pleted in the
1980's.

(St Anne's Road)



RIGHT:
An artists im-
pression of the
re-developed
side of St
Anne's Road
(opposite the
shops shown
above)



RIGHT:
HARROW'S MEMBER
OF PARLIAMENT -
OSWALD MOSLEY -
AT A GREENHILL
SCHOOL IN 1922.



LEFT:
THE ATTRACTIVE
BUILDINGS OF
'LOWLANDS' WHICH
HAVE CHANGED LIT-
TLE FOR NEARLY A
CENTURY.

RIGHT:
THE 'CROFT'S'
MANSION WHICH
BECAME A SCHOOL
- AND IS NOW
DEMOLISHED.





Three old Greenhill buildings which have disappeared.

- 0 -

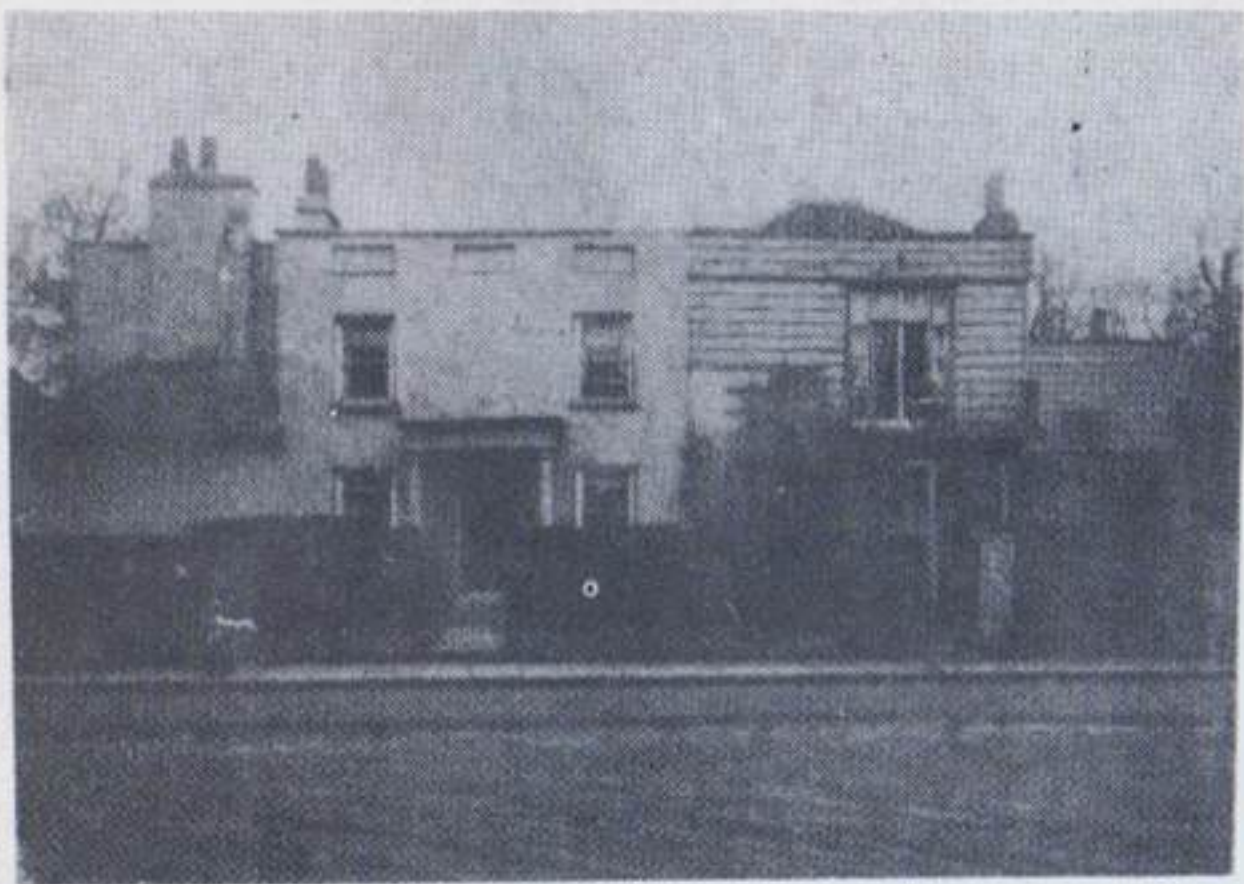
LEFT:
Barclays have replaced this corner block with a modern bank building.

(College Road)

RIGHT:
Dixon's garden centre was demolished during the first phase of the major development scheme.
(Clarendon Road)



LEFT:
The old Greenhill post office (left of picture) before a later building replaced it.
(College Road)



ABOVE:
A COMPREHENSIVE VIEW OF THE
PROPERTIES WHICH ONCE STOOD
ON THE DEBENHAM'S SITE IN
STATION ROAD - DEMOLISHED
1912 (See also cover picture)



RIGHT:
MORE DEMOLITION IN GREENHILL
- THE FIRST PHASE OF THE RE-
DEVELOPMENT PROGRAMME in 1979



LEFT:
SURVIVING GREEN-
HILL COTTAGES IN
STATION ROAD -
WITH FAMILIAR
SHOP FRONTS OF
THE 1980's.

