

Spring 2016
Edition 32

Small Beginnings

The newsletter of the former pupils of the old Barling School is published for the benefit of all ex-pupils, staff and friends of the school

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Reunion Lunches

A group of us meet for lunch every few months to catch up on news, socialise and plan the main reunion events. We meet at the:

Castle Inn, Little Wakering

Our Next Reunion

Saturday 9th July 2016

12.15 to 3.00 p.m.

Anyone with an interest in our school or area will receive a warm welcome.

Foreword by Peter Griffiths

Farming through the Years

Richard has compiled a written and spoken account of farming in our area that is really fascinating. The introductory page to the article has been reproduced on page 9 of this newsletter. The article is called 'Farming through the Years' and may be accessed via our Barling & Wakering Villages Plus website.

Queries

- John Hannam, schoolmaster of Barling National School, committed suicide in 1887. If you know anything about him or the National School, please let us know.
- Does anyone recall a performance by Barling School children in the late 1930s or WWII that included Dickens character Sarah Gamp?
- Does anyone know anything of a Miss Tuff, possibly Mabel Evelyn Tuff, connected with Barling School or a Barling Sunday School around the time of the First World War?

Our Last Lunchtime Meeting

About 30 of us met at The Castle on April 9th and enjoyed another very convivial time. For the fourth time running we were delighted to welcome newcomers. As always we were well looked after by licensee Lisa and her staff. We discussed:

- Our forthcoming reunion on October 1st 2016;
- latest news about our newsletter and our new website (Richard Kirton);
- finances (David Bailey);
- Laurie Street's information about local issues: plans to build 450 houses in the area and the effects that that will have on local services; the reintroduction of Neighbourhood Watch.

Reunion - A Date for the Diary

We are going to hold another reunion on October 1st this year. As on the past few occasions it will be in the Great Woking Community Centre, i.e. the old Great Woking Primary School building, and will start at 6.00 p.m. Please do come - and bring family and friends, too. There will be refreshments, displays of local photos and documents, a talk about growing up in Woking, a raffle and, most importantly, a chance to meet up with old classmates and friends. Dawn and David have suggested "A fresh and highly interesting approach would be for those willing members who have a collection of photos to use them for a themed display this year." We have displayed at previous reunions, most of the photographs which are now on the website. If you have photos that would fit the bill or know of someone who has, please do let me or Dawn and David know. You know that they will be much appreciated at the reunion.

Edward VIII's Writing Box?



King Edward VIII's 1936 Buick Limited Series 90 Eight Limousine was sold by **Bonhams** of Knightsbridge and the footnotes of the lot read: "This unique motor car was specially commissioned by HRH The Prince of Wales, later Edward VIII. The Prince confided that he did not believe anyone in Britain could build a car the way he wanted it built, but only as they thought he wanted it built. His special requirements were for a car to be designed giving two passengers luxury

and privacy, specifications to include drinks cabinets, vanity mirrors, reading lights, **correspondence facilities**, radio, smoker's cabinet, jewellery cabinet, compartments for canteen and luncheon trays, and a drawer to accommodate London telephone directories."

This wooden Writing Box is believed to be the 'correspondence facilities' referred to earlier, from King Edward VIII's 1936 Buick. The box can be described as country made with mahogany veneers and brass corners suggestive of a travelling box. The trays, top emblem and lock plate are missing.



John Pavelin remembers the house 'Dunrovin in Little Wakering Road, being home to George Ladbrook, chauffeur to King Edward VIII, since it was a short distance from Baldwins Farm. He also remembers, as a boy, seeing the old Buick visit Baldwins Farm and on rare occasions it was garaged up in a barn at Dam Farm, near the south end of Kimberley Road. Obviously, George Ladbrook had driven the car back to his home town Barling at various times and this was somewhere secure to keep it.

Pendril Bentall's grandfather, Arthur, was a local magistrate and a member of the Home Guard at the time. He was a good friend of Albert Johnson who farmed Glebe Farm and Ruckins Farm. Albert was the captain of the Home Guard and Arthur Pendril gave him the old writing box from the old barn at Dam Farm which apparently came from the old Buick.



The box, containing some taps and dies, was later discovered in a workshop, known once as Johnson's Potato Shed, adjacent to the house which used to be called 'Butcova'. After Albert ceased farming at Glebe Farm, he sold some farming equipment and the contents of the workshop, which included the writing box to Bill Pavelin's father. The house, 'Butcova', stood in the grounds of the present 'Barling Lodge' care home in Little Wakering Road, which before that was known as Magnolia House.

Dam Farm was demolished in about 1967 and replaced by The Evergreens. The old barn exists today (April 2016) but is fenced off and is part of the land currently being considered for planning permission for the build of 3 new detached houses. The barn will probably be knocked down but the above picture, taken by Bill Pavelin, shows how it looked just a few years ago.

Olive Cooper remembers her cousin, Teddy Horner who is almost 90 years old, telling her that he used to help George Ladbrook wash the old Buick for 6d each time he brought it to Barling.

