

Sudbury – Then and Now

This document is a permanent record of the display material from the exhibition which was held in October 2015. It is the result of a community local history project, carried out in partnership between Wembley History Society and Brent Museum and Archives from January 2015 onwards, working particularly with the two main residents' associations covering Sudbury Court and Sudbury Town, and with the Friends of Barham Library.

The idea was that their members could “adopt” an old photograph or postcard of the area from the Brent Archives collection, take a matching colour view of the same location, and provide some information or stories which helped to tell the history of the scene, and how it had changed between “then” and “now”.

Two local primary schools, Sudbury and Barham, also took up the invitation to get involved. Their Year 5 classes used some old photographs for their own local history projects during the summer term. Between them they contributed four pairs of images to the display. The following pages are for everyone to share and enjoy, and discover more about Sudbury.



SUDBURY THEN AND NOW

SATURDAY 10 OCTOBER

2 – 5.30PM

Sudbury Methodist Church hall
809 Harrow Road, Sudbury, HA0 2LP

An exhibition of old photos
and postcards, with
matching colour views and
stories of their history, put
together by local people,
for everyone in Sudbury to
share, enjoy and discover
what an interesting place
they live in.

Admission is FREE
and everyone is
welcome!

Contributors:
Wembley History Society
and Brent Museum and
Archives, working with
Sudbury Court and
Sudbury Town Residents'
Associations, Sudbury and
Barham Primary Schools,
and Friends of Barham
Library

List of the Sudbury locations featured in the exhibition display:-

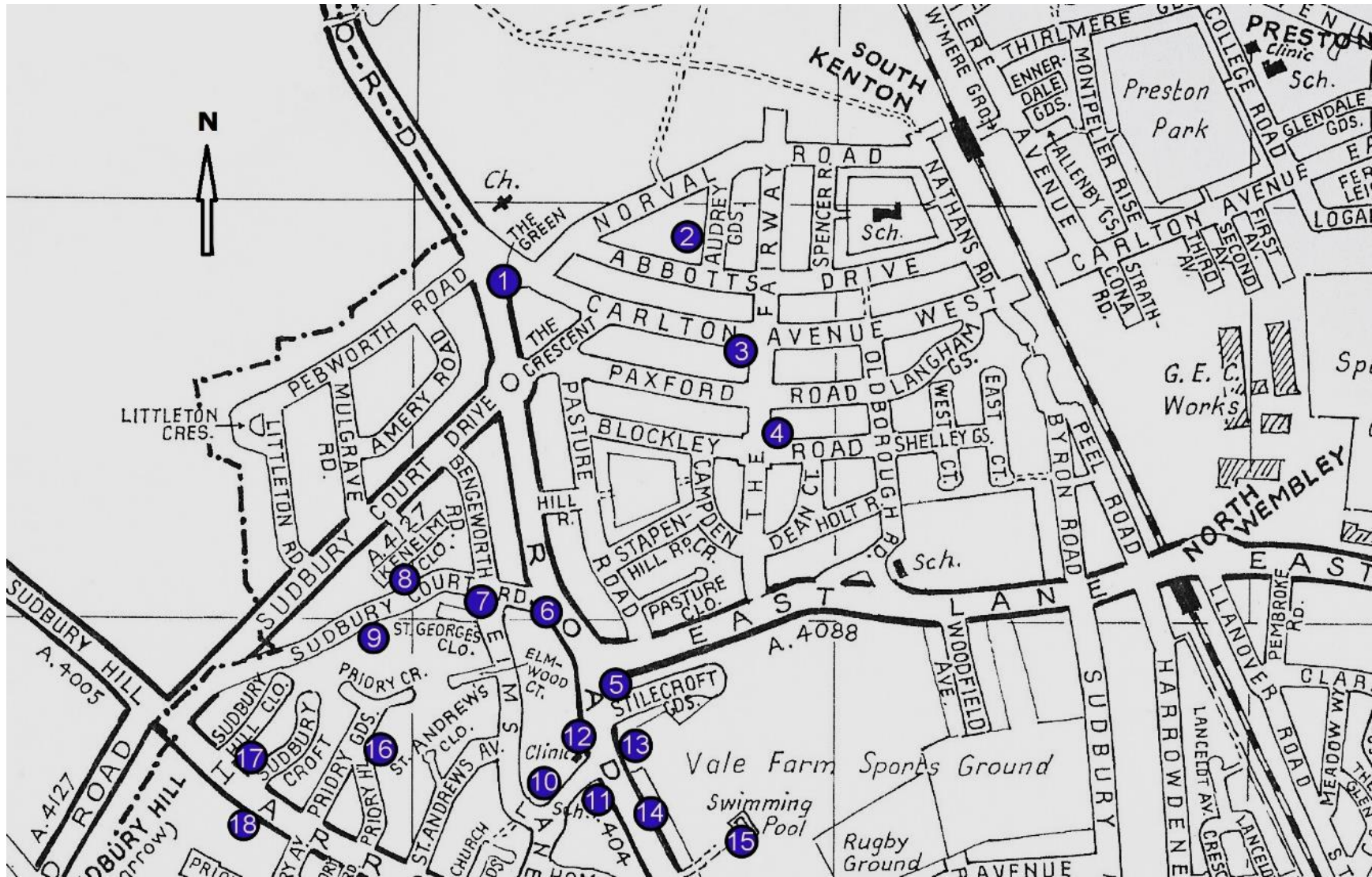
Maps showing the locations of the photographs (pages 3 & 4)

An Introduction to Sudbury's History (pages 5 & 6)

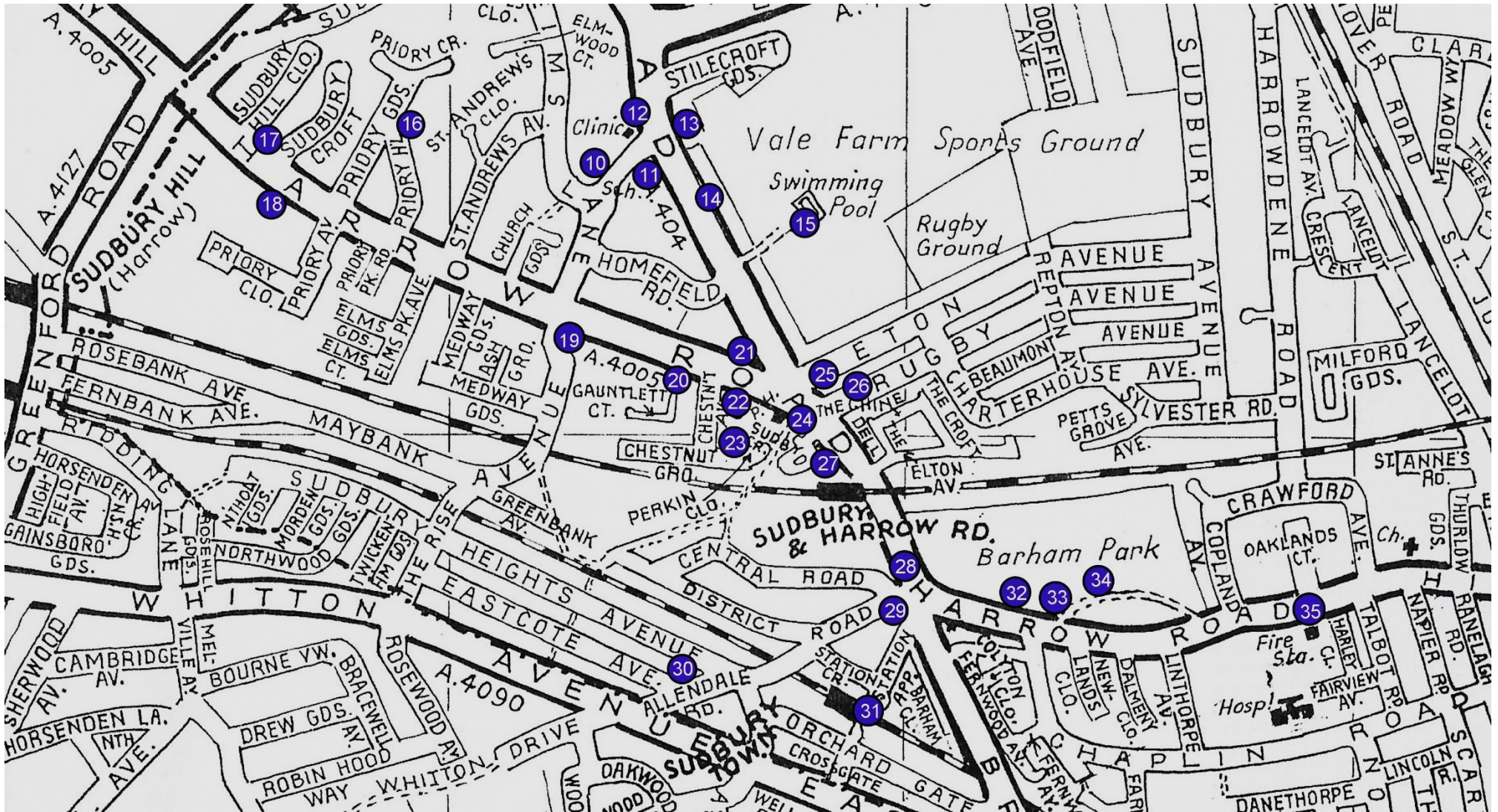
1. Watford Road near Carlton Avenue West, 1930's and now.
2. Audrey Gardens, VE Day 1945 and now.
3. The Fairway and Carlton Avenue West, 1962 and now.
4. A home in The Fairway, 1934 and now.
5. Watford Road and East Lane junction, 1928 and now.
6. Pinner Road and Sudbury Court Road, early 1900's and now.
7. Sudbury Court Road and Elms Lane junction, c.1910 and now.
8. Sudbury Court Farm / Kenelm Close, c.1900 and now.
9. Harrow from Sudbury Court Road, c.1930 and now.
10. Hundred Elms Farm, 1898 and now.
11. Sudbury Primary School, early 1950's and now.
12. No.18 and No.182 buses at Perrin Road stop, 1970 and now.
13. "The Mitre" / Bishops Court, 1933 and now.
14. Pinner Road / Watford Road, early 1900's and now.
15. Vale Farm Swimming Pool, 1964 and now.
16. Sudbury Priory / Priory Gardens estate, c.1900 and now.
17. "The Black Horse", early 1900's and now.
18. Oak Place, Harrow Road, 1971 and now.
19. Candy Corner, Harrow Road and Maybank Avenue, 1950's and now.
20. Keneric Court / Gauntlett Court, 1950 and now.
21. Perkin Memorial Seat, Butler's Green, 1966 and now.
22. The New Hall / Sudbury Methodist Church, c.1900 and now.
23. Cottages at the rear of the New Hall / Sudbury Neighbourhood Centre, 1895 and now.
24. Harrow Road and "The Swan", early 1900's and now.
25. Sudbury Tram Terminus, c.1930 and now.
26. Rugby Avenue, 1920's and now.
27. The Poplars / Sudbury Supermarket, c.1908 and now.
28. The Parade, Sudbury, c.1914 and now.
29. District and Central Roads, c.1910 and now.
30. Starlite Ballroom, former Odeon cinema, 1964 and now.
31. Sudbury Town Station, 1926 and now.
32. Old Court, Harrow Road, c.1910 and now.
33. Barham Park Library, c.1960 and now.
34. Barham Park mansion, early 1950's and now.
35. Wembley Fire Station, Harrow Road, 1952 and now.