ST ANNE'S ROAD

The 'Thistley Field' development project (mentioned earlier in the College Road narrative) was already under way when another highway was constructed to run east-west and provide a link road between Greenhill Lane and the Roxborough Turnpike. This prompted one Robert Sweeting in 1859 to present the Church of England with a site in Smart's Mead (see map on page 8) - through which the road was to run - for the purpose of building a school, about which we shall say more later.

The first houses to be built in the new thoroughfare were near the Greenhill Lane end where there was already a row of cottages called 'Ann's Place'. It is unlikely that this inspired the name of 'St Anne's' for the new road, since this was the name of a legendary water goddess: many holy wells were dedicated to her in olden times. A nearby well may have prompted the adoption of 'St Anne's' for the new road.

St Anne's Road is more likely to be correctly spelt with an 'e' than St Ann's without an 'e' - since both the name of the goddess and early documented references to the road included an 'e' in the spelling. The 'e' is however, frequently omitted in modern spellings of the name.

The school which was mentioned in paragraph one of this narrative - called Greenhill School - played an important educational role in Greenhill's history and did in fact open its doors to local pupils for over a hundred years. In 1860 there were 47 boys and girls on the school roll; by 1883 there was a separate infants department and in 1896 a boys school was added. There are still a number of older residents alive who can remember the senior members of the staff in pre-first-world-war days. Miss Hand was headmistress of the Infants School; Miss Eames was headmistress of the Girls School and the boys headmaster was Mr Corby.

On the Greenhill Lane side of the school was a small side turning - now called Havelock Place after the public house: it was known earlier this century as 'School Road'. At the end of School Road was a large house which was shared by the Misses Hand and Eames. Greenhill School was finally closed on 20th March, 1967 and the pupils transferred to Marlborough Junior School about a month later.

Several families were housed in School Road in small cottages and nearby was the slaughter house of Lidstone the butcher, Oldham's oilshop and a fried fish-shop.

If we return for a moment to the last quarter of the 19th century, we shall find that St Anne's Road was purely residential with not a shop in sight. There were cottages where the Observer offices now stand* (between Station Road and School Road) but going farther along (towards the Royal Oak public house) there were several large houses - built about the same time as those in College Road.

***** (Continued on next page)

*In the days of the two-party system (Whigs (Liberals) and Tories), results were announced outside the Observer offices in lights when there was a general election.

Hooper's iron-mongers was the first shop to start trading but soon afterwards, shops were built in the front gardens of the houses beyond School Road and the Greenhill laundry was opened.

With the approach of the first world war, several large houses on the other side were demolished and hoardings were erected from an empty site around the corner, next to Wright Cooper's in Station Road. Eventually the hoardings were pulled down when Greenhill Road was built and new shops were erected in St Anne's Road, including Guppy's the jeweller; Nash (greengrocer); a cycle shop and a dairy. Other shops quickly spread along the road, both east and west.

Greenhill Laundry closed its doors some years ago but many of the houses on the same side survived until demolished in the 1970's. By that time the old houses with their front-garden shops had begun to assume a somewhat delapidated appearance. There were several small establishments selling antiques, bric-a-brac, and second-hand furniture, clothing and books. There was also a do-it-yourself upholstery shop and a motor-cycle agent. Many of the wares spilled out untidily on to the uneven pavement - but it was a marvellous place to wander along and browse through merchandise in the hope of finding something useful and inexpensive. That was in the days before rampant inflation.

Round the corner at the western end of St Anne's Road (at the junction with Clarendon Road) was once the location of 'Tippy' Martin's farm: this provided a site for the Picturedrome Cinema early this century - which in turn was replaced by Adam's furniture store.

Before the latest re-development scheme, the most exciting happening in this old road occurred in 1975 when a sewer collapsed and two Irish labourers were buried in a 30 foot cavity.

With the coming of the 1980's, the old Greenhill School side of the road bears no resemblance to its former Victorian image. Whilst Observer House remains intact (although even this is not the original building), all the old places have been superseded by a large Marks and Spencer store and an extensive car park.

The first phase of the scheme, which covers a 4½ acre site bounded by St Anne's Road, Havelock Place and the Heathfield School site in College Road, is well advanced. The firm of John Laing own about 51% of the area and the Council, about 26%. The basic intention is to re-develop the centre of the old Greenhill village and create a town square with traffic-free areas from the Granada Cinema to Peterborough Bridge near the foot of Harrow Hill: this will include the St Anne's Road area. New traffic routes will divert vehicles away from the re-orientated region.

GAYTON ROAD

The name 'Gayton' is an indirect tribute to George Butler, who was one of Harrow School's greatest headmasters (from 1805 to 1829). He afterwards became Rector of Gayton in Northamptonshire and later still, Dean of Peterborough.

