



*New Hampton and Hampton Hill
in Victorian and Edwardian Times*

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It's hard to imagine now that Hampton Hill was once described as a wilderness. 'Green and pleasant land' might seem apt today, but in 1863 a young man arrived to help shape a new community being formed by the coming of the railway. Fitzroy John Fitz Wygram was to be its first vicar, but this would be no easy job.

Fitz Wygram was determined to make a difference – and 2013 marks the 150th anniversary of St. James's Church and parish. What hasn't changed is the church's place at the heart of the community. Whether you come to worship, attend concerts, are a Brownie or Guide, or support numerous evening classes, St James's Church will be a familiar place – and in the spirit of our founder, we aim to involve the entire community in our celebrations.

The church was built and consecrated in 1863 specifically to deal with various social problems in the area. What is now Hampton Hill was originally the southern corner of Hounslow Heath. It was a haunt of highwaymen, with a gibbet at one end of Burtons Road. The building of the railway had brought rowdy, hard drinking labourers to the area and the 13 public houses were places of frequent violence. The shacks in which these people lived were described as '*a wilderness with a number of habitations of the most wretched kind, inhabited by a still more wretched class of people*'.

The Revd Fitzroy John Fitz Wygram bravely became St James's first vicar. The building was consecrated on 11 December 1863 by the Bishop of London, who reportedly said: '*It is a barn of a church and a wilderness of a place.*' Fitz Wygram's response was to say that '*If people are taught to say thanks to God, they must have something to give thanks for.*' He and his wife then dedicated their lives and a good deal of their own money to improving the unpleasant living conditions and poor prospects of the parishioners. He built a school after discovering that just 13 local children were receiving an education and campaigned for better social conditions.

In its own way St James's has continued raising money to support charities at home and abroad with those same ideals of reducing poverty and helping the needy. Last year, more than £8000 was split between local and international charities. This year we plan to give £9000.



But for our 150th anniversary we also want to do something special in recognition of Fitz Wygram's pioneering work. We will be raising money throughout the year for Hampton and Hampton Hill Voluntary Care, the charity which runs The Greenwood Centre. It does such a valuable job supporting people in need. The centre is based in what was once St. James's church hall, in School Road, itself named after the school that Fitz Wygram built. It is just over the road from Fitz Wygram Close.

During 2013 our celebrations will involve children from local schools; choirs from the parish and beyond; a summer picnic at the Vicarage; a sleepover by local Scouts; a concert for Remembrance Day; and culminating in a visit by the Bishop of London and the renaming of our Church Hall. All will be an opportunity to celebrate the beginnings of St. James's, but also to do something now, with a legacy for the future.

Revd Peter Vannozzi
Vicar, St James's Church



St. James's Church in 1863 and 1890



Revd Fitzroy John Fitz Wygram

As part of the 150th Anniversary celebrations a special souvenir edition of 'The Spire' is being produced in July. Alongside that we have produced this free booklet describing and showing the impact that St. James's, Revd Fitzroy John Fitz Wygram and his successors had on the development of New Hampton, re-named Hampton Hill in 1890. We're also running a great family competition, please see the back cover.

Much of the information has been taken from the book 'The Birth and Growth of Hampton Hill', published in 1965. The fascinating book can be seen on line at -

www.stjames-hamptonhill.org.uk

We are particularly grateful to local historian John Sheaf for his advice and use of photographs from his collection.

With special thanks to all of the sponsor advertisers and donors of the prizes for the Hampton Hill History Hunt. To LBRuT for their generous support and to the Friends of Bushy and Home Parks for their help.

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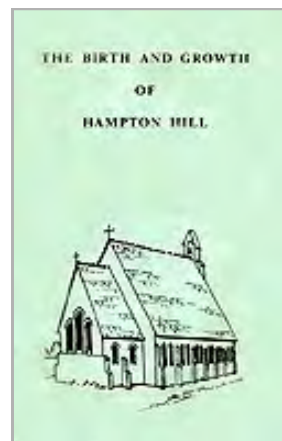
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Below - 'Showers' - The widened High Street and double tram tracks c.1907



203 High Street (Callaghan Interiors - page 26)

Courtesy The John Sheaf Collection



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Ordnance Survey Maps 1863 and 1894

The first Ordnance Survey map was published in 1863. By that time the population of New Hampton was 710 and the village was taking shape. The High Street, Windmill Road (then Windmill Lane) and Uxbridge Road were in place although the roads were un-surfaced. Shops, pubs and businesses had sprung up. The newly constructed St. James's Church stood in fields with access from the village by footpath. The London & South Western Railway's Thames Valley Extension Line was under construction.

The next few years saw rapid growth. By 1871 the population was 1,322; increasing to 2,014 in 1881 and 2,440 by 1891. By the 1880s many new roads had been built and a large area was covered by nurseries. The principal growers were Sherwood's, Page's, Gill's and Milne's Flowers who grew mainly carnations and daffodils. St. James's Church was extended and the bell tower and spire were built.

By 1894 New Hampton had been re-named Hampton Hill. The High Street had been extended north and south. Much of it would be recognisable today although only The Star and The Rising Sun still bare their original names. The railway had arrived and there had been substantial house building including many of the fine Victorian villas. Park Road, Seymour Road and School Avenue, as it was first called, Albert Road, Edward and Laurel Roads had made their debuts, whilst Queen's Road had been extended to join up with Burton's Road, though it was no more than a nursery track. St. James's Avenue existed at this time in the form of a simple pathway providing access to the church from Windmill Road, whilst School Road was a track leading exclusively to the school buildings (page 16). A bridge leading from Holly Road to School Avenue had come into existence but was not yet a public thoroughfare, serving solely as a cattle crossing, mainly for Prewett's Dairy. There were comparatively few changes in the ownership or use of the shops. Perhaps the one most indicative of the age was that Stockwell's (77/79 High Street) gave up being coach builders and became manufacturers of the then new mode of personal transport - bicycles. The engineer's name was Burt who later bought the business. Today Burt's Cycles is owned by Roger Hitchman.