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Map showing photograph locations in the northern part of Sudbury:-



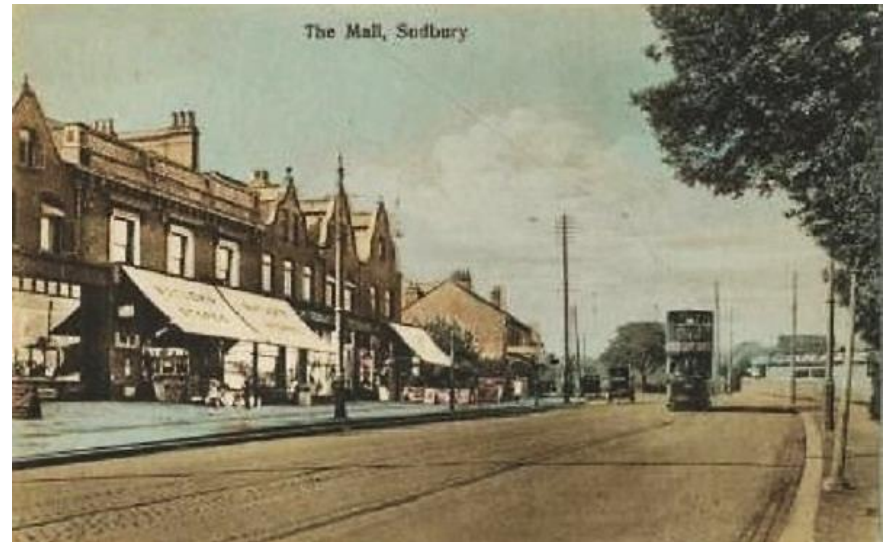
Map showing photograph locations in the southern part of Sudbury:-



An Introduction to Sudbury's history.

The oldest photographs in this exhibition date from the 1890's, but Sudbury's history goes back much further than that. The postal address of "Sudbury, Middlesex" gives some clues. **Middlesex** means "the land of the Middle Saxons" – and the area was certainly part of the Anglo-Saxon kingdom of Mercia by the 8th century. By the time of the Norman Conquest in 1066, there was a large Christian parish based around Harrow, with much of its land owned by the Archbishop of Canterbury. [At this time in England's history, top church positions were held by rich men who had political, as well as religious, power.]

The Mall, Sudbury, around 1914. [Brent Archives online image 7133]



The name **Sudbury** means "the south place", and it was the Archbishop's southern manor (or estate) in Harrow Parish. [If you are wondering where "the north place" was, it was centred on Headstone Manor, a 14th century moated manor house which you can still see today.] Although the Archbishops did not live permanently in Harrow, they had homes here that they could use when visiting the area. There are still letters in existence which were written from Sudbury in 1300 by Archbishop Winchelsey, and records from 1398 show that Archbishop Arundel's land at 'the Manor of Southbury in Harrow' consisted of 500 acres valued at 3d (now about 1.25p) an acre.

The land would be let out to tenants, who would grow crops and keep animals on it, and pay rent to the Archbishop in return for being allowed to use the land. This pattern of scattered farms across the area continued for hundreds of years, right up to the early 20th century. The only significant change came with the ownership of the land, which was given by the then Archbishop to King Henry VIII in 1545 [after he had broken away from the Roman Catholic Church, and made himself Head of the Church of England]. The King soon sold the land to a rich courtier, Sir Edward (later Lord) North. There was one piece of open land, Sudbury Common, either side of the Harrow Road, which anyone could graze animals on, but this was enclosed into private ownership in 1817.

By the early 19th century, several larger private houses were being built in Sudbury, by wealthy people such as merchants, lawyers and bankers, who wanted homes in the countryside, but near to London. The improved condition of the Harrow Road, after it was made a turnpike road between Paddington and Harrow-on-the-Hill in 1801, encouraged this, although it did mean that travellers had to pay to use the road, with a toll gate near “The Swan”. When the London to Birmingham Railway opened in 1837, wealthy local gentlemen saw the chance of a faster journey into the City. They persuaded the railway company to open “Sudbury (for Wembley)” station for them in 1844, where the line crossed the Harrow Road [the station is now called “Wembley Central”].



In the 1840's, there were more than 500 people living in Sudbury. This figure included five farmers, employing about 80 farm workers, plus their wives and children. The wealthy professional men, who had built homes in the area, together employed around 75 servants to look after their homes and families. With more people moving into the area during Victorian times, including tradesmen and shopkeepers to serve the local community, Sudbury's population had doubled to around one thousand by 1900.

Children of the New Hall Sunday School, August 1898.
[Brent Archives online image 4695]

With such a growing population, many of Sudbury's residents had not been born here. It was common for domestic servants to be from rural areas in the counties around London, but others came from further afield. As early as the 1750's, Sudbury Farm had been owned by the Houblon family, who were French Huguenots (refugees from religious persecution). William Gereke, a German surveyor, came to live in Sudbury in the late 19th century. He was one of the developers of new housing in the area in the Edwardian period, and his niece ran a drapers shop in Watford Road in the 1930's. The Malmberg family, who lived in Elms Lane from around 1900, were of Scandinavian origin.

Sudbury's change from a small farming community, and its growth into the residential area we know today, is illustrated in the “then and now” pictures you will see in the exhibition, and the stories that go with them. Many people who now live in Sudbury were not born here, but that is nothing new, and we all share a part in Sudbury's history, both “then” and “now”. All those who have been involved the exhibition hope that you will enjoy discovering more about **your neighbourhood!**



1a. Watford Road, near Carlton Avenue West, early 1930's. (Brent Archives online image 868)

When plans were first put forward in the 1920's to develop farmland in the northern part of Sudbury for housing, it was important that the existing roads should be improved. Watford Road was still a narrow, winding country lane, so Wembley Urban District Council worked with Middlesex County Council to widen and straighten it, between 1928 and 1930. The result can be seen here, soon after this stretch of the road towards Northwick Park had opened. The field in the distance, on the east side of the road, was Perrin's Meadow, the home ground of Harrow Rugby Football Club.



1b. Watford Road, near Carlton Avenue West, 2015. [Photo by Pauline Vickers]

By the mid-1930's, the Sudbury Court Estate had been built on the east side of Watford Road. New roads were also being developed on the west side, such as Pebworth Road on the left of the photograph above, with the builders Oliver C. Goldsmith Ltd and L.S. Kear & Co having their estate offices either side of it on Watford Road. The large detached houses seen above originally had names such as "Larchmont" and "Trevella", rather than numbers. Today, this busy stretch of road carries most of the traffic between Wembley and Harrow, as well as serving the district's main hospital at Northwick Park.



2a. Celebrating VE Day, May 1945, in Audrey Gardens. [Photos courtesy of Judith Meredith]

When the end of the Second World War in Europe was announced, the residents of Audrey Gardens (like many other roads) celebrated with a street party, including games for the children. The main photo, taken by Mr Meredith, shows the “Potato in the Bucket” race. His son, Anthony, is second from the left, with his daughter Judith among those watching. Judith (aside) took part in the “Catching the Train” race, which involved dressing up. She remembers thinking that, as the war was over, sweets would no longer be rationed. Sadly, for her and other children, she was to be disappointed over that!





2b. Audrey Gardens, Sudbury Court Estate, May 2015. [Photo by Philip Grant]

Seventy years on, and the houses look very much the same, although the trees have grown, and there are far more cars than there were in the 1940's. Judith still lives in Audrey Gardens, but the street now has a more culturally diverse group of residents. Although no children are shown in the modern colour photo, it is unlikely that many boys of a similar age today would be wearing short trousers, while the girls and young women might well be wearing jeans, rather than dresses or skirts.



3a. The Fairway, Sudbury Court Estate, January 1962. [Brent Archives online image 5195]

This photograph was labelled by Wembley Council Surveyor's Department as The Fairway (but is it?), which is the main south to north spine road of the Sudbury Court Estate. In the 1920's, the main local landowner, Capt. E.G. Spencer-Churchill, who had inherited the farmland from his grandfather, Lord Northwick, needed to raise money to pay off family death duties (now called Inheritance Tax). By 1925, he had the entire road plan drawn up by architects for a large housing estate north of East Lane. Many of the roads were named after places near his country seat in the Cotwolds, Northwick Park, such as Blockley, Campden, Paxford and Stapenhill. In 1927, the local builders, Comben & Wakeling, began work on the six miles of concrete roads and over 1,500 houses of the estate, named after the farm on whose former fields it was constructed.



3b. Carlton Avenue West, junction with The Fairway, 2015. [Photo by Philip Grant]

When the 1962 photograph above was shown to local people at an SCRA event in February 2015, some said that they did not think the snowy scene was of The Fairway, although there was some disagreement about where the photograph was actually taken! Eventually a long-time resident suggested this location, looking along Carlton Avenue West, across its junction with The Fairway, and the 2015 photo seems to confirm that. The pair of semi-detached houses on the corner are typical of the mock-Tudor architectural style, which was very popular in the 1920's and 1930's, and was widely used in the designs for homes on the Sudbury Court Estate. The trees and grass verges are also an essential feature of what was planned as a “garden suburb” development.



4a. A home in The Fairway, Sudbury Court Estate, c.1934. [Brent Archives online image 6886]

This house in The Fairway is one of a group, around its intersection with Blockley Road, which stand out from the mainly mock-Tudor style of homes on the Sudbury Court Estate. The eight homes in this group include 'classical references' in their design. Another feature of this intersection, unique on the estate, is the large open grassed squares in front of the houses. According to the 1934 edition of Kelly's Wembley Street Directory (at Brent Archives), the occupier of the house at the time of this photograph was Rudolph Haig.



4b. The same home in The Fairway, Sudbury Court Estate, 2015. [Photo by a local resident]

At first glance, this house does not appear to have changed much over the course of 80 years, apart from a fairly recent side extension, where the design and materials match very closely with the original building. One of the reasons why this high-quality inter-war planned residential estate has kept much of its character in recent years is its Conservation Area status, given in 1990. Brent Council's appraisal of the estate says: 'What sets it apart and makes it "special" is the distinctive and singular character of inter-relationship of buildings and open space.'