In 1879 Peterborough Road was built on the northern slope of Harrow Hill on land given by the Executors of the Dean, and by Lord Northwick. Peterborough

Road has a junction with Gayton Road, a location which might well be called 'Butler's Corner'.

Well before the first world war, Gayton Road had become a fashionable residential highway: an upper middle class resident could rent a six-bedroomed house complete with tennis court for £95 per annum - or a more modest four-bedroomed property for £50 per annum. An attractive three-bedroomed villa could be purchased for a little over £250.

In modern times Gayton Road is still highly residential but the addition of several blocks of flats have caused an increase in population density and Harrow's largest and newest public library (apart from the one at the Civic Centre) is sited in this road.

The remaining space allocated to this narrative will be devoted to the history of the boys large grammar school sited diagonally on a corner facing both Gayton and Sheepcote Roads, formerly known as Harrow County School for Boys.

The School was opened on 21st January, 1911 by Colonel Bowles, J.P., a Middlesex County Alderman. The building was officially described as consisting of elevations in grey Crowborough stocks with red sand-faced bricks and Monks Park stone. The roofing is of rustic slating from Llandilo and Cornwall with lead-covered pediment mouldings. Well-drained playing fields provided for cricket and football and a portion was tar-paved. The total cost of both building and equipment was £14,000, about half the cost of the most modest house currently available in Harrow. There were extensions to the premises in 1950 and 1978.

Despite attractively low school fees, only 73 boys were enrolled initially but under the imaginative headmastership of Ernest Young, B.Sc, school places increased to well over 250. Most of the boys were enrolled in the scout movement, in which Young was a great believer. Scouting expeditions became a popular part of the school's education, sometimes lasting for up to three weeks. Young inaugurated the school magazine, 'The Gaytonian'.

In 1919 Young resigned to join the staff of Middlesex County Council's Education Department and his place was taken by Randall Williams, described by an old boy as "the Prince of Beggars" because of his constant involvement in money-raising schemes organised for the betterment of the school. He was responsible for welding together a new post-war team of masters and he founded the first school orchestra.

Williams was faced with numerous inter-war problems: - insufficient accommodation to meet swelling school numbers; a large increase in the amount of traffic using adjacent highways and local opposition to proposals to build a pavilion and swimming pool - both of which were eventually added to the school's amenities.

Light relief was occasionally introduced - such as the incident which occurred at the 1928 speech day. When the headmaster's wife, Alice, failed to make her usual speech day appearance, a wag from the back of the hall called out in a loud voice, "Alice, where art thou?"

During the inter-war years the boys were mainly drawn from the families of professional men, tradesmen, clerks, public servants and skilled workers.

There was usually a long waiting list for school places.

After a long spell of 26 years with the school. Randall Williams left in 1945 at age 61, having been ordained as a Deacon. He died 15 years later. Following a temporary appointment for one year, Doctor A.R. Simpson took over the headmastership in 1946 - a man with a more impressive academic record than his predecessors: he was also a cricketer of international class. For his second speech day he hired the Harrow Coliseum.

Doctor Simpson's term of office, which continued until 1965, spanned the difficult era when unkempt pop idols replaced the rugged adventurers and sportsmen who were the heroes of an earlier generation of teenagers. Simpson had very definite ideas on this subject and he once wrote, "The flaunted indecencies of the new...immorality means anti-marriage, anti-honeymoon, homosexuality, free love...general sexual promiscuity, alcoholism, drugs and dope, gambling and all the carnalities of passion and crime. That is...the confirmed trend of prevailing ideological context of the teenage and adolescent world of today."

In 1966 Harrow County School became the leading state grammar school for awards, gaining 12 open awards and 6 places to Oxford and Cambridge.

The next headmaster was James Royale Avery, and Harrow County School for Boys became Gayton High School for Boys. Avery's image was not as awesome as Simpson's and his style of teaching and administration was less disciplined and more relaxed: cultural activities and careers advice became important features of school life.

In 1972 the school narrowly missed sacrificing its grammar school status in favour of comprehensive education. It is now one of nine Borough high schools: the others are Park, Mountview, Canons, Bentley Wood Girls, Hatch End, Nower Hill, Whitmore and Rooks Heath. There are also two Roman Catholic high schools in Wealdstone. The Gayton High School for Boys now has a school roll of approximately 850.

LOWLANDS ROAD

There is a gradient at the extreme western end of Kenton Road: past a set of traffic lights the road tops the summit at Tyburn Lane and then becomes Lowlands Road where it drops away sharply towards Roxborough Bridge. On the left is Harrow Town's memorial to its dead of the 1914-18 war. Beyond is a large expanse of sloping turf, one of the regions where Harrow Hill visibly pours into the valley. On the other side, the graceful old slate-roofed Victorian house called 'Lowlands' is set amid the trees two hundred yards from the road. The name befits a property which hides away in a fold in the ground, but more than a hundred years ago it was the most important location in the area. In those days the house belonged to local magistrate, Benjamin Rotch, who occasionally held fashionable equestrian events in the extensive grounds. He died in 1859 but his widow lived on for another fifty years.