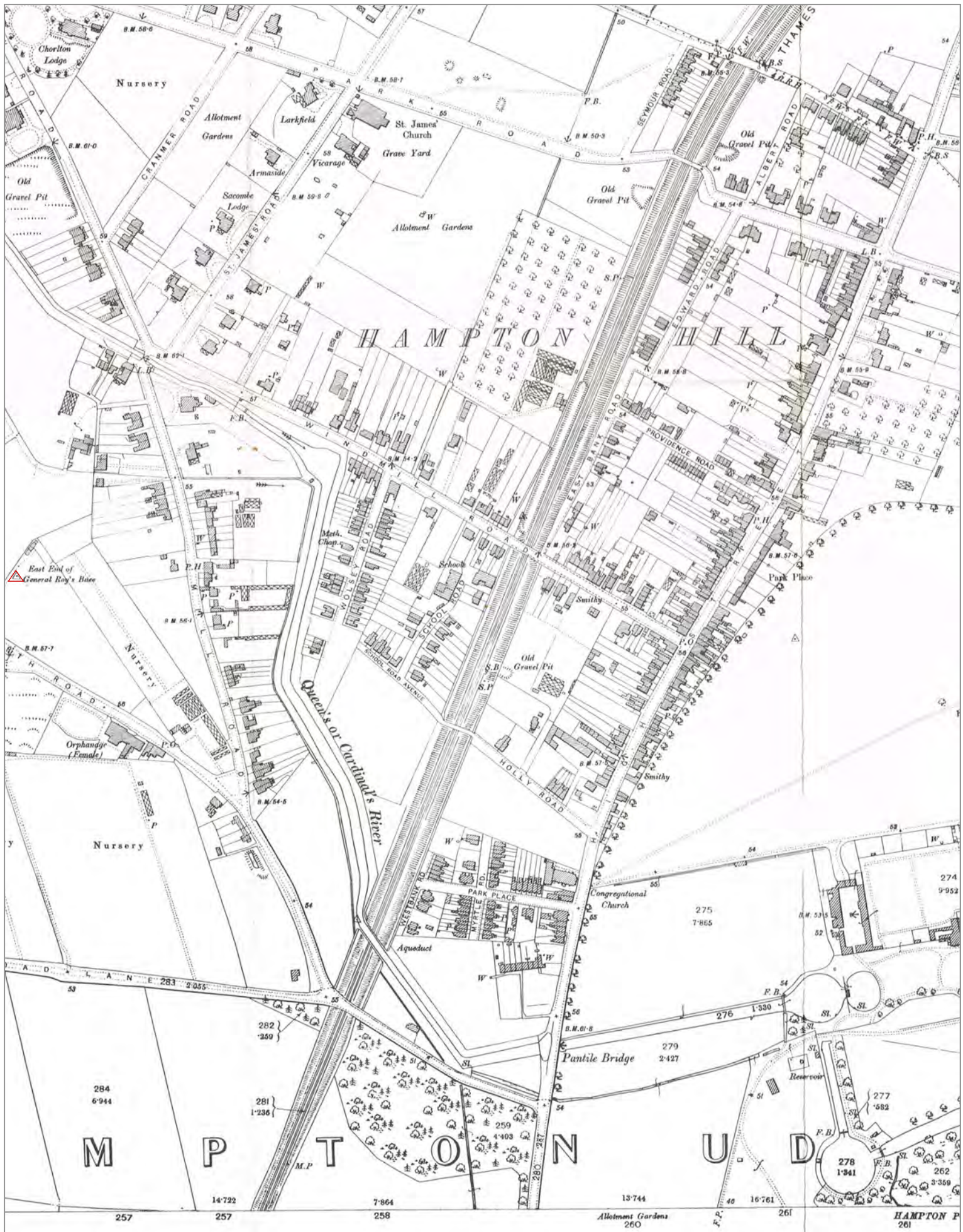
1863 Ordnance Survey map

▼ St. James's Church



1894 Ordnance Survey Map

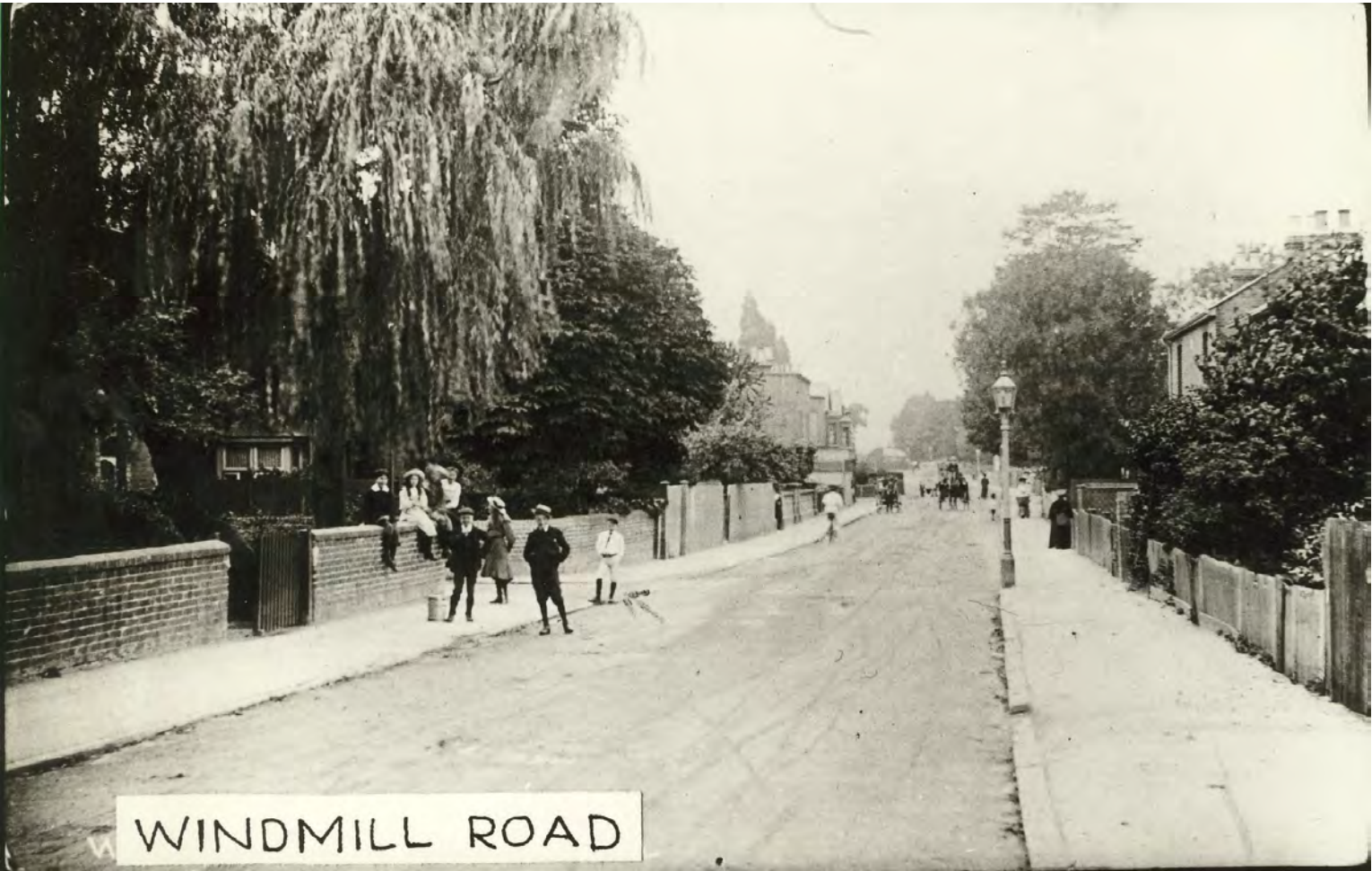
Origins of Ordnance Survey maps. In 1784 Major General William Roy measured the precise distance between two points. The first was on Hounslow Heath. The second at a point in what is now Roy Grove Hampton marked by an upturned cannon, shown on the map \triangle From this start OS maps were developed.