5a. Watford Road, looking north towards the East Lane junction, 1928. [Brent Archives online image 9530]

The row of Victorian cottages in this photograph was probably built to house workers on one of the local farms. When originally constructed, these cottages would not have had gas or electric lighting, or an indoor toilet. However, by the 1920's, many people from inner London were following the dream of a modern home in beautiful countryside, with a fast railway service into the centre of the city. In a field, at the corner of East Lane, you can see large signs, advertising "Houses for Sale - £750". It was the beginning of the Sudbury Court Estate.



5b. Watford Road and Court Parade, 2015. [Photo courtesy of Suzanne D'Souza]

The builders of the Sudbury Court Estate were the Wembley company, Comben & Wakeling Limited. By the early 1930's, they had also built the shops at Court Parade, using the same mock-Tudor architectural style which was very common across the houses on the Estate. Their estate office, for selling the homes, was at 25 Court Parade, which by 1934 had four telephone lines (Arnold 2244 to 2247). Court Parade, by the traffic lights at the busy East Lane junction, is still the main local shopping centre for this part of Sudbury today, and the row of Victorian cottages, now modernised, is still there.


SUDBURY COURT ESTATE
NORTH WEMBLEY

— A —

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|--|---|---|---|
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See opposite page for further particulars.

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1

5c. Comben & Wakeling advertisement for houses on the Sudbury Court Estate, 1932.

[From the 1932 Wembley Official Guide, Brent Archives Local History Collection]



You may be amazed at how little a semi-detached home on the Sudbury Court Estate, with "all modern conveniences" such as a 1930's electric washing machine [photo from the internet], would have cost you when they were first built; but remember that a school teacher's annual salary at the time would have been between £150 and £200!



6a. Pinner Road at its junction with Sudbury Court Road, early 1900's. [Brent Archives online image 9606]

Pinner Road is on the right, and is now known as Watford Road. At the time of this postcard it was a narrow, winding unmade lane. It was widened and straightened in the early 1930's. The signpost pointed to "Harrow and Greenford" in one direction, and to "Wembley, Willesden and London" in the other. Sudbury Court Road leads off to the left, going up the hill to Sudbury Court Farm, which dated from the late 16th or early 17th century. That farm, and Sudbury Farm (which was just off the right-hand side of this picture), were both farmed by William Perrin in the early 1900's.



6b. Watford Road at its junction with Sudbury Court Road, August 2015. [Photo by Teresa Hill]

Watford Road, as the main road is now known, is now much wider and straighter than it was 100 years ago, and carries a lot more traffic. The old signpost has disappeared, to be replaced by modern road signs and illuminated bollards. The cottages on the corner in the old postcard, like many old buildings in Sudbury were probably demolished in the 1950's or 1960's, and the flats in the picture were probably built in the 1960's or 1970's.



7a. Sudbury Court Road, a colourised postcard c.1910. [Brent Archives online image 10172]

This picture shows the junction of Sudbury Court Road and Elms Lane, which is the road leading off to the right. The white rendered cottages were already over 100 years old then, with numbers 96 and 98 dating from the 18th century, while the terraced houses beyond them date from about 1890. Sudbury's rural history is reflected by the horses seen in the postcard, while cycling was a very popular way of getting around from late Victorian times. The local police constable is also shown, with his dog.



7b. Sudbury Court Road at the junction with Elms Lane, August 2015. [Photo by Teresa Hill]

The white houses (one can just be seen behind the hedge and tree) seen in the c.1910 postcard are still lived in. There are still plenty of trees to be seen, although fewer large trees in the area compared with the earlier view. Cars have replaced the horses and carts of a century before. The junction now is far from the tranquil road it once was, as Elms Lane seems to be used by motorists as a short cut between Harrow Road and Watford Road.



8a. Sudbury Court Farm, around 1900. [Brent Archives online image 495]

This farm, which gave its name to the northern part of Sudbury, was the most important of those in the area owned by Lord Northwick. His ancestors had bought the land from King Henry VIII, after it was given to him by the Archbishop of Canterbury in 1545. Parts of the farmhouse dated from the 17th century, and contained a large room known as the Court Room, where the courts for the manor of Sudbury would have been held. The impressive extension to the farmhouse, nearest to the photographer, was added in the 1840's. In 1900, around the time that this picture was taken, Sudbury Court Farm was taken over by William Perrin, whose family already ran several other farms in the Wembley area.



8b. Kenelm Close, on the site of Sudbury Court farmhouse, 2015. [Photo by Philip Grant]

In the late 1920's, most of Sudbury Court Farm's 380 acres were sold off for housing development. The farmhouse survived, however, in the hands of the Perrin family, until 1956, when it was sold to the building company, Percy Bilton Limited. The historic farmhouse building was demolished in 1957, and between then and 1960 Bilton's developed a small housing estate called Kenelm Close, where a farmhouse had stood since at least Tudor times. Kenelm was a King of Mercia, an Anglo-Saxon kingdom which included the Sudbury area, in the early 9th century. He was later made a Christian saint.



9a. Harrow from Sudbury Court Road, about 1930. [Brent Archives online image 861]

If you were walking up Sudbury Court Road less than a hundred years ago, you could look out across fields on your right, all the way to the buildings of Harrow School and St Mary's Church on the hill top. The fields in this postcard, divided by hedges including some full grown trees, were probably part of the 275 acre Lower Sudbury Court Farm.



9b. Harrow from Sudbury Court Road, 2015. [Photo by Philip Grant]

From the 1930's to the 1950's, much of the land on the north side of Sudbury Court Road was developed for housing, with the Pebworth Estate and a new main road linking Watford Road and Sudbury Hill, called Sudbury Court Drive. You can still catch a glimpse of the church in the distance, and on the slopes below Harrow School 60 acres of the original fields survive as the School Farm, with its own herd of English Longhorn cattle, as well as sheep and poultry.



10a. The farmyard at Hundred Elms Farm, 1898. [Brent Archives online image 486]

Although this photograph was taken during Queen Victoria's reign, it shows (on the left) an outbuilding of the farm which dates back from Queen Elizabeth I, or even earlier (around 1550). Agriculture and animal farming were a main source of living during the 16th Century, and this rural way of life continued in Sudbury. The farmhouse, on the right of the picture, was built in about 1840, and was lived in by three generations of the Greenhill family (Samuel, William and Charles), who were tenant farmers of the 148 acre Hundred Elms Farm from 1817 until the early 20th century. From the 1860's onwards, dairy farming (keeping cows to produce milk for sale) was the farm's main activity.



10b. Hundred Elms Farm buildings in 2015.

[With thanks to Gia Greco, Nadeen Abdelwahid, Himashi Samarakoon Mudiyanse and Nasha Salahudeen]

Today, Hundred Elms Farm is not what it once was. It stopped being a working farm around the 1920's, but the farmyard remained in use as a dairy depot. The notable old outbuilding is still there, however. It was at one time the dairy offices, but has been protected from redevelopment, and now houses flats in a completely rebuilt interior. The Farm House, which you can just see at the edge of the colour photograph, is now known as Franklyn Lodge. It serves as a residential home, providing care for up to six adults who have learning disabilities. The old farmhouse sign still exists [Photo by Diana Williams (class teacher)].

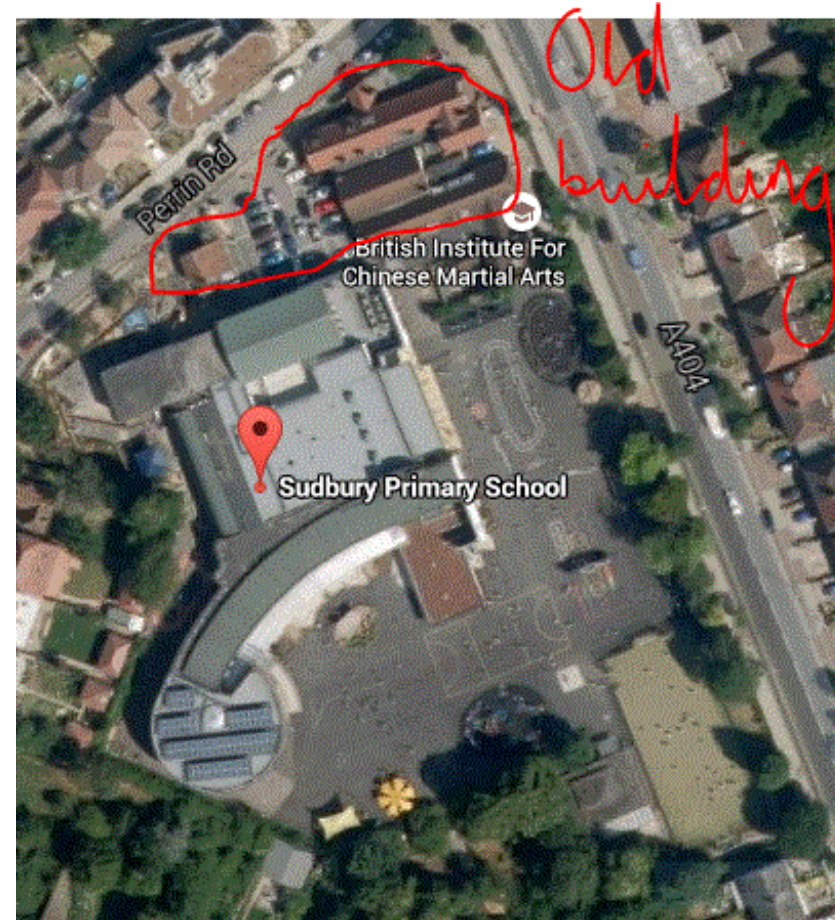
[By Cobalt Class, Year 5, Sudbury Primary School, July 2015]





11a. Sudbury Primary School, early 1950's. [Brent Archives online image 9316]

Sudbury Primary School was one of the first schools in the Wembley area. It started as a church school in 1876, and opened in 1877 after appeals for the cash to pay for it. It was named 'Sudbury Infants' School', and only contained one, single classroom. By 1880, the Pinner Road Board School for girls and infants was built on the opposite side of Pinner Road (as Watford Road was called then). Extra classrooms were built for boys in 1894, when Greenford Road School was closed down. In 1898, the Sudbury Board School accommodated 543 children, and had an attendance of 314. During World War II the school had air raid shelters. Here is a photograph from 1950. Although the war had ended, the air raid shelters were still standing, and there is a hut providing extra classrooms in the playground.



11b. Sudbury Primary School, 2015. [Photo by Miss Scott and Navy Class / image from Google]

Currently, Sudbury Primary School incorporates: twenty-five classrooms, two school halls, a dining hall, four immense playgrounds and many more interesting facilities (such as a Lego Room, a Sensory Pod and outdoor gym equipment). Although the old school building still exists (now the old school is a dinner hall), the school has extended so much that Ms Pandya (the current Head Teacher) had another building constructed in 2010, called the 'round building'. The round building is so big that it contains 8 classrooms (for Year 5 and Year 6); it also features solar panels on the roof. In addition, the school now houses approximately 930 pupils! We think that 139 years of Sudbury Primary School is impressive, so the school has its own mini museum in the foyer to celebrate its spectacular history. [By Navy Class, Year 5, July 2015]



12a. Number 18 bus at the Perrin Road stop in Watford Road, June 1970.