With the approach of the first world war many once well-to-do families were finding their large rambling homes too expensive to maintain and after the death of Mrs Rotch, Lowlands was considered for the role of Harrow's town hall.

The proposal was not adopted however and instead, in 1914 Lowlands became a girls school. Part of the grounds - an area of two acres - was opened to the public as a recreation area.

There were extensions to Lowlands School in 1960, 1963 and 1977/78 and it now has a new sports hall. The school, with about 450 places, is now classed as a mixed 6th form College, one of four in the Borough. The others are at Stanmore, Harrow Weald and Pinner. Lowlands survived a proposal to transfer its pupils elsewhere and sell off the property. Eventually it was decided to close Pinner's 6th form College - in 1982.

The other important function of Lowlands Road is that of giving access to the railway station. When it was opened on 2nd August, 1880, the station was called 'Harrow', with access only from Lowlands Road through the Queen Anne-style entrance. Then there were only two lines on the Great Central Railway which provided a service between Marylebone Road and Sheffield. Passengers pattered across the wooden bridge from College Road to board the steam trains waiting below.

In June, 1894 the station was re-named 'Harrow on the Hill' and eleven years later the line was electrified: in 1908 the station was enlarged to make provision for four platforms but another 30 years were to pass before it was completely rebuilt with the main entrance sited on the College Road side. London Transport's development scheme of the 1980's has changed the scene once again and the station entrance is now engulfed by a new bus garage and an eight storey office block.

It is perhaps a little sad to realise that on 2nd August, 1980, the station's 100th birthday passed like any other day - no celebrations; no bunting; not even a decorated train. Has all the pride gone out of our railways these days?

In the first decade of this century, Lowlands Road was a quiet, very pleasant highway: there were no shops - just a few cottages and a row of stately Edwardian villas. But as the influence, initiative and innovation of the Metropolitan Railway coaxed more and more visitors 'into the country', semi-detached villas spilled out over the fields of Greenhill to accommodate those people who stayed because they liked what they saw.

This activity brought employment to the people of the village: outside the station in Lowlands Road was now a handsome cab-rank. Cabs were much in demand by travellers needing transportation up the steep slope of Harrow Hill. In between fares the cabbies sat in a wooden shed outside the station and at midday children scurried across the wooden bridge with their father's lunches. Eventually taxis replaced the cabs and the rank moved round to the main station entrance in College Road.

In modern Lowlands Road, the college, the cars and commercial units, combine to utilise the highway in a rather unrelated fashion. The old Lowlands house with its white-painted walls, still in a splendid state of repair, shelters among the trees in a green world of its own. The youthful figures of students keep the old place alive. On the other side of the road a perpetual line of cars parked alongside metres provide a contrasting scene. Other cars pass up and down the sharp slope of the road as though they are practising for a Grand Pree at Brands Hatch.

Miscellaneous tradesmen are scattered along the road, a few operating from ancient and somewhat delapidated cottage premises: opposite the station's rear

entrance the row of Edwardian villas are still much in evidence but some are beginning to show their age with cracked paintwork and rotting window frames. On the other side, near the bridge, is an austere-looking block of flats of 1932 vintage. Opposite the flats are a few shops, the situation of which appears hardly conducive to a high level of sales. It must be said that Lowlands Road's refined, peaceful image of three generations ago is now somewhat faded and weary - with a peacefulness that is constantly shattered by a stream of noisy vehicles.

Incidentally, before the advent of College Road and the railway bridge, Lowlands Road was a continuation of the Pinner and Rickmansworth Road (now Pinner Road).

DIRTY LANE (Elmgrove Road)

The ignominious title of 'Dirty Lane' did not reflect an absence of moral fibre on the part of its few scattered inhabitants: it was in fact so described because of, (1) the extremely muddy surface - churned up by a succession of cattle ambling to and from the grazing areas in the surrounding fields and (2) the fact that it led to Greenhill's sewage farm. With the coming of the railway the lane gave access to the footbridge across the lines.

Because there were a number of very fine elm trees in the vicinity, it was decided between the wars to give the lane the more respectable title of 'Elmgrove Road'.

With the prospect of European hostilities looming larger each month, a site was found on the southern flank of Elmgrove Road for a new drill hall which was opened on 29th May, 1938. More than two years earlier the 344th company of the Royal Engineers had been formed - forerunner of the Harrow 58th Regiment. This territorial group expanded very rapidly and was soon nearly 1,700 strong: the new hall became their headquarters and one of our readers, Mr Harry Cross has in his possession an original bronze plaque with the names of the Sergeant's Mess members inscribed upon it. The hall still stands grey and solid in Elmgrove Road and is now the headquarters of the 47 (Middlesex Yeoman) Signal Squadron.