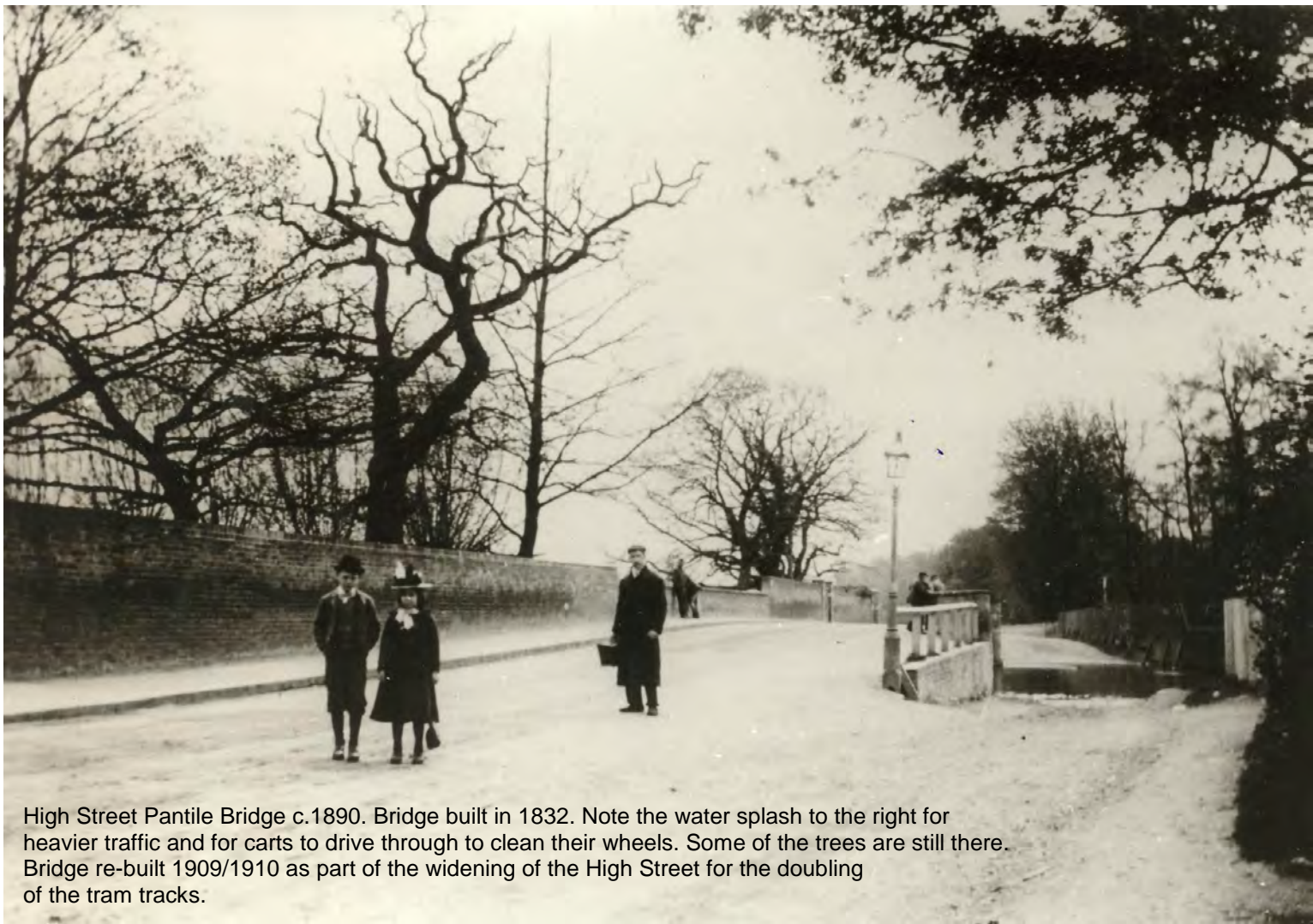
New Hampton in Victorian Times



The earliest known photo of the High Street
Clarence Terrace c.1880. 161 - 167 High Street, road as yet un-surfaced
Clarence House, on the right remains, and is now Barclays Bank



WINDMILL ROAD



High Street Pantile Bridge c.1890. Bridge built in 1832. Note the water splash to the right for heavier traffic and for carts to drive through to clean their wheels. Some of the trees are still there. Bridge re-built 1909/1910 as part of the widening of the High Street for the doubling of the tram tracks.