[Photo by Francis Waddington]

Passengers leave the platform of a No.18 Routemaster bus at Perrin Road on a Saturday afternoon. A Ford Prefect car can be seen in The Mitre pub car park opposite, and a British Oxygen Co. lorry loaded with oxygen bottles noses out of Perrin Road into the Watford Road.

The 18 bus route has been associated with Sudbury for many years. At the time of this photo, it was running as both Sudbury (Swan) to London Bridge, and Edgware Station to Wembley (Empire Pool).

A No.662 trolley bus at Sudbury, c.1960. > [from Brent Archives on-line image 8513]



The curious overlapping of the route was caused by the No.18 having absorbed the old 662 trolleybus route from Sudbury (Swan) to Paddington Green in January 1962.



12b. Number 182 bus at the Perrin Road stop in Watford Road, August 2015.

[Photo by Francis Waddington]

The 182 bus calls at the same stop in 2015, its route currently from Harrow Weald to Brent Cross. The bus stop in the 1970 photograph above would have displayed a notice, saying that the No.18 was about to be withdrawn north of Sudbury (Swan), with this section replaced by new routes 182 and 186, towards Harrow and Edgware. These were the first of many one-man-operated buses (as they were then known) introduced in London, initially running with single-deckers.

The bus service from Sudbury to Central London is still covered by the No.18 route - although from Sudbury & Harrow Road Station to Euston Station.

From 1947 to 1964, another bus stop was located just behind where the photographer is standing. It served London Transport's "Green Line" country bus express route No.703. This provided an hourly service to Amersham, Buckinghamshire. In the other direction, it served London from north-west to south-east, before terminating at Wrotham in Kent.



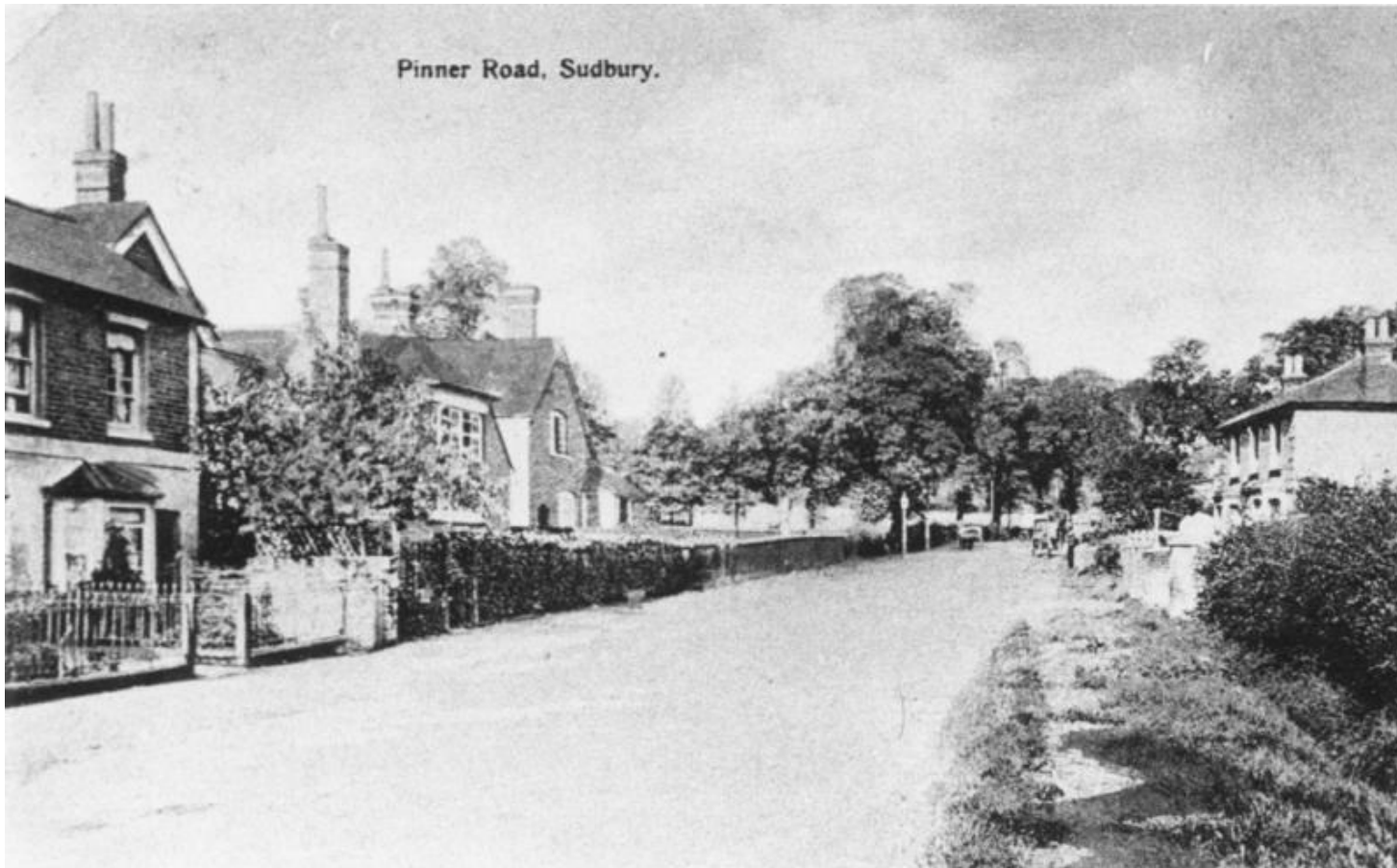
13a. “The Mitre” public houses, Watford Road, c.1933. [Brent Archives online image 9328]

This is the Mitre Inn, a public house on the Watford Road - in fact this photograph shows two of them! The older inn building was built around 1756 by Thomas Clutterbuck, a local brewer. Its name reflected Sudbury’s association with the Archbishop of Canterbury, who was Lord of the Manor from before 1066 until the time of King Henry VIII. The inn served travellers on the main road (then known as the Pinner Road), as well as local farm workers. The new larger building behind it has just been completed, and was needed for Sudbury’s growing population. Soon after this photograph was taken, the old inn was demolished to provide a car park for the new public house.



13b. Bishops Court, Watford Road, 2015. [Photograph by Francis Waddington]

The 1930's-built Mitre pub finally closed its doors around the year 2000, and was demolished. In 2001, McCarthy & Stone built this block of 43 flats as retirement/sheltered housing, named Bishops Court. This carried on the tradition of having a religious link here for the last 250 years or so, and features a modern version of the distinctive mock-Tudor architectural style of the Sudbury Court Estate.



14a. Pinner Road, Sudbury, early 1900's. [Brent Archives online image 6911]

This is what the road past our school looked like about 110 years ago. Back then, Watford Road used to be called Pinner Road. You can see the original buildings of what had been Pinner Road Board School on the left side of the road, although by 1906 it was known as Wembley-Sudbury Council School. The cottages just south of the school were Clyde Cottages, on the west of Pinner Road. The small photo of Clyde Cottages [Brent Archives online image 9322] shows the general dealer's shop, Ell's, in 1906. It was also known as "the Cyclists' Rest", as it sold refreshments to people from London who enjoyed bicycle rides to country areas like Sudbury.





14b. Watford Road, Sudbury, 2015. [Photo by Philip Grant]

The population of the whole of Sudbury in 1831 was 378. Later on, in 1895, the population had increased to 925. Most of the people lived in cottages. In the 20th century, houses were mostly terraced and semi-detached, especially many of the houses that were built along Watford Road in the 1930's. Now many of the homes being built are flats. In the old photograph, there were no cars like today. You can still see our original school buildings on the left side of the road, but without their tall chimneys. Clyde Cottages were demolished around 1950, to make room for a larger school.

[By Tia, Lirutheha, Ibrahim, Waqar and Sapphire Class, Year 5, Sudbury Primary School, July 2015]



15a. Vale Farm Swimming Pool, Summer 1964. [Brent Archives online image 2778]

In the late 1920's, Wembley Urban District Council purchased 33 acres of land at Vale Farm, Sudbury, for use as public sports grounds. The Council built a swimming pool, costing £17,000, which opened in 1932. The pool measured 55 yards x 25 yards, held 400,000 gallons of water, and was 8ft 6inches at its deepest end. The pool was open for five months of the year, and a cafe formed part of the facility. This photo also shows a line of trees behind houses in Stilecroft Gardens, and to the right are houses in East Lane. Two fine elm trees are seen to the right of the boiler house chimney - within five years of this photo, the one on the left dramatically fell without warning, a victim of Dutch Elm Disease.



15b. Vale Farm Swimming Pool, looking north from the roof, 2015. [Photo by Rebecca Eccles of Everyone Active]

The economics of heating and running such a large outdoor pool for only a few months a year were plain to see. In 1978, Brent Council announced that the pool would close, and a new indoor swimming pool would replace it. Today there are two swimming pools - a 25 metre long 6-lane pool [photo aside, from the Everyone Active website] and a smaller teaching pool. These opened in 1979, at a cost of about £750,000. Today the Vale Farm Sports Centre is managed on behalf of the Council by Everyone Active.





16a. Sudbury Priory, around 1900. [Brent Archives online image 9332]

Sudbury Priory was a large country house, built on nearly five acres of land on the north side of Harrow Road in 1828. Despite its name, it was never used as a religious building. It had several wealthy owners during Victorian times, including the Webster brothers, who were lawyers in the City. Many servants would have been employed at the house, and this photograph, possibly from the 1890's, shows two of the gardeners mowing the lawns.



16b. Priory Hill, looking towards Priory Gardens and Crescent, 2015. [Photo by Jim Moher]

Sudbury Priory was used as a private home until 1933. By the late 1930's it had been sold to a developer, and work had begun on a small estate, starting with Priory Gardens. The top end of the estate was used as a training ground for the Home Guard in the Second World War, including the empty Sudbury Priory, which was demolished during this time. The rest of the estate was developed in the 1950's, with homes that did not need live-in servants or gardeners!



17a. The Black Horse Inn, Sudbury, early 1900's. [Newspaper photograph of an old postcard]

This public house dates back to at least 1751, when Sarah Howard was the innkeeper. Court records show that, in 1786, a traveller who could not find lodgings at “The Swan”, carried on his journey across Sudbury Common at night to reach “The Black Horse”, and was attacked by highway robbers (they were later caught, tried and hanged). Sudbury Common was then a large, open area, stretching either side of the road to Harrow for nearly 1½ miles, with farms scattered around its edges. It was enclosed into fields under an agreement of 1817. The photograph above shows barrels of beer being delivered to the inn on the back of a horse-drawn waggon. There was a Sudbury Brewery at this time (where Brewery Close now stands).