Standing back from Elmgrove Road in its own grounds was once 'The Crofts' - a large Victorian mansion - now demolished and remembered only by the suburban highway which perpetuates its name, Crofts Road. After the last occupant had moved out, a Miss Louise Neumann opened a small school there in 1904 and re-named the house 'St Margarets'. When the area was being developed in 1936 the school moved to Sheepcote Road with a Miss Armstrong in charge of the pupils.

The proximity of the railway prevented the total development of this old lane: in the triangle formed between the road and the permanent way, the northern flank overlooks a sports ground, largely hidden behind a row of surviving trees. On the other side of the road the drill hall is dwarfed by the Eagle Star building and a factory. There are also flats and numerous dwelling houses, mainly of the inter-war period.

There will soon be changes in this road: the sports ground mentioned above, is likely to become an office-block site for Hamilton Brush, owners of the ground.

SHEEPCOTE ROAD

In the last quarter of the 20th century, a motorist passing through modern Harrow would regard Sheepcote Road as just another 'leg' of the rather tedious one-way traffic system which circulates around the old village of Greenhill. Nowadays the highway extends only from Station Road to the huge Kenton roundabout but few people walk along it and fewer still attempt to cross it - because of the constant flow of fast-moving traffic accelerating up the hill which Sheepcote Road climbs.

The foregoing information is in sharp contrast to any description which would have been applicable to Sheepcote Road earlier this century. In the first decade of the 1900's, large Victorian houses were (and some still are) lining both sides of the highway as far as Gayton Road (including St John's Church vicarage from 1904) but at the lower end of the hill, the Station Road junction remained pleasantly rural with numerous large trees surrounding a five-barred gate which led into the Manor House grounds - exactly at the location where the Granada cinema now stands. By the time the vicarage was built a pavement was lining the right-hand side of the road, but beyond the gate on the left - where there is now a row of shops and the cinema car-park entrance, there was a deep road-side ditch bordered by a narrow grass verge. The road was quiet, sedate and very private.

The really surprising information about Sheepcote Road in those days is that it continued straight on beyond its present terminal position: there was no Kenton Road roundabout then. The road proceeded past Sheepcote Farm on the eastern flank; alongside the 'Ducker' (Harrow School's bathing pool); on past a couple of isolated farm buildings; between the scattered cottages of Sudbury village; through Vale Farm to the junction with Sudbury Hill - and only then did Sheepcote Road change to Harrow Road. This is of course the route now followed by the Watford Road and the total distance from Greenhill Manor House was over two miles.

In those far-off days the route was used by only a few horse-drawn vehicles and the occasional cyclist: fields extended along both sides of the road like a green carpet and in an easterly direction it was possible to stroll across meadows for miles - over two railway lines (the London and North Western and the Metropolitan); through Kenton Hamlet; past the rural villages of Kingsbury and Wembley - to the huge Brent reservoir, a waterway of the Regents Canal Company and now more commonly known as the 'Welsh Harp'.

There was a time when the Middlesex County Council considered bringing a tram service out from London via Harrow Road and Sheepcote Road to a terminus near Greenhill, but - for better or worse - the idea failed to materialise.

We have previously mentioned that in 1888 a public subscription provided for the building of a centre between St John's Church in Greenhill Lane and St John's Road where club facilities and a small library were made available for local working men. It was called Victoria Hall. In 1963 it was replaced by shops but a new hall of the same name was built at the foot of the slope in Sheepcote Road. This hall is one of the most-hired venues in the Borough of Harrow for holding organisational meetings and a variety of social events.

It seems that Sheepcote Road is closely connected with water: in an earlier paragraph the Ducker was mentioned and at a time long before public transport

was available in Greenhill, the villagers looked forward to a period each year when they were able to enjoy a special sort of privilege. For several weeks in July and August when the Harrow schoolboys went to their homes for the summer vacation, members of the public were able to gain access to the Ducker for a small charge and enjoy a swim in the cool water. Their quickest way to get there was to stroll along Sheepcote Road. It is worth remembering that there was no Leisure Centre or public swimming baths in that era.

Another watery connection is the Sheepcote Brook which rises in the little Harrow Park basin and flows down the eastern slope of Harrow Hill, draining away surplus water en route. And there was once a moat around the Manor House.

The word 'Sheepcote' is a derivation from an ancient name applicable to a field. "Placenames of Middlesex" reveals that in 1548 it was associated with the description 'Longshoyte' or 'Long Sceat' meaning a long corner or angle, - which might be used in describing the shape of a field. The spelling 'Shipe Cotefelds' also appears at about this time. In 1682 the name 'Shipcott Ferme' (farm) was mentioned and in an Enclosure Act of 1817, there is a reference to the more familiar 'Sheepcote'.

HINDES ROAD

Unlike our successful research into the origin of 'Sheepcote', we were unable to trace any connection in the early days of this century with the name 'Hindes'. It was however, ascertained that Hindes Road was 'laid out' in 1902 and so many of the houses are resplendent in the ornate style of the Edwardian period.