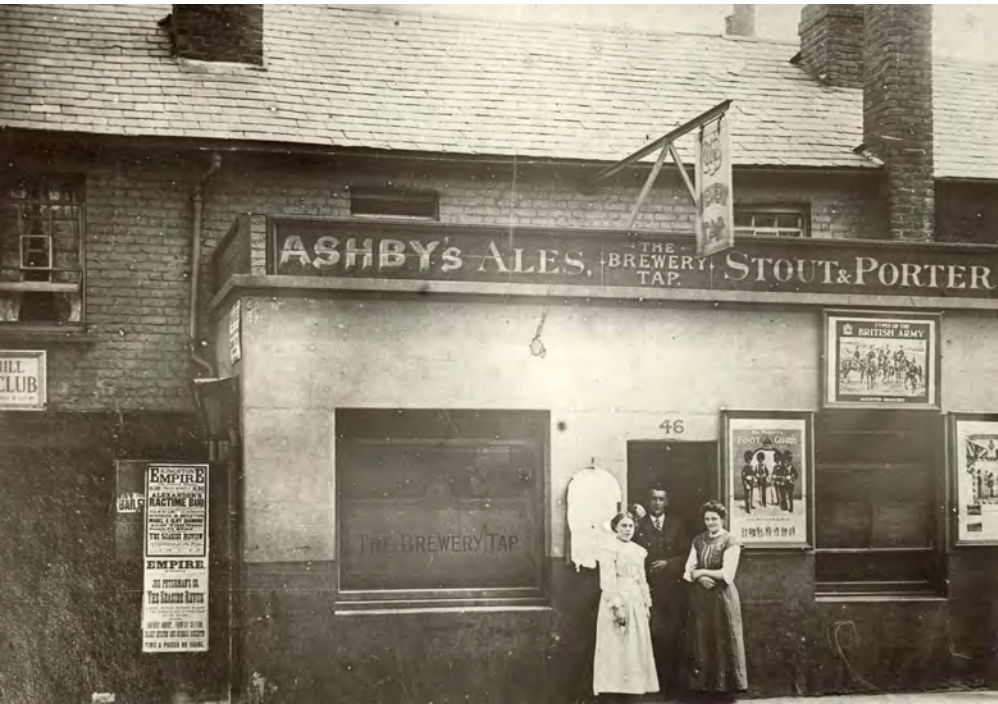
Above - St.James's Day 1908
Below - the windmill 1780 - 1874
Right - New Hampton delivery cart
Far right - Watermill House



Below right - An early view of Park Road and junction of the High Street c.1902, before the arrival of the trams



The Pubs of New Hampton and Hampton Hill



The Brewery Tap (Mud Hut)
46 High Street
Ashby's Brewery Staines
Opened 1860s, closed 1907.
Became the Morden Dairy then private housing and later rebuilt as Concorde House.



The Duke of Clarence opened c. 1830, probably earlier.
147 High Street.
Now The Bloated Mallard TW12.
Re-fronted and extended in 1925.
◀ early 1925 view ▶



The Crown & Anchor opened c.1826
97 - 99 High Street. Rebuilt 1908. Subsequently
The Valiant Knight, Joe's Bar and now La Familia
c.1905 view with tram on single track approaching
the Post Office and The Crown & Anchor ▼



La Familia's
Isleworth Brewery sign





The Jenny Lind

80 High Street

Opened 1839, closed 2009 (now KFC)

◀ The Jenny Lind in 1910 and 1911 ▼



The Rising Sun c.1904



The Rising Sun 29 High Street Opened in the 1860s.



View from The Star 1910 looking south down the widened High Street towards The Rising Sun. Courtesy John Sheaf.

2013

The Rising Sun - United Reformed Church - Your Local Plumbing Company (page 21)

▲ Queen Victoria's Diamond Jubilee Procession passing The Star and the old Fire Station in 1897.

The Star

Old Fire Station



The Star

8 High Street, opened 1862.

Pub's southern extension and garden added in 1921.

See more photos on pages 22 & 23.

The Duke of Wellington



OTHER PUBS IN HAMPTON HILL

The Duke of Wellington*, Wellington Road, corner of Burtons Road. Opened 1830s, probably earlier. Closed 1990 after fire damage.

The Roebuck*, Hampton Road. 31st December 1867.

The Windmill, Windmill Road. Opened 1868 (shown below).

Uxbridge Road (both closed)

- The Jolly Gardeners (94)
- The King's Arms (141).

Hampton Road (Hanworth)
Hope & Anchor*
(now McDonalds)

* outside the St.James's Church Parish boundary.



Butchers, Bakers and . . .

By 1863 the population of New Hampton was large enough to support four bakers or confectioners, two butchers, poulterers and fishmongers, six grocers, one men's clothier, two women's clothiers, two boot and shoe makers, one corn, coal and oil merchant, five builders and eight pubs.



The butchers F. W. Paines was established in 1818. The shop was located at 133 High Street and remained a butchers until about 1978 trading as Beale's, then T. Prudames before becoming Pickwick's Wine Bar and then the restaurants Monsieur Max and now Piazza Firenze.

F. W. PAINES, Family Butcher, 133, HIGH STREET, Purveyor of Home-Killed Meat.
HAMPTON HILL, Tel. MOLESSEY 546. Estab. 1818.

By 1880, the number of butchers had risen to four but reduced back to two by 1891.

Having been without a butcher in the high street for some years. we are fortunate that Norma and Zach carry on the fine tradition today with Robson's Butcher and Deli.