17b. The Black Horse, Harrow Road, Sudbury, 2015. [Photo by Mary Farrell]

In the late 1930's, with areas around it being developed for suburban housing, the old inn building was replaced by a larger "Black Horse". Unlike many public houses in the past twenty years (see "The Mitre", number 13), it has not been demolished to make way for housing, or had its name changed. It is now part of the Ember Inns group, and had a major refurbishment about 15 years ago. Like the Black Horse Inn of the past, it still provides ale from barrels and good food for travellers (even if they have only travelled a short distance to eat out).



18a. Oak Place, Harrow Road, Sudbury, 1971. [Brent Archives online image 9599]

When this photograph was taken, the four cottages known as Oak Place were at least 150 years old. No.1 Oak Place, on the left side of the picture, is double-fronted, and was at one time called Chester Lodge. The large, black-painted double doors in the centre of the row gave access to a yard behind the cottages, which in Victorian times may have been used by a wheelwright's business. The cottages were lucky to survive the 1950's, when there was a planning application to build new homes on their site, and when Wembley Council considered in 1955 that they should be demolished as they were '*unfit for human habitation*'.



18b. Oak Place, 971 - 977 Harrow Road, 2015. [Photo by Mary Farrell]

Luckily, the cottages were not demolished, although the commercial building beside them in the 1971 photograph (used by Thomas Grimsdale, who lived for many years at No.4 Oak Place, for his haulage contractors business) has since been replaced by housing. The row of four Georgian cottages are now Grade 2 listed buildings, which have to be properly maintained. They all have yellow doors and white-painted sash windows, and will, hopefully, remain as a reminder of the history of this part of Sudbury for many years to come.



19a. Candy Corner, junction of Harrow Road and Maybank Avenue, c.1950's. [Brent Archives online image 9336]

The row of cottages on the left, in Harrow Road, was called Myrtle Place, and was built around 1870 for farm workers at Hundred Elms Farm. The shop on the end of the row was A. Oldfield's grocers in 1905. It was probably a sweet shop at one time, leading to this junction with Maybank Avenue being called "Candy Corner". By the 1950's it had become a French polishing shop, where wooden furniture would be restored.



19b. Candy Corner, April 2015. [Photograph by David Flack]

The French polishing shop has now been demolished, and replaced by open land with trees which is managed by Brent Council. Other significant changes are the introduction of the pelican crossing on Harrow Road, and that the end of Maybank Avenue is now one way. The crossing was introduced to reduce accidents on this corner, and the road was made one way to prevent persistent traffic performing U-turns in the Harrow Road, to use Maybank Avenue as a rat run.



20a. Keneric Court flats under construction, June 1950. [Brent Archives online image 3850]

One of Wembley Council's top priorities after the Second World War was to build homes for the many families who were homeless, or living in poor conditions. In 1946, the Council bought Keneric Lodge, a private house with large grounds in Harrow Road, Sudbury, for £5,000, as a site for an estate of around 100 flats. At first, the existing building was used to provide temporary accommodation for six homeless families, with its kitchen large enough to hold a separate gas cooker for each. Frances, who was a girl of six when she lived there, remembers a massive old fireplace in the hall: 'I could stand up in it, and raise my arm and touch the top which had a ledge with soot (you can imagine the result). My mother was very angry.' The families were moved out of Keneric Lodge in 1948, and it was demolished to make way for the flats.



20b. Gauntlett Court flats, Harrow Road, Sudbury, February 2015. [Photo by Philip Grant]

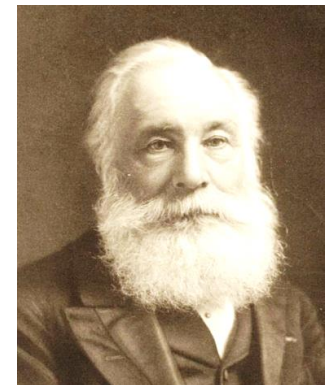
The black and white photograph above is one of four in the Brent Archives collection taken by Wembley Borough Surveyor's Department while the flats were being built in 1950, and noted as being of "Keneric Court". However, the Council's Housing Committee had decided in the late 1940's that former Mayors of the Borough would be invited to have housing developments named after them. Herbert Gauntlett was a former Mayor of Wembley who lived at "Selborne", Harrow Road, Sudbury, across the road from the new flats, and when the flats were finished the development was named Gauntlett Court, not Keneric Court.



21a. Perkin Memorial seat, Butler's Green, 1966.

[Brent Archives online image 9319]

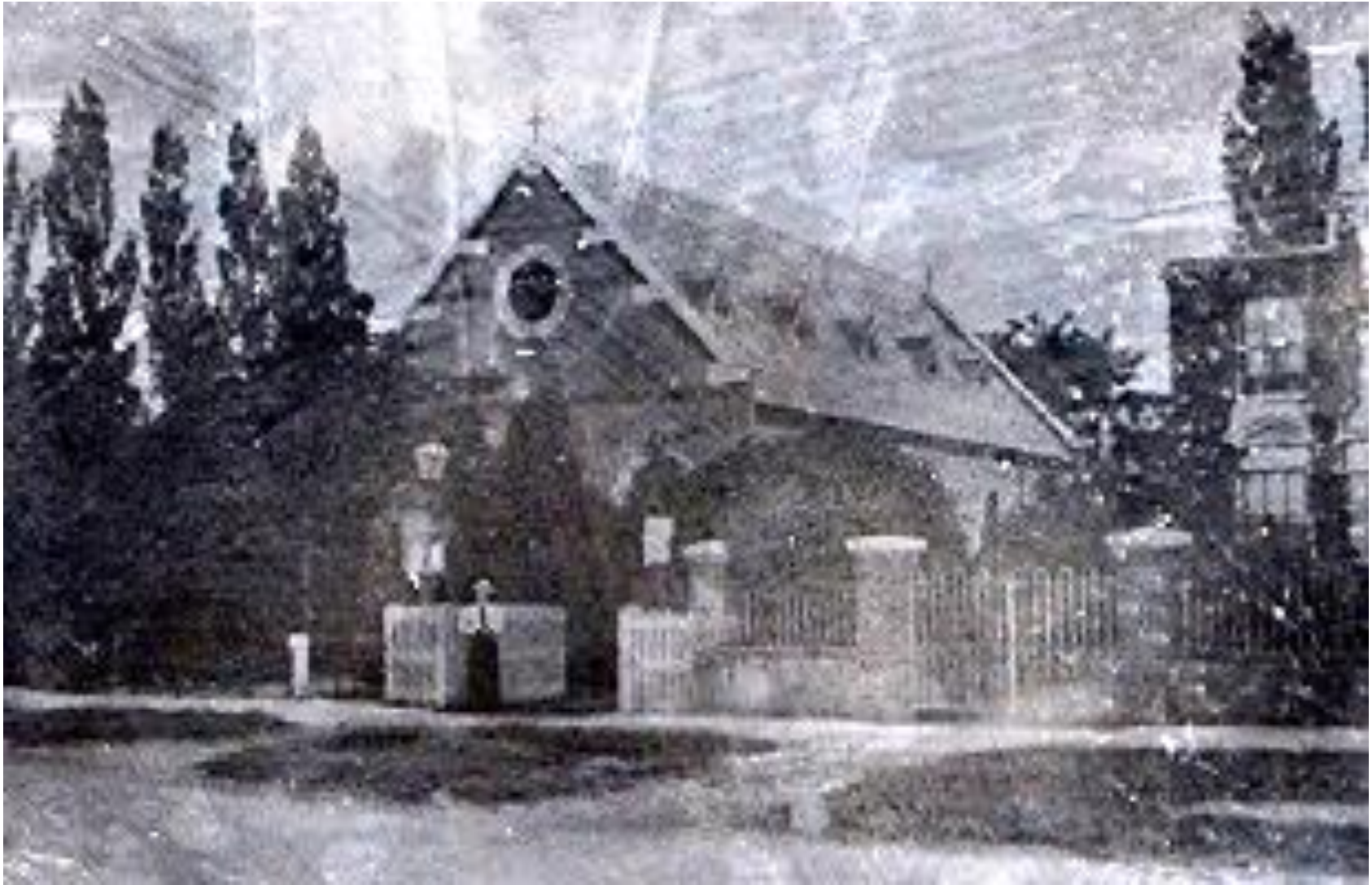
The seat on which the lady in this photograph is taking a rest was built at the corner of Sudbury Recreation Ground (as it was then called) by Wembley Borough Council in 1938. It was officially unveiled a year later by Miss Sasha Perkin, when she was back in England from her Christian missionary work in China. The seat was a memorial, to commemorate the centenary of the birth of her father, Sir William Perkin [Brent Archives online image 9279], a leading chemist in Victorian times, and a prominent Sudbury resident for nearly 50 years until his death in 1907.





21b. Junction of Harrow and Watford Roads, Sudbury, 2015. [Photo by Philip Grant]

We are not sure when the Perkin Memorial Seat disappeared from the corner of Butler's Green, but it may have been as part of work to widen the roundabout at this busy junction in the 1980's or 1990's. Otherwise, the scene is similar to the one pictured nearly 50 years ago, with the zebra crossing between the shops in Watford Road and Butler's Green still in the same place. The vehicles in the 1966 photo, however, do make some of us feel nostalgic!



22a. The New Hall, Harrow Road, Sudbury, c.1900. [From a slide in the Wembley History Society Collection]

The New Hall was built in 1878 by the famous chemist, Sir William Perkin, and was just a few doors away from his home, "The Chestnuts" (now the site of Chestnut Avenue). It replaced an earlier nearby building clad with a tin roof, affectionately called the Tin Hut! The New Hall was intended to be a place for non-conformist worship for the people of Sudbury, there being no Anglican or Roman Catholic places of worship nearby at the time.



22b. Sudbury Methodist Church, 2015. [Photo by Rod Lake]

After Sir William's death in 1907, his widow offered the New Hall and land, at a very advantageous price, to the Wesleyan Methodist Trust. Although yet expensive, it was considered to be an offer that could not be refused and was purchased in 1913. The New Hall then became the place for Methodist worship in Sudbury. The increasing local population meant that the New Hall eventually became too small for its purpose. It was demolished in 1933, to make way for the present Sudbury Methodist Church, worship commencing there in 1935. A plaque celebrating the centenary of Perkin's discovery of the first synthetic dye, mauve, was unveiled in the church grounds in 1956.