One of our older lady residents can recall memories of Hindes Road well before the first world war: she said, "They were all big houses and it was a very good class of road. Many of the respectable families employed servants or housemaids and it was a common sight to see 'nannies' pushing their precious car-goes along the road in bassinets. It was regarded as the dividing line between Greenhill and Wealdstone - the latter town provided the dwellings and employment for working-class people."

The comment about the 'dividing line' was endorsed by our reader, Harry Cross (mentioned in an earlier narrative). He said that opposite the junction where Hindes Road began - presumably in Greenhill Lane - there was a milestone in the hedge near a gateway in front of a house. When Hindes Road had been made up and the pavements added, the milestone was removed, cut in two and laid in the pavement. A line down the middle denoted which side was Greenhill and which was Wealdstone.

As in the case of Thistley Field's College Road development, the builders who dreamt of quick sales for their newly-erected properties were sadly disappointed and some houses were left half-built for many months. In some instances builders ran out of funds due to the high cost of draining the heavy clay soil and potential buyers were also discouraged by the deteriorating political situation in Europe prior to the first world war. History was to repeat itself in the late 1930's when the building boom petered out as hostilities began and many new, unsold houses became available as rented property instead.

Eventually - again like College Road - Hindes Road became a popular venue for private education, some intended 'for the sons of gentlemen' and others for the daughters of same. Among the schools which opened were St Nicholas, Miss Wynne's Alpha School, Mrs Eyden's Quainton Hall and Mr Hodge's Buckingham College. The last-mentioned three are still functioning.

Like an island surrounded by newly-developing roads, Greenhill farm survived on the north side of Hindes Road until the 1930's, when it was bought by Wealdstone Football Club with the help of a local benefactor called Brady who lived in Risingholme Road. In earlier days the Club had played its matches on a field belonging to Farmer Goddard at the top of Locket Road and later they took over Gamage's ground. The acquisition of Farmer Jim Smith's* land raised the aspirations of the Wealdstone Club, especially when part of the ground was sold off for allotments, an orchard was cleared as a site for the Dominion Cinema and Lower Mead flats were built on another section of the erstwhile farmland. This still left room for two football pitches and improved the Club's finances to such an extent that the mortgage was paid off and about £900 deposited in the bank. Since then the Club's fortunes have fluctuated from time to time - but they still have their ground - and a band of faithful supporters.

*Jim, who was also associated with Black Farm in Kenton, came from the well-known farming family of Smiths. There were other Smiths at Kenton and Sheepcote farms and their father once owned two farms in Rayners Lane where he built a house where all members of the family prominently inscribed their names upon the brickwork.

WELLDON CRESCENT

Welldon Crescent is a semi-circular highway which has twin junctions with Hindes Road, the latter road having been built first. This Crescent is yet another of several highways in the London Borough of Harrow to be named after a past headmaster of Harrow School. This time it is the Reverend James E.C. Welldon, headmaster from 1885 to 1898, who became Bishop of Calcutta and subsequently, Dean of Durham.

Welldon was a heavily-built man with the face and figure of a prize-fighter. He suffered from a very splay-footed stance but when mounted on a horse he presented a very impressive figure. He was very dogmatic in attitude: although his sister had 'kept house' for him for several years, he would not forgive her when she failed to seek his permission in order to marry a housemaster. When she later died, Welldon attended the funeral but ignored the bereaved husband.

Just north of Hunt and Kennards timber yard in Greenhill Lane was a small accommodation road (later retained as a footpath) which led through to two fields, thought to belong to a Major Bowyer. As one field was unused and the Major was a cricket enthusiast, he permitted Harrow Town Cricket Club to use it as a pitch. Later on Harrow Athletic Club adopted it as their ground.

It is around this field that Welldon Crescent was built in the Edwardian era, while Wellesley Road cuts diametrically across the centre of it. This was the last field to disappear in this section of the old Greenhill countryside, but fortunately a recreation ground was retained at the western end of Hindes Road.

OTHER HIGHWAYS

Narratives about all the oldest and most important highways in Greenhill have now been written - and we hope, enjoyed by the reader. It remains to mention briefly a few lesser highways - in the historical sense - before the final pages of volume 12 are completed with the inclusion of more general information.

ANGEL ROAD

There are a number of minor highways in the square of land between Hindes Road, Headstone Road, College Road and Station Road which, with the exception of St Anne's Road, might be described as typical 'back turnings'. They do not lead anywhere in particular and because the Northern Link Road - a later phase of central Harrow's major re-development scheme - is scheduled to penetrate this area, there will probably be radical changes 'ere long.

Angel Road - probably named after the builder of the houses - is one such highway. Some dwellings display inscriptions indicating that they were built between 1890 and 1893. About half-way along is the Methodist church, built in 1904, and nearby is the Harrow Fish Restaurant, with almost as long a history.