By 1901 the number of bakers and confectioners had dropped back to two. It is believed that 12 High Street has been a bakery since this period and possibly from as early as 1863. It was certainly owned by Tommy Clarke, Champion Bread Baker of England who sold it to David Cavan in 1937. Today the award winning Cavan Bakery has two shops in the High Street at numbers 12 and 183. The bakery and shop at 183 was acquired in 1955 and traded as T. Clarkes until 1967 when it was re-named The Cavan Bakery.



The 1920s oven at The Cavan Bakery ► 183 High Street. Originally coke fired subsequently converted to gas. In 2011 baking was moved to new premises in Molesey.

◀ Confectioners and tobacconists at 195 High Street c.1905. Now Minar Tandoori Restaurant.





Prewett's milkman Charles Brown and assistant



Dairies

In 1870, James and Sally Prewett sold their farm in Gloucestershire and set up a dairy in New Hampton at 55 High Street and an area behind the main building in what is now The Mews.

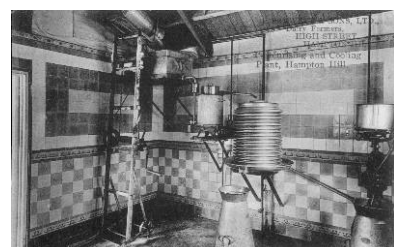
Sally's sister Louisa was married to Edward Roberts and they bought the dairy in High Street Teddington in 1874, that had been established since 1819. Prewett's dairy farm in Hampton Hill supplied both businesses. Butter and cheese were made in both dairies.

Some of the Prewett's employees were housed in the dairy's own houses in Holly Road. Prewett's Dairy later became part of the Job's Dairy business and was re-named the Hampton Hill Dairy. The Hampton Hill Dairy being their branch number three. 55 High Street still bares the dairy's name and is now divided into flats.

A second dairy, The Morden Dairy, was opened at 46 High Street when The Brewery Tap closed, sometime after 1907. It is now Concorde House.



Cleaning area c.1910



Pasteurising and cooling plant c.1910



The Dairy 55 High Street



Louisa Roberts and Sally Prewett



Trains and Trams



The Thames Valley Extension Line of the London & South Western Railway (L&SWR) opened on 1st November 1864 between Twickenham and Shepperton with intermediate stations at Fulwell, Hampton and Sunbury.

Initially there were seven steam hauled passenger trains via Twickenham each way every day. Equally important were the freight trains bringing coal, bricks and goods in and moving the extensive quantities of local nursery produce up to Nine Elms for Covent Garden. Hampton station had goods and coal yards.

◀ Fulwell and Hampton Hill Station c.1907 with through Shepperton to Waterloo service. St.James's spire in background

The L&SWR had extensive discussions with local landowners about possible locations for the new station for New Hampton. Suitable sites were the plots adjacent to Burton's Road, Edward Road and near Pantile Bridge but for some reason these were not chosen and the station was built at Fulwell and named Fulwell and Hampton Hill.

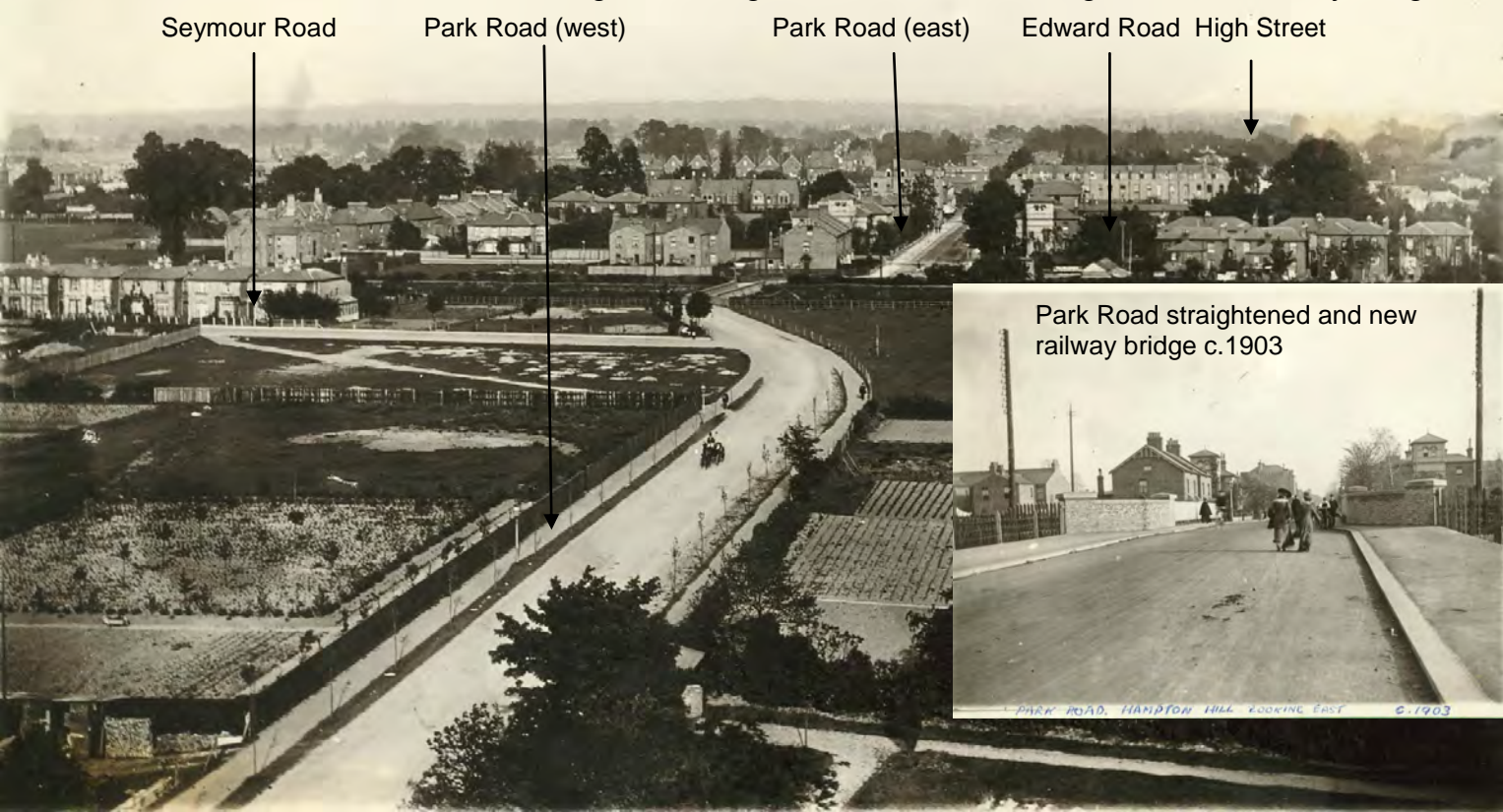
The spur linking Strawberry Hill to Teddington opened on 1st July 1894 for freight trains only, passengers services to Teddington, Kingston and Waterloo via Wimbledon started on 1st June 1901. By 1909, passenger train frequency had increased to 9 direct services to Waterloo and 13 to Twickenham. 15 through trains ran from Waterloo with 9 more starting from Barnes, Richmond or Twickenham. There were 4 freight trains per day, the principal one being the 7.45pm Shepperton to Nine Elms which called at Hampton Goods Yard between 9.03 pm and 10.40pm to attach wagons of nursery produce, etc.