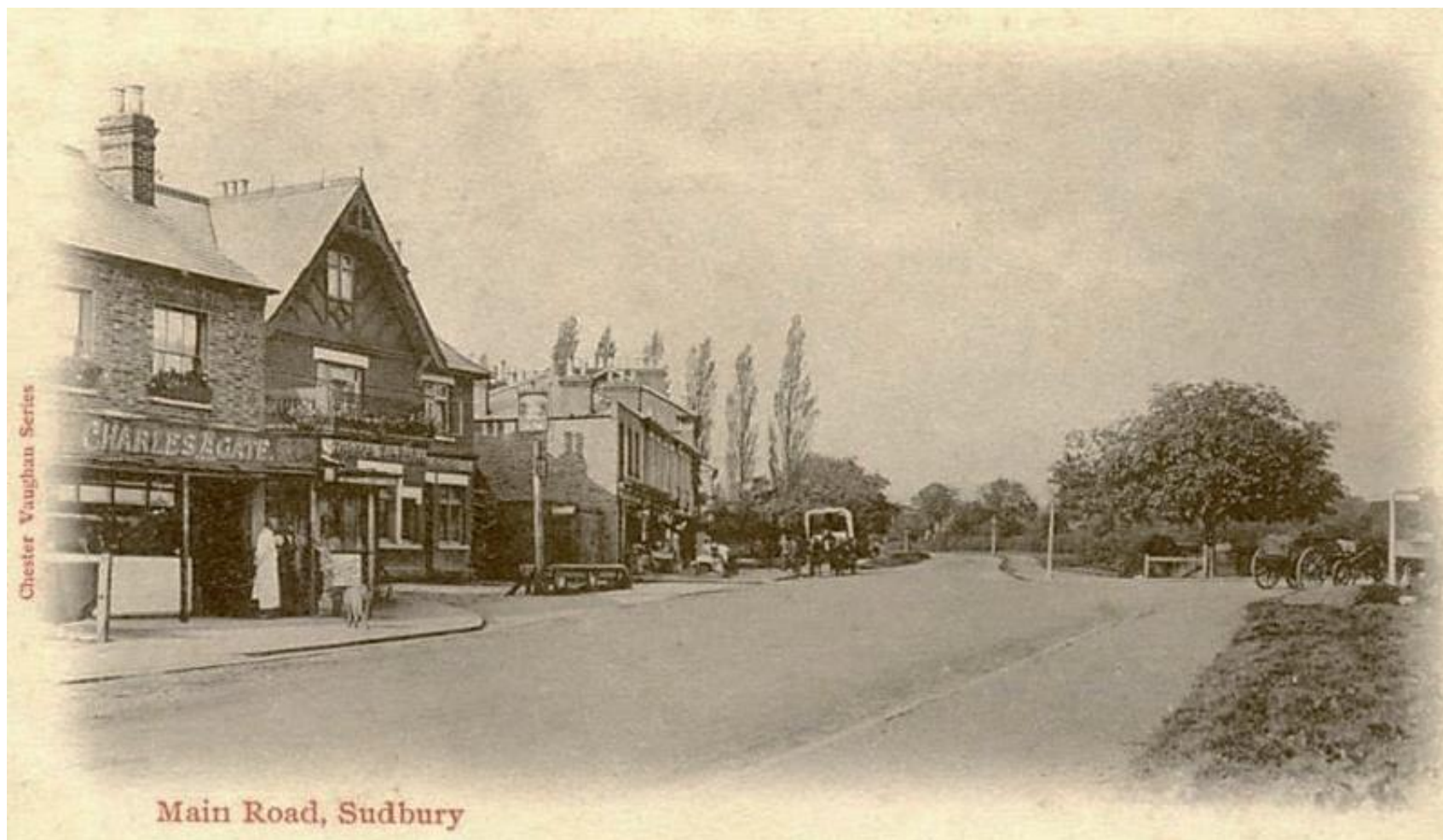
23a. Cottages at the rear of the New Hall, Sudbury, 1895. [Brent Archives online image 9554]

The girls in the photograph are thought to be Lucy Perkin (with her doll) and her younger sister, Nellie, daughters of Sir William Perkin, who built the New Hall as a local place of worship. The cottages were probably built in early Victorian times, and may have been used in connection with a Sudbury horse racing course, which existed in the nearby fields in the middle of the 19th century. Were these cottages to be restored in place today, they would straddle the car park at the rear of the Methodist church.



23b. Sudbury Neighbourhood Centre, 2015. [Photo by Rod Lake]

The cottages were derelict in the mid 1930's, and were demolished as part of the development of the church hall at the back of Sudbury Methodist Church in 1939. From the camera position of the cottages' picture, we now see the buildings across the car park at the rear of the church. They house the Sudbury Neighbourhood Centre, which is a day care centre for the elderly. This was originally a joint project of the three churches in Harrow Road over 40 years ago, but is now a separate entity. Compare today's pram with the one 120 years ago!



24a. Harrow Road and “The Swan”, Sudbury, early 1900’s. [Brent Archives online image 9608]

By the start of the 20th century, the junction of Harrow Road and Pinner Road (as it was then called) was the centre of Sudbury village. Charles Agate’s butchers shop stood next to “The Swan”. This late Victorian public house replaced an earlier inn, dating from at least the 18th century, which had been a stopping place for a stage coach service between Harrow and London, but which had burned down in a fire. The first shop beyond “The Swan” was a sub-post office and grocers shop run by Edwin Butler. Across the road was a field, originally part of the much larger Sudbury Common, which from 1901 was used as a football ground by Sudbury Institute F.C.

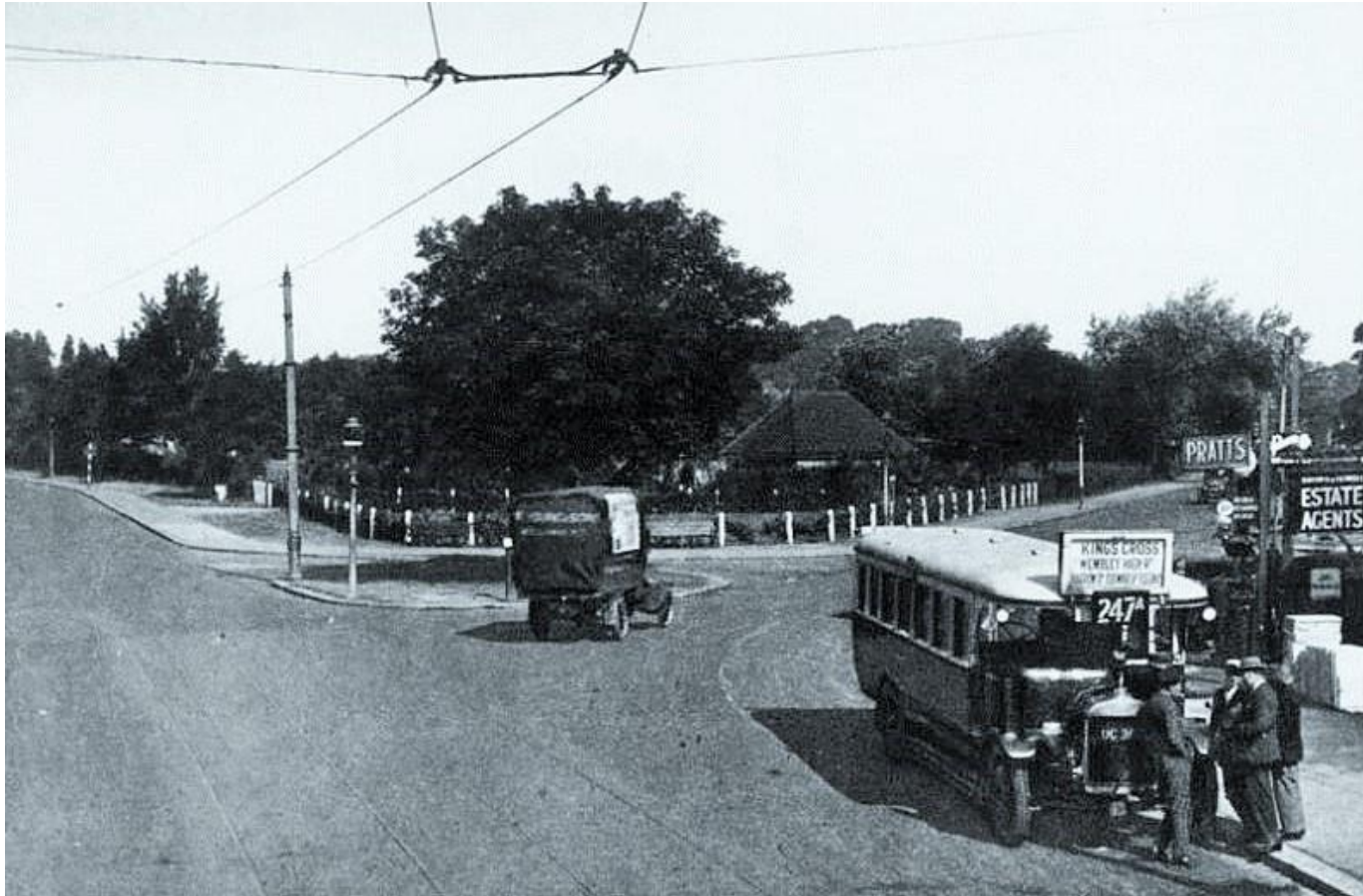


24b. Harrow Road, “The Swan” and Butler’s Green, 2015.

[Photo by Philip Grant]

Over 100 years later, and the buildings in the colour photograph look much the same as in the old postcard. The shop at 791 Harrow Road is still the local post office, but there is much more traffic, and motor vehicles have replaced the old horse-drawn carts. The former football field was bought by Wembley Council in 1920 as a public recreation ground. In 1945, it was officially named Butler’s Green, after the local shopkeeper, Edwin Butler [Brent Archives online image 7653], who had recently died, after serving as a Wembley councillor for 40 years, including as Wembley’s first mayor, after it became a borough in 1937.





25a. Sudbury Tram Terminus, around 1930. [Brent Archives online image 375]

Although this photograph of the tram terminus shows both the rails in the road and the overhead electric wires, it does not show any trams! A tram service from Paddington Station gradually moved north-westwards in Victorian times, and the Metropolitan Electric Tramway reached its final terminus, opposite the Swan Inn at Sudbury, in 1910. During the First World War, with many men away in the forces, the trams employed women “conductorettes” to collect the fares [Brent Archives online image 1190]. By 1930, there were already motor buses operating as well, and the first businesses were being set up in Watford Road, including the Sudbury Service Station, a garage selling Pratts Motor Spirit (petrol).





25b. Watford Road and the Harrow Road roundabout, 2015.

[Photos by Christine Harvey]

The No.62 tram service to Sudbury was eventually withdrawn in 1936, and replaced by electric trolley buses. By this time, several rows of shops, with flats above them, had been built in Watford Road, opposite the open space now known as Butler's Green. The trolley buses were themselves withdrawn in 1962. Today, the shops and cafés in Watford Road are part of the busy Sudbury shopping centre, and the roads are much busier than they were when the old photograph above was taken. Over a hundred years after the first trams arrived here, "Sudbury (Swan)" is the destination for the No.18 bus service, and the remains of two old petrol pumps outside V.S. Motors remind us of Sudbury's past.