SPRINGFIELD ROAD

This is another road in the same area built in a similar era. It is probably named after a local field and has no particular significance in our survey, except to mention that the handsome cabs which operated in Greenhill early this century - and the horses which pulled them - were stored and stabled by a Mr Garraway at the rear of houses in Springfield Road, backing on to St Kilda's Road. The 'handsomes' were later taken over by cabbies from Lavenders and Woosters.

FAIRHOLME ROAD

This is an ancient cul-de-sac - again on the aforementioned square of land - which has developed on the site of the Hill family's home, 'Fairholme' - hence the name of the cul-de-sac. The house was a red-brick building about two hundred years old and was demolished near the end of the 19th century when the estate was dismantled following the death of the Lord of the Manor, Lord Northwick, in 1887.

ST JOHNS (CHURCH) ROAD

The properties in this road were built in similar style and at a comparable time, to those in Sheepcote and Gayton Road. Named after the nearby church in Station Road - it was called St Johns Church Road in its early days - it was once of elegant appearance and housed the more 'well-off' members of the community.

Most of the fine old houses have now disappeared to be replaced by hotels, flats and offices. Only the trees are left to remind one of its more peaceful past. Now - as another leg in Harrow's one-way system, it is part of the 'island' formed by the peripheral roads of Station, Sheepcote and Gayton Roads, across which pedestrians venture at their peril!

(OTHER HIGHWAYS are continued opposite)

LYON ROAD

Lyon Road forms a triangle with St Johns and Gayton Roads to the west of Station Road. It is named after a well-known yeoman farmer of Preston - John Lyon. It was he who endowed the original Harrow School - first built in 1615 to provide education for local boys. But the Public Schools Act of 1868 effectively cancelled any rights that the villagers may have enjoyed to a free place in the school and the governors were obliged to provide for an alternative establishment for this purpose - sited in Middle Road, Harrow Hill, where the first 30 boys were admitted in the Autumn term of 1879 - to the Lower School of John Lyon.

Limited financial assistance was given by the governors of Harrow School (who retained control of the management) but the viability of the Lower School remained precariously balanced and in 1899 local benefactor, T.F.Blackwell, came to the rescue when the school was 'bursting at the seams' with 140 boys attending classes.

The private houses which once lined Lyon Road have disappeared without trace. Its function is now that of a car-parking area with massive 7-storey office blocks having been erected on both sides - except for a restaurant at the southern junction which has an entrance in Gayton Road.

RE-DEVELOPMENT

It is quite a coincidence that, after a ten-year period of research to produce the material for the twelve instalments of our 'History of Harrow Highways' series - not only have we concluded with a survey of the district which is considered to be the hub of the modern London Borough of Harrow - but also, it so happens that the greatest re-development scheme in the history of Harrow - applicable exclusively to this very same district - is expected to be completed about a year or so after Volume 12's publication date.

The 'district' to which we so glibly refer is of course, old Greenhill - re-christened by the railway authorities as 'Harrow' a century ago and now often known as 'Central Harrow'.

In the foregoing pages, we have on occasions referred to this big, new re-development scheme, which is in the process of engulfing the remnants of Greenhill - but what brought it about? - and what does it hope to achieve? Well, at the very end of a series consisting of some 170,000 words, there is just sufficient space to very briefly enlighten you.

Comments in the preceding narratives have endorsed the view that, for more than a generation, the old Greenhill area had become more and more dilapidated and out-dated. Other communities within an easy car-ride, have modernised their town centres and are attracting shoppers away from Greenhill (alias Harrow). In the 1960's it was considered that "something had to be done" to improve the amenities and shopping facilities in Harrow. So the Council embarked upon a planning epic which was to take eight years from the time of the initial propos-

als in 1967. At last, in 1975, the Development and Technical Services Department produced a town centre map with eight main objectives:-

- | | |
|--|---|
| 1. To improve the range and choice of shops | (The aim will be to provide about a million square feet of shop floorspace and introduce new department stores.) |
| 2. To provide new shops close to the existing shopping centre. | |
| 3. To build a better road system and pedestrian precinct. | (New roads to be built including a northern link road.) |
| 4. To provide a more comprehensive range of entertainments, public buildings and amenities | (Cultural and recreational activities and adult educational facilities to be introduced. Removal of existing schools to other sites.) |
| 5. To improve public transport. | (A new bus garage to be built in College Road.) |
| 6. To increase car-parking accommodation. | (To provide a total of almost 8,000 parking spaces with about one tenth reserved for commuters) |
| 7. To build new offices and encourage the creation of additional jobs. | (Office floorspace to be doubled to one and three-quarter million feet.) |
| 8. To replace old houses and build new ones. | (The lost homes which were situated over demolished shops to be replaced with flats) |

The largest area of the redevelopment site is owned jointly by the Council and its partners, the Laing Development Company Limited. The minor developers are County and District, Ladbroke and Somerton. Compulsory orders were prepared for issue if necessary in order to purchase any land which was needed to finalise the scheme.

The intention is to complete the multi-million pound scheme (Queen's House in Clarendon Road alone will cost over £10,000,000) in 5 years - between 1977 and 1982, based on the following order of progression.