The lines were electrified during 1915 and faster electric services started in January 1916.



By 1904 Hampton Goods Yard was handling furniture vans, cattle vans, and a wide range of freight. It had a 10 ton crane and three Coal Yards, one beside The Railway Bell.

View from St.James's tower c.1895 looking east along Park Road with the original, wood railway bridge





ABOVE c.1903 view of the High Street. LUT tramcar 251 passing 185 High Street en route to Hammersmith. Supervised by a policeman, the hand signalman authorises the car onto the single track across the junction with Hampton and Park Roads.

The London United Tramways (LUT) service between Hampton Court and Hammersmith via Hampton Hill started in 1903. Initially there was just a single track with passing loops through the High Street. This obviously restricted service frequency so LUT decided to double the tracks. This involved some major civil engineering as the High Street was too narrow in places. For instance, on the south west side of The Star, all the buildings had to be demolished. This included the original Fire Station, a large barn and 'Whitehall', a row of three whitewashed cottages which were taken down between 1905 and 1908. Pantile Bridge was strengthened, widened and re-built in 1909/10. The 'water splash' was removed. The ornamental gas lamp on the corner of Park Road (above) was also removed as part of the road widening.

The tram service (route 67) ran until October 1935. Trolleybus route 667 replaced the tram service and ran until 8th May 1962.

London United Tramways ticket for route 67. The fare for the journey from Hammersmith to Hampton Court was 6d (2.5 pence). The Fares Stage in Hampton Hill was Park Road ► c.1905 view, London United electric tramcar 255 stands outside the old Post office and Makepeace Printers (40 and 38 High Street) and now Billy Basin and part of Attic. Note the Prewett's Dairy cart in the road outside 46 High Street, The Brewery Tap. 46 High Street subsequently became the Morden Dairy ▼



Fire Service, Post Office and Library

Hampton Hill's fire engine and manual pump c.1890.



Fire-fighting a hundred years and fifty years ago was a very different matter without today's modern appliances and water supplies. The firemen were all volunteers who, when the alarm sounded, would leave their work, or their homes if at night, and rush to the fire station - or at first, the shed where the appliance was kept, and harness, probably a pair of horses to the fire engine, having first of all borrowed them from a local tradesman. The appliance at first was nothing more than a manually operated pump, allowing as many as a dozen firemen to pump at once, being relieved by volunteers when they tired. The reward was payment by the insurance companies, or owner or occupier of the property, in proportion to the value of their services.

The local Press reports various attempts to form a Hampton Hill Brigade. In 1876 a meeting resulted in the forming of a volunteer brigade of thirty men captained by Captain Ball, of Willowbank, St. James's Road. Again, in February, 1888, a meeting held at the Working Men's Club resulted in a new Hampton Hill Brigade of eleven tradesmen being formed and we learn that the village already possessed an engine and several other appliances. They were housed in a red brick building with large double red doors, two doors down from The Star. It was demolished as part of the widening of the High Street in 1904.

In November 1891, the Hampton and Hampton Hill Brigades were called out suddenly and unexpectedly as a test of their efficiency. The Hampton engine was fully equipped, manned and harnessed in six minutes but Hampton Hill took twenty-seven minutes and their tardiness was explained by the fact that "the call boy had to run considerably over a mile to call the brigade." (Not to mention the fact that perhaps Mr. Wilson, the corn chandler, was probably using his horse! It was usually his horses which were borrowed at this time.)

The new Hampton Hill fire station was built in Windmill Road in 1906.

As the old one in the High Street had been demolished, the appliances were temporarily housed in a yard behind the Crown and Anchor. Unfortunately, the arch over the new fire station collapsed, but as the fire brigade foreman was also the builder he did not register a complaint! The council wanted to know about "the collapse of the whole of the front of the new Hampton Hill fire station" and the Surveyor was forced to admit that "there was a slight defect in the arch."

Post Office, Telegraph and early Telephone Services

The original Post Office was located at 40 High Street (now Billy Basin). In 1835, the Post Office building went into the possession of the printing firm Edwin Makepeace and the Post Office took over half the building. The printing works continued in the remaining part of the building and later became The Hampton Press. The building is now part of Attic, see photo on page 13.

In 1882 postal services were improved by the placing of a letter box in the wall close to the new entrance to Bushy Park opposite the Congregational Church (now the United Reformed Church).

There were frequent complaints about the slow delivery of letters and this was improved in 1892 by making the Hampton Hill branch its own sorting office. By the 1890s there was also a sub-office in the High Street at the newsagent's shop near the junction with Park Road and known as the Fulwell Post Office.

By 1899 Makepeace's at the main post office were advertising "Postal Telegraph on the Premises". A few other lines were connected in the late 1890s, one of them to the fire station. The Surrey Comet of January 15th, 1908, reported that one or two Hampton telephone subscribers were joined to the Kingston Exchange and that there were plans for an exchange at Hampton which was eventually built in High Street Hampton in 1926. In 1911, *Molesey 9* was the number of an old established Hampton family. *Molesey 546* was the telephone number of the butchers F.W.Paines, 133 High Street, see page 10. The Post Office moved to new premises at 58 High Street in 1995.