26a. Rugby Avenue, Sudbury, a colourised postcard from the 1920's. [Brent Archives online image 8933]

The development of Sudbury as a residential suburb began in the Edwardian period (1901-1910). It continued after the First World War with an estate developed by British Freehold Investments Ltd in 1920. The estate's tree-lined avenues were named after famous public schools, Eton, Charterhouse, Repton and Rugby. Individual building plots were sold off to people who wanted their own homes, or to builders who wanted to construct a few at a time, which explains the mixture of house designs in this view of Rugby Avenue. One of the semi-detached houses on the left of the picture was the home and surgery of Dr David Cree. The car parked across the road may be the one he used to visit his patients.



26b. Rugby Avenue, Sudbury, 2015. [Photo by David Flack]

What was thought, in 1920, to be a road wide enough for the bicycles and few motor cars of its residents, is now a one-way street with cars parked along one side, as well as on the drives of the houses. Small trees, which were just being planted along the grass verges when the estate was first laid out, are now taller than the houses. Rugby Avenue and its neighbouring streets are, however, still as popular a place to live as they were in the 1920's. They are now home to a diverse community of people from all parts of the world.



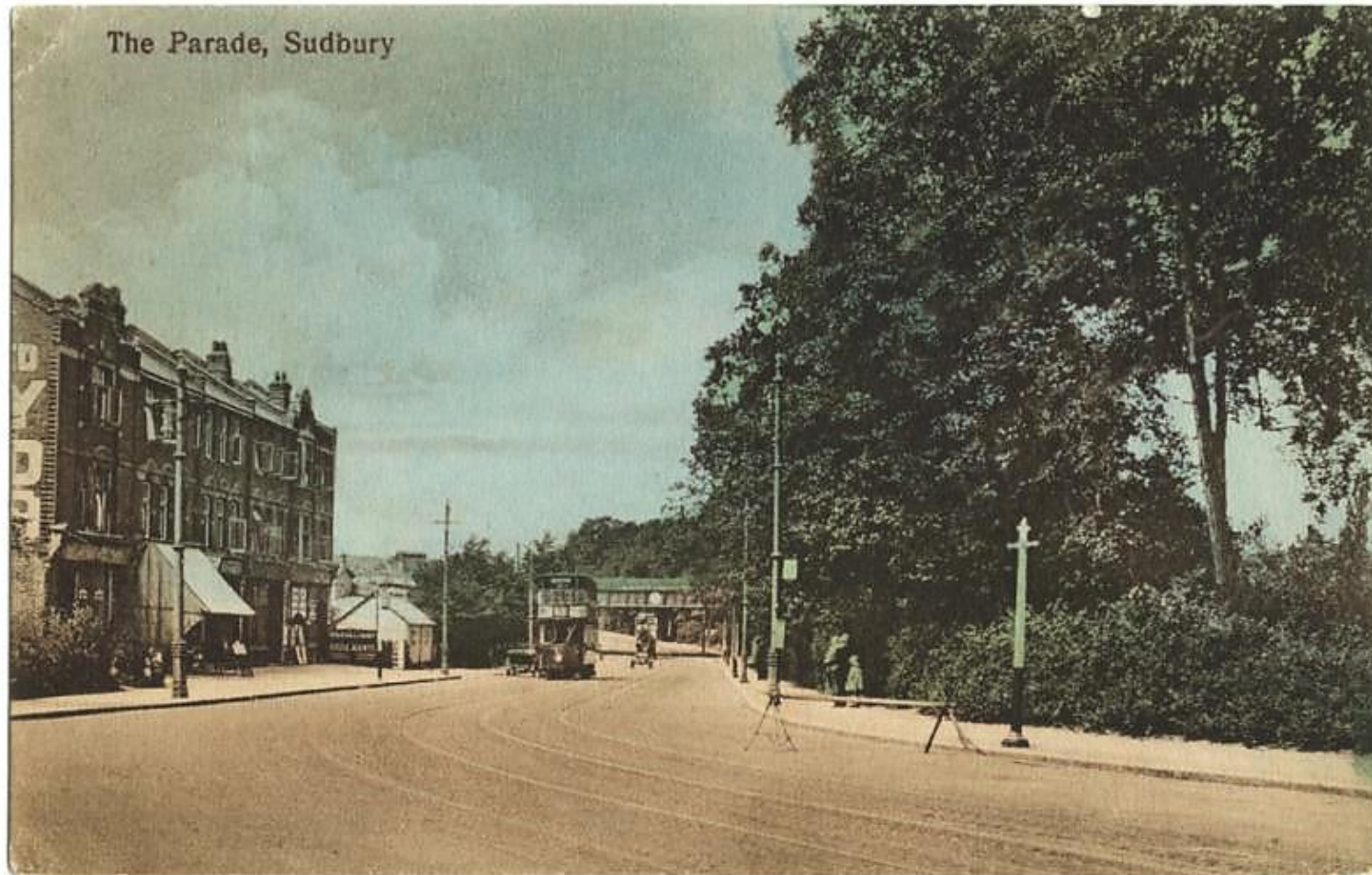
27a. The Poplars, Sudbury, around 1908. [Brent Archives online image 528]

In late Victorian times, The Poplars was a large farmhouse with stables and fields behind it, not far from “The Swan”. The British Institute for Preventive Medicine (now the Lister Institute) was a charity, set up in 1891, which from 1894 used The Poplars as its serum production centre. Here, Britain’s leading bacteriologists developed and manufactured the first anti-rabies vaccine, and the first anti-toxin to fight diphtheria, an illness which killed hundreds of children every year. Anti-Vivisection campaigners protested against the work carried out at The Poplars, as it involved infecting horses with lethal bacteria. The scientists argued that their work saved thousands of lives, and that the horses were put down once symptoms developed. The Institute moved away to a larger farm at Elstree in 1903.



27b. Sudbury Supermarket, Harrow Road, 2015. [Photo by Philip Grant]

Soon after the black and white photograph above was taken, The Poplars was bought by Edwin Butler, a shopkeeper who ran the post office and grocers next to “The Swan”. He lived in the upstairs of the house, and converted the ground floor into “Butler’s Emporium”. Between 1909 and 1911, extra shops with accommodation above them were built onto either side of The Poplars, to create the row of shops we see today. If you look closely at the two photographs, you can still identify the upstairs windows and chimneys of the original farmhouse, with Mr Butler’s emporium now occupied by the Sudbury Supermarket and a hairstylists shop.



28a. The Parade, Sudbury, around 1914. [Brent Archives online image 7139]

This colourised postcard (produced by an artist tinting an original black and white photograph) shows a tram heading towards the railway bridge by Sudbury & Harrow Road station, after making the sharp turn at Sudbury Corner. The Parade, now 709-719 Harrow Road, was built by Steven Hurst in 1907, to provide local shops which would serve the people living in the roads between the two nearby, and recently opened, railway stations. It was common at this time for shops to be built with flats above them, large enough to house the shopkeepers and their families, and perhaps several lodgers, who would rent a room from them.



28b. The Parade, Sudbury, and Parkside Place, 2015. [Photo by Philip Grant]

With much more traffic on the roads in the past fifty years, the busy Sudbury Corner has been changed to a large roundabout. The Parade is still there, partly hidden by a garage on the corner of District Road, but beyond it is a recently built block of flats (or “apartments”, as developers now like to call them). This illustrates the scale and density of modern building, compared with that of a century earlier, although the block still has a shop at street level (a local “convenience store” branch of a major supermarket chain). Parkside Place is so-called because the balconies of the flats look out across Harrow Road, over the western end of Barham Park.



29a. District and Central Roads, Sudbury, around 1910. [Brent Archives online image 855]

The arrival of two railway services in Sudbury in the first few years of the 20th century soon led to homes being built for people who wanted to move away from crowded parts of inner London, but commute easily to work there. The new roads between the railway lines needed names, and the developers did not look very far to choose them! Sudbury Town station gave rise to Station Approach and Station Crescent. That was on the District Railway, so District Road appeared, after it opened in 1903. When Sudbury and Harrow Road station began passenger services in March 1906, it was on a branch line of the Great Central Railway, and Central Road soon followed.



29b. District and Central Roads, Sudbury, 2015. [Photo by Philip Grant]

One hundred years later, it is motor vehicles which are the main transport feature, with parked cars beyond the double yellow lines, controlled parking zones, and a motor service centre on the corner. Other signs of change over time are the slim electric street lamps instead of the ornate gas lamps of 1910, and the way in which the side garden of the corner house has been developed for extra housing.



30a. Starlite Ballroom, former Odeon Cinema, Allandale Avenue, 1964. [Brent Archives online image 370]

Sudbury Town's Odeon cinema, in Allendale Road, opened on 16th September 1935 with a showing of "The Mighty Barnum".



It was opened by the Chairman of Wembley Council, Malcolm Campbell, and attended by various "showbiz" personalities, and Oscar Deutsch, the founder of Odeon Cinemas. It is said that he chose the name ODEON (Oscar Deutsch Entertains Our Nation) as German names were not popular in England after World War I. The cinema [Photo by English Heritage] seated just over 1,000 people, but closed on 27th October 1956 after only twenty-one years. By the mid 1960's the building's interior had been gutted, the dramatic curved facade and rectangular canopy had disappeared, and it became the Starlite Ballroom & Bingo Club.



30b. The former Starlite Ballroom, 2015. [Photos courtesy of David Flack]

The mid 1960's saw a pop music revolution, and the Starlite Ballroom became a venue for some of the greatest names in British music. The list of bands that played there, both for local young people and many who came to Sudbury to hear their favourite groups, includes The Who, Eric Burdon and the Animals, the Small Faces, Cream, David Bowie, the Yardbirds, the Troggs, the Move, Pink Floyd, the Jeff Beck Group, Chris Farlowe, the Marmalade, and Georgie Fame and the Blue Flames. In more recent years, the bingo had moved out and the ground floor became the Sudbury Town Nursery School, with the Starlite Snooker Club above. It is now planned to demolish the building and build flats, after a failed campaign to save the former music venue in 2014.