PHASE ONE

- | | | |
|---------------------------------------|---|---|
| <u>First Stage</u>
<u>1977-80</u> | St Anne's Road, east end (old Greenhill School site.) | (Building of large store, smaller shops, offices and 250 parking spaces.) |
| <u>Second stage</u>
<u>1977-79</u> | Kymberley Road and Clarendon Road. | (Building of office block linked by bridge across new Clarendon Road. Multi-storey car park on south side of Kymberley Road.) |
| <u>Third stage</u>
<u>1978-80</u> | College Road and Clarendon Road. | (Completion of shopping mall) |
| <u>Fourth stage</u>
<u>1979-80</u> | Northern Link road | (Sections one and three.) |

PHASE TWO

<u>Fifth stage</u> <u>1978-80</u>	St Anne's Road, west end	(Building of department (store and multi-storey (car park. Entrance to (mall
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PHASE THREE

<u>Sixth stage</u> <u>1980-82</u>	Centre section of St Anne's Road	(Completion of town square (and entrance to new hall. (Erection of 8-storey off- (ice block.
<u>Final stage</u> <u>1980-82</u>	Northern Link road	(Final sections completed.

The whole area will be bounded by the principal traffic roads of Sheepcote Road; Kenton Road; Lowlands Road; Roxborough Bridge and the Northern Link road which will connect with Station Road and Sheepcote Road. Within that area will be secondary traffic roads, and buses will have access within that framework. Motorists will of course have access to adjacent car parks but pedestrians will enjoy seclusion from traffic in the precinct around St Anne's Road.

The southern extremities of Springfield, Byron, Angel and Greenhill roads will be affected by the re-development and a few houses have been demolished to accommodate the Link road.

STOP PRESS: Please note that the completion dates for Phases 2 and 3 are now scheduled for the mid-1980's or even later.

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CORRECTIONS & ADDITIONS

VOLUME 11 (all on page 38)

Near top of page.....'Druries' was re-designed in 1864 - not 1844.

Vaughan Road.....John Vaughan is thought to have increased the number of boys to considerably more than 200 - probably 450-470.

Other West Harrow Highways Merrivale was the name of a famous family, six sons of which attended Harrow School. No master of that name can be traced.

Lascelles Avenue.....This highway is in fact named after BRIAN PIERS LASCELLES, a master at Harrow from 1885-1901. He is reputed to have been nearly 7 feet tall.

Abercorn Crescent....He was a governor at Harrow from 1834-1885. The 300th anniversary was actually in 1872 but there was a delay before work on the Speech Room began, while money for the building was being collected.

The Association is obliged to Mr J.S.Golland for the above corrections.

VOLUME 10, PAGE 10, PARA 4

We have learned with regret that FANNY, daughter of RUEBEN BRISTOW (who was over 90 years of age when the item in volume 10 was written) is now deceased.

NARRATIVE INDEX TO ALL VOLUMES

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BELMONT.....BEL	HATCH END...H.E	PRESTON.....P.T
EDGWARE.....EDG	KENTON.....KEN	ROXBOURNE...R.B
GREENHILL.....G.H	KINGSBURY...K.B	ROXETH.....ROX
HARROW ON THE	PINNER.....PIN	STANMORE....S.M
HILL.....H/H	QUEENSBURY..Q.B	WEALDSTONE..W.S
- - - - -	- - - - -	WEST HARROW.W.H

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AFTERTHOUGHTS

Ten years of research into Harrow's history has emphasised the fact that you cannot delve into the past without becoming conscious of that mysterious but powerful element which the living call 'time'. One senses an awareness of the great unending pageant in which countless millions of people have participated: they lived, died, were buried and have been forgotten.

Those of us fortunate enough to be alive today are both obligated and indebted to those shadowy figures of history for the future which they bestowed upon us. In the great cavalcade of evolution, nothing lasts forever; most things - including humans - survive for only a few decades. And history is an index of great changes - such as the Roman occupation - the medieval period - and, more recently, the Victorian era. The Victorians made an indelible mark on society and around us there are many reminders of that age: the slate roofs and barge boards of old Harrow buildings may still be seen and farther away in our coastal resorts are the hotels, piers and pleasure gardens of the 19th century.

Another big change occurred in the inter-war years of the 1930's when developers swept away 500 years of farmland in one decade - and the face of Harrow was altered more dramatically than at any time since the inception of civilisation. And that is really what our series - 'Histories of Harrow Highways' has been all about. The great surge of domestic building was accompanied by the need for a vast new highway system - which was to spread across the terrain like a huge cobweb: old lanes and tracks disappeared under ribbons of asphalt and concrete.

In this series we have attempted to reverse the passage of time and revive memories of those modest old by-ways, together with explanations as to what became of them. We hope that you the reader enjoyed the past volumes - and enjoyed this final volume also. As Mr Grant mentioned in the 'Foreword', we too will one day be part of history.

Thank you for your interest and support.



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