1953 view of the High Street looking north

▲ Old Post Office
40 High Street

Libraries

'Penny Readings' and a parish lending library in New Hampton started in 1868. In 1882 a Working Men's Club was started by Revd. Fitz Wygram. It included a library and offered chess, draughts and dominoes as well as reasonably priced refreshments of bread, cheese and coffee.

Daily papers were also provided.

A lending library was opened at the Post Office in 1892.

The first public library was opened in 1902 in Windmill Road moving next to the 'new' Fire Station in 1907.

The library moved to its new location in the High Street in 2010.



The 'new' Fire Station and Public Library in Windmill Road

Schools

New Hampton's first schools were built in 1867. They were paid for by the Revd Fitzroy John Fitz Wygram, Vicar of St. James's, after he discovered that just 13 children out of a population of 1,100 attended any sort of school. He made a grant of land in Mill Lane for the schools, stipulating that they were for the children of 'labourers, manufacturing and other poorer classes'.

It cost £315 to build the schools. The funds for running them came chiefly from the church offertories and donations, a Government grant, and the children's penny subscriptions. In 1869 a fund was started to pay the fees of those whose parents could not afford to do so.

During most of the 19th century, the Church of England was the chief builder of schools in this country – over 17,000 serving a million children, out of a total school population of two-and-a-half million.

The Boys' School stood where the Greenwood Centre stands today in School Road. The Girls' and Infants' building was opposite. Some 200 boys, girls and infants sat at long, backless desks from 9am to 12 noon, and from 2 to 4.15pm. Very little was spent on equipment, and the children wrote on slates, shared reading books, and learnt by repetition. Scripture, Catechism and Church History were obviously lovingly taught, for the yearly reports of the Diocesan Inspectors are almost uniformly good. Her Majesty's Inspectors always wrote favourably of the needlework and knitting. But school days were a brief period in the life of a child in the 1860s. The leaving age was 11, making the average length of schooling just four years.

In 1870 the Elementary Education Act was passed, and the shadow of the State began to fall across the church schools. The aim was to complete the voluntary system and fill the gaps. Where the existing schools, such as those of Hampton Hill, were found to be efficiently run, they were to continue to be grant-aided, and to serve their district as public elementary schools.

In 1876 attendance at school was made compulsory and parents were fined for absentees. The staff included a head teacher at each school, assistants and trainee teachers. The first infants' mistress, Miss Thornton, was paid 12s. a week. She showed 'a want of temper and forbearance towards the children', and resigned after three years. The next was paid £47 per annum. In 1871 the head teacher of the girls received £60 and Mr. Martin, of the boys, £70.

In 1873 a classroom was added to the boys' school, and in the next year the Vicar himself paid for an extra classroom and an enlarged porch for the girls. Miss Eastbank was appointed as head teacher of the girls at a salary of £75 per annum plus a house. Mr. Martin asked for a rise and received £10.

Money was sometimes raised for the schools by special events. In 1884, the Working Men's Club asked permission to hold a fancy dress dance in the boys' room, but parishioners threatened to withdraw their subscriptions. A list of rules was drawn up, banning public advertisement, fancy dress and intoxicating liquor. Despite this the dance must have been a success as the room was booked for the next year. In 1892 the Vicar announced that he had been granted a Music Licence for the Boys' School and various performances were put on.

By 1889 the schools were in financial difficulties and threatened with closure. There were now 537 children on the books, so it would have been a serious matter. The Schools' Committee held a vote either for the continuance of the church schools or for the opening of a Board School. The majority voted against a Board School and sent donations totalling £60. The schools were safe – for now.

Two years later, Lord Salisbury's Government passed an Act making education free in the State schools and permitting the voluntary schools to follow suit. A national grant of 10 shillings per child meant a loss of income to the Hampton Hill schools, however, as the children's subscriptions had been 11 shillings. Even so, the infants' school was made free.



The Boy's School in School Road

In 1902 another Education Act was passed which gave Voluntary Schools aid from the rates. The Middlesex Education Committee was represented on the Board of Management of the Hampton Hill Schools. The span of school life became five to 14 years. Success in examinations at 11 enabled a child to go to a grammar school, or to the state secondary schools to the age of 16 or 18.

The early 20th century saw widening curricula in the elementary schools, but there was greater public control of the church schools. With the introduction of new subjects, the day's lessons became more varied: dressmaking and cookery for the girls, woodwork for the boys, and swimming lessons for both.

At the beginning of the 1914-1918 war, the girls made 130 garments for soldiers, sailors and their dependants. In 1916 the children were employed in 'munition work'. The children, none of whom could have been more than twelve or fourteen at the time, went for an hour per day to the Eastbank Mission Hall where they helped to produce hand grenades. The money they earned was put into school funds "for the probable provision of a public library at some future date."

It was perhaps inevitable. What had been the small rural community of Hampton Hill was becoming an urban area with a more sophisticated population. The farms gave way to houses, the inhabitants of which, linked by train to larger urban districts, were mostly town workers in offices and shops. The church schools had, for two generations, played their part in creating a literate nation, making life richer for hundreds of children. But change was unstoppable.