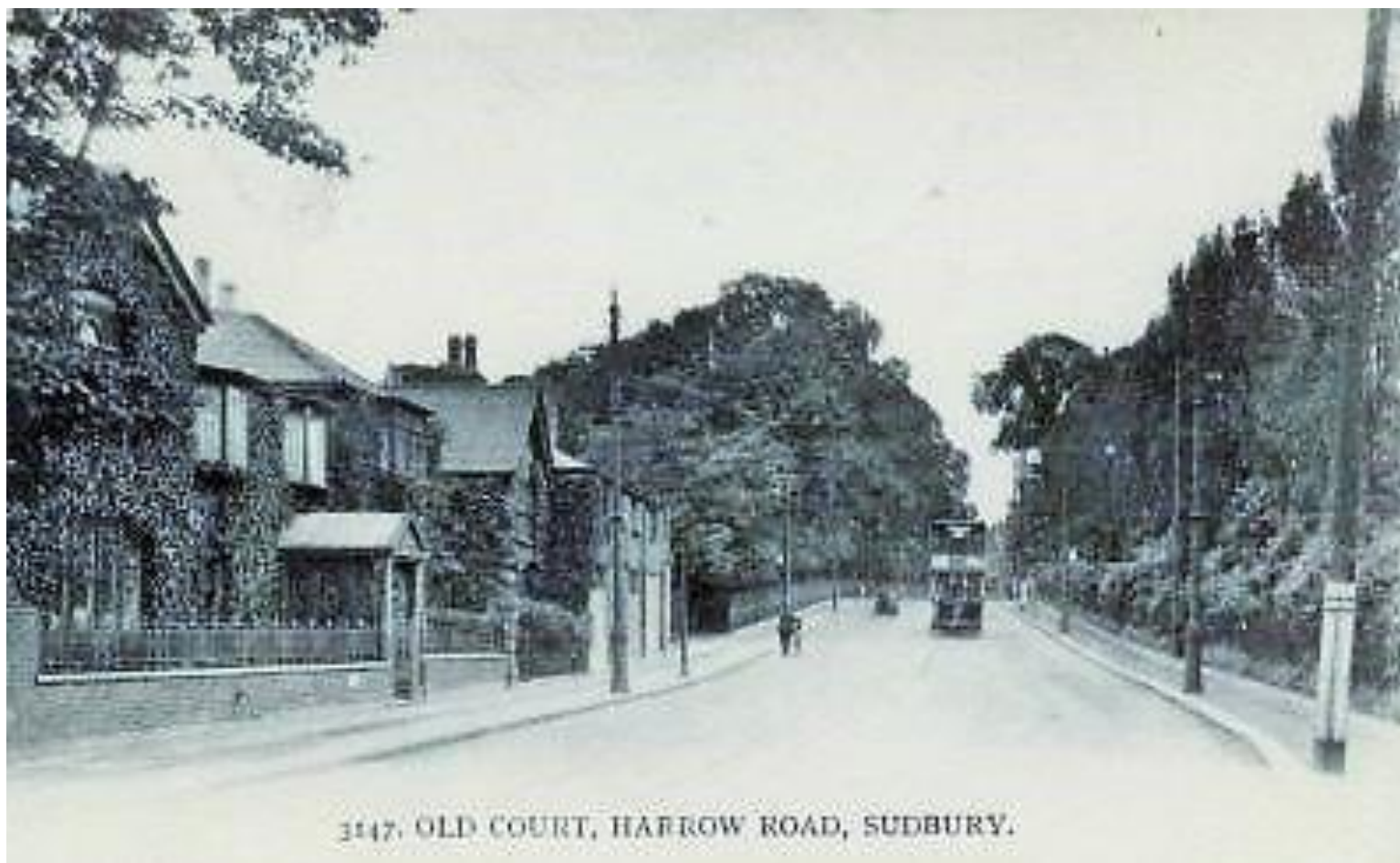
31a. Sudbury Town Station, Cup Final Day, 1926. [Photo courtesy of Friends of Barham Library]

When Sudbury Town station opened on 28 June 1903, it was the first railway to serve Sudbury itself. The land for the Ealing and South Harrow Railway had been bought in 1898, and the tracks laid the by the following year. First planned as a steam train service, the line was then bought by the District Railway. This new extension to their service was the first section of what became the Underground's surface lines to be electrified. The station became much busier from the 1920's onwards, with a bus service linking it to the British Empire Exhibition at Wembley Park in 1924, and to the stadium for major sporting events such as F.A. Cup Finals.



31b. Sudbury Town Station, 2015. [Photo by Friends of Barham Library]

Sudbury Town's original station building was demolished in 1931, when preparations were being made for the District Railway branch to become part of London Transport's Piccadilly line. It was replaced by a new station, designed by Charles Holden in a modern European style which used brick, reinforced concrete and glass. The station is now a Grade II* listed building. Today the station is served by bus routes 204 and 245, with much larger buses than in the 1920's. For many years the station had a newsagent's kiosk and a café. The kiosk is now a small take away café, while the former café area has been taken over by the Friends of Barham Library, who lend or sell second hand books and run community activities - making good use of space which would otherwise be empty.



32a. Old Court, Harrow Road, around 1910. [Brent Archives online image 859]

The house on the left of the old postcard dates from the late 18th century, and was the home of the Crab family. John Copland, who was a Purser in the British Navy at the time of Admiral Nelson, bought Crab's House in 1801, along with 24 acres of land. His daughters, Frances and Anne, who inherited the property in 1843 and never married, were major local benefactors. They gave land and money for building St John's Church in 1846, allowing Sudbury and Wembley to become a separate parish from Harrow. The many other good causes they supported included a cottage hospital and a Workmens' Institute, which provided training and the first library in the area. From around 1880, Crab's House was home to the Barham family. By 1910, it was known as Old Court, and the vehicle coming down Harrow Road in the picture is a tram.



32b. Old Court, Harrow Road, 2015. [Photo by Friends of Barham Library]

Sir George Barham purchased the whole Copland estate in the 1890's, and used it as his home and base for his Express Dairy business. On his death the business was shared between his two sons - one occupying Old Court and the other the Sudbury Park mansion. When the elder son, Titus Barham, left the estate to Wembley Council on his death in 1937, it was on condition that his widow, Florence, could live in the Old Court house for the rest of her life. The Council used other parts of the building for their Parks Department, and for a Veteran's Club after World War II. The Lounge, a large ground-floor room on the left side of the photograph was available for hire for many years, but has recently been subject to a bid by Friends of Barham Library, to open a Community Library and a Learning Centre there.



33a. Barham Park Library, around 1960. [Brent Archives online image 9707]

The Old Court complex of buildings at Barham Park comprises the original Crab's House, and additions which were made to it up to the early 20th century. They were part of the estate given to Wembley Council in 1937 by Titus Barham. He often travelled around Sudbury on horseback, and probably used the stables in the courtyard through the gated archway on the left of this photograph. Wembley did not have its own library service, but allowed Middlesex County Council to open a public library here on 31st May 1952, which was to serve the local community for almost 60 years. In its early days, it also displayed some of the numerous artefacts which Titus Barham had collected over the years.



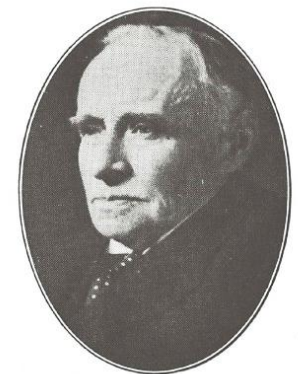
33b. The former Barham Park Library, 2015. [Photo by Friends of Barham Library]

More than fifty years after the old photograph, the ancient mulberry tree still stands in front of the buildings, although it lost one of its main branches in a storm a few years ago. The library passed to the newly formed London Borough of Brent in 1965, and continued as one of a network of smaller local libraries across its area for many decades. Part of the library building was converted in the late 2000's, to provide a new Children's Centre which still operates today. Barham Park Library itself was closed in October 2011. Despite a campaign by local people to keep the former library space for local community use, it has been leased to the charity, ACAVA, which has converted most of it into small studios for rent to artists.



34a. Barham Park Mansion, around 1950. [Brent Archives online image 9593]

This mansion, originally called Sudbury Lodge, was built in the late 1840's for the sisters Anne and Frances Copland, in the grounds of an estate left to them by their father. In 1895, it was bought by George Barham, the founder of the Express Dairy Company, who renamed it Sudbury Park, and ran a model dairy farm across Harrow Road from his new home. George's son, Titus Barham [Brent Archives online image 7656], inherited both the dairy business and the estate in 1913, and developed the gardens for his own pleasure, and for others to enjoy at charity events he hosted in them. When he died in 1937, he left the mansion and its grounds to Wembley Council, which named them Barham Park in his memory.





34b. Barham Park, site of the former mansion, 2015.

[Photos by Philip Grant]

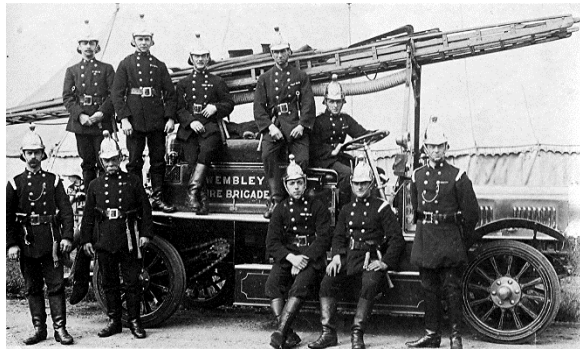
As well as his mansion and its grounds, Titus Barham left his private collection of museum objects to Wembley Council. He had hoped they would use his home as a public museum, in the beautiful park they had been given. During the Second World War the mansion was used for Civil Defence purposes, and further neglect after the war meant that the mansion had to be knocked down in 1957. The ornate wall which bordered its gardens can still be seen, and the Council's Parks Department ensured that it is still a beautiful place to visit. A varied mix of objects from Titus Barham's collection can now be seen at the new Brent Museum in Willesden Green. >>>>





35a. Wembley Fire Station, Harrow Road, 1952. [Photo from Brent Archives]

Wembley Urban District Council set up a volunteer Fire Brigade in 1895. Edward Cox, the son of a Sudbury farm labourer, who was born at Keppel Cottages (corner of Harrow Road and Elms Lane) in 1875, joined the brigade ten years later. By 1920, when the small photo [courtesy of Carol Snape] was taken, he was the Chief Officer, and his brothers Ernest and Albert, and nephew William, were also firemen. Edward Cox and his brothers retired as firemen in 1935, when the Wembley Fire Brigade became a full-time, professional service. The Council built a new Fire Station at Harrow Road in 1938, and after World War II it became the Area Headquarters for the Middlesex County Council Fire Brigade.





35b. School visit to Wembley Fire Station, June 2015. [Photos by Barham Primary School]

From the moment that Barham Primary School's Year 5 pupils learned that Wembley was originally called "Wemba lea", named after an Anglo-Saxon called Wemba, they were hooked on local history! They had seen photographs of firefighters from the early 20th century, and as a culmination of their learning, pupils visited our community neighbours at Wembley Fire Station in June 2015, to see how things had changed over time. The children could see many differences, especially in the technology, and some similarities. The children had lots of questions about the local fire station and how things compared in the past, and were delighted to see the station up close and personal. They were stunned to know how close they were to local living history, and were left wanting to know more.



Acknowledgements:



“Sudbury – Then and Now” was a community local history project by Wembley History Society and Brent Museum and Archives, working with Sudbury Court and Sudbury Town Residents’ Associations, Sudbury and Barham Primary Schools, Friends of Barham Library and individual residents.

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