Hampton Grammar School

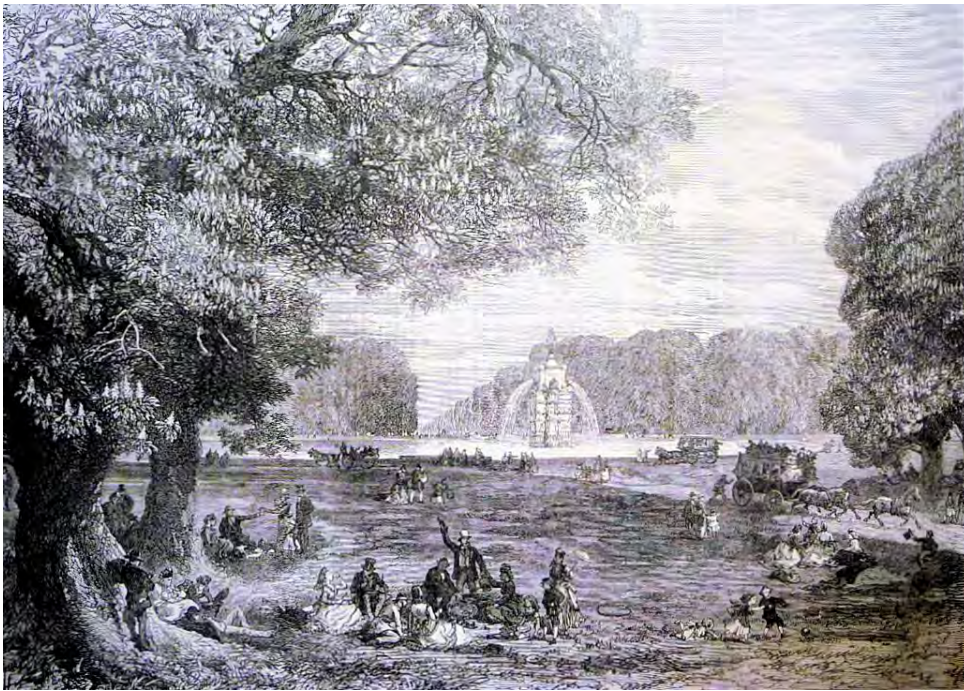
Hampton School was founded in 1557 on a site at St.Mary's Church, Hampton but only survived until 1568 .

The school was re-opened in 1612 still on the site at St.Mary's Church. It moved to a purpose-built campus on Upper Sunbury Road in 1880 before moving to the present site on Hanworth Road in 1939.

Hampton School presents an annual Fitz Wygram prize.



Bushy Park



Chestnut Sunday Bushy Park 1871 (Illustrated London News)

The 12 mile River Longford was dug by soldiers in King Charles 1's army in 1638/9 to supply Hampton Court Palace and the fountains with water. The river crosses under Hampton Hill High Street at Pantile Bridge.

Lord Halifax lived in and restored Upper Lodge. In 1709 he had the river diverted to feed the Water Gardens. He also built the brewhouse to provide beer for the large workforce.

In Victorian times the park became popular for picnics and rides for the better off although permission was needed to ride along Chestnut Avenue. In the Edwardian era Sir Clifton Robinson, the owner of London United Tramways, was organising summer days out by tram to Hampton Court Palace and Bushy Park for his employees at Fulwell Depot.



BUSHY PARK IN EDWARDIAN TIMES

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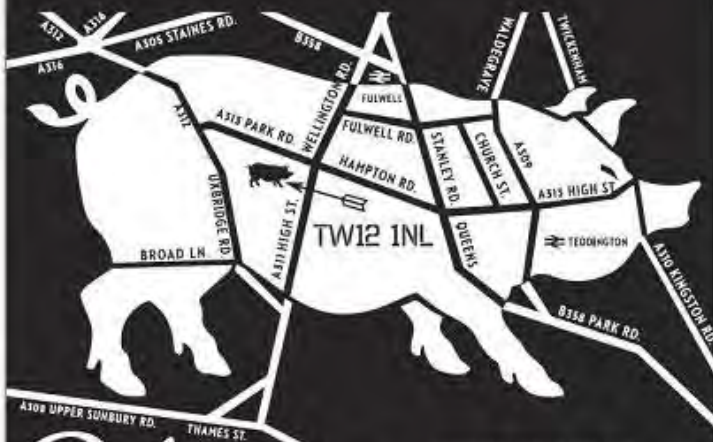
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1897 - Queen Victoria's Diamond Jubilee Procession passes The Star and old Fire Station .

The buildings south of The Star were demolished between 1902 and 1908 for road widening and The installation of the second tram track.



c.1905 Church Procession passes The Crown and Anchor



1911 King George V Coronation Parade passing The Jenny Lind and Duke of Clarence



12th June 1910
Fire Brigade Procession
passes The Jenny Lind
and Duke of Clarence



1919 Post War Victory Celebration passes The Star
Note the J Prewett Dairy cart. The Dairy was just across the road at 55 High Street

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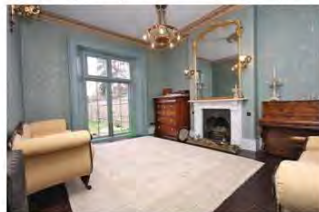
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Hampton Hill History Hunt

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Answer these questions - 15 Super Prizes of Nice things to eat!

- What was Hampton Hill called before 1890?
- Where's the old Hampton Hill Dairy?
- Where is the old Hampton Hill Drapery Stores sign?
- What is the butchers F.W.Paines called now?
- Which High Street pub has had the same name since 1862?
- What was The Bloated Mallard TW12 called before?
- Where is the Matthews Stores sign?
- When did trams run through Hampton Hill?
- Which Mediterranean restaurant has an Isleworth Brewery sign outside?
- Which Regiment had barracks in Hampton Hill (crest above door)
- When was the horse drinking trough in Park Road erected?
- In 1784 General William Roy measured the precise distance between two points, one was in Roy Grove Hampton. What developed from this?

Which old family business has two shops in Hampton Hill?

At St. James's Church

- What was the name of the first Station Master of Fulwell Station?
- Some Canadian servicemen are buried at St.James's Church, can you name one of them?

Who was the Reverend Fitzroy John Fitz Wygram?

Prizes include - Meals at: Il Casale, Piazza Firenze, La Familia, AnoThai, The Railway Bell, Plenty, £50 Hamper Your Local Plumbing Company, Robson's Butcher & Deli Food Treat - see posters.

Please your leave your Entry Form at St.James's Church, Hampton Hill Library, The Star, Robson's Butcher & Deli, Your Local Plumbing Company, Flowertweet, Jane's Wool Shop, Milbank Carpets or Hampton Hill Post Office by Saturday 20th July 2013 please.

Name _____ **Tel** _____