*Box, Photograph & Facts provided by Bill & John Pavelin
Edited by Richard Kirton*

Tony Alps' Family - Emigration to Australia

We went from Barling to Chadwell-St-Mary (a small village, at that time, overlooking Tilbury docks) to be closer to Dad's job. He worked at Tilbury power station. We were only there for about a year when we were approved as immigrants to Australia. In November we boarded an Aberdeen and Commonwealth Line vessel named the Largs Bay. I think, at this stage I should point out that any comparison between modern cruise liners and the Largs Bay are way off the mark.



This vessel was built in 1921, weight 14,362 tons, length 552 ft. It was scrapped in 1957. Well past its use by date. There were many of these old pre-war vessels in operation after the war. Most had been modified to carry many more passengers than they were originally designed for. For instance, baths, showers, toilets were all communal; male and female areas were separate of course. Water was all salt, fresh water was only available for drinking. Entertainment was very rudimentary. Swimming pool was made of canvas and sat on the deck and was by far the most popular spot for us kids. Films were shown on a sail stretched between the cargo hoists and many were shown several times. From memory the adults spent most of their time sitting in deck chairs reading or playing deck quoits. There were all a few small bars on board for the adults. I think there were also dances some nights.

Sunburn was a real problem area. You have to remember that most of the passengers had never been out of the UK; including me, John and Mum. Dad had been in the Royal Navy for 18 years, including the whole of World War II, so he was up with everything pertaining to long voyages, climate differences, weather conditions, foreign ports, etc. Even though there were plenty of warnings issued about staying out of the sun, I guess it was wasted on most of the passengers who just could not resist the temptation of getting out into the sunshine day after day. Seasickness also caused plenty of angst.

Should point out here that our voyage to Australia took nearly seven weeks. After the first week at sea we were into some very hot weather which lasted until we reached our destination. Lack of air conditioning and limited refrigeration did not help matters. For days at a time the conditions below deck were stifling.

Because of its age and condition it was necessary for the Largs Bay to berth fairly frequently. Fresh water, fuel oil, meat, vegetables and other provisions were the main

Tony Alps' Family - Emigration to Australia

(Continued)

reasons for these berthings. Most stays were from two to three days duration. From memory our ports of call were; Algeries, Malta, Port Said, Aden, Bombay, Colombo, Perth, Adelaide and finally Melbourne. Most of these places were far from the tourist meccas they now are. Certainly a cultural shock to most of the "Poms" on board, but a great adventure for us kids!

We first set foot on Australian soil, in Fremantle, on New Year's Day, 1952, after a Christmas at sea in the Indian Ocean. The first group of migrants disembarked here and we were in port for three days. While the adults went off to explore Freemantle and Perth we went swimming with the local kids in warm crystal waters full of tropical fish. What a revelation after the Crouch and the Thames! Another three days in Adelaide disembarking more migrants, then on to Melbourne. The remaining migrants then went on to Sydney. These disembarkations were always very sad occasions as many friendships had been made on board Largs Bay over the previous six or seven weeks.

Upon arrival in Melbourne migrants destined for Tasmania were rounded up and taken to the airport. No one in the group had ever been on an aircraft before including my father, who, remember had been in the RN for 18 years including the whole of the War. Unbelievable in this day and age! Aircraft make was a DC3 Dakota, workhorse of the Second World War and very popular for many years thereafter for its reliability and ruggedness. There were still plenty of them flying in Australia well into the 60's as they were well suited to

Australia's environment. We touched down at Western Junction Airport, in Launceston, Tasmania, on January 9, 1952.

FIRST FOR YEAR THE EXAMINER, Wed,
January 9, 1952 — P. 3



MEMBERS of the first big party of settlers from Britain to reach Tasmania in 1952 pictured yesterday on their arrival at Western Junction. Mr. and Mrs. A. Alps and sons John and Tony (above) come from Tilbury (London). Mr. Alps is an electrician. Mr. and Mrs. F. Taylor and their daughter, Ruth (below), are from Manchester. Mr. Taylor is an electrician, also, and like Mr. Alps will work for the H.E.C.
—Davies photos.

**FIRST 1952
MIGRANTS
ARRIVE**

Twenty-one migrants from the United Kingdom, the first to reach Tasmania this year, arrived in Launceston by air last night.

THEY were mostly complete families.

Most had friends or relatives among earlier migrants, who met them when they arrived.

The cutting on the left is from the "The Examiner" of January 9, 1952. I Could not find the original one that Mum kept for years. Fortunately the National Archives in Canberra had put most of Australia's old newspapers onto microfiche. This was done many years ago and they do not reproduce as well as the originals. I Had quite a bit of trouble getting it to this standard. Staff at the National Archives were great. A Couple of my mates have had a go at Photoshopping it but it is not a digital picture and was hard to work with.

So here we were the Alps family; Mum who had never been further than Newcastle-on-Tyne (on honeymoon) me and John who had

Tony Alps' Family - Emigration to Australia

(Continued)

never been further than Clacton, and Dad (who had been all over the world but never went ashore at an Australian port) on the other side of the world. Just about as far away from Barling as it was possible to get! It was a terrible wrench for Mum in particular. She was a Barling girl through and through. She had endured all the hardships of the war and all her friends and family lived there. Remember, also, that communication in those far-off days was entirely by post and it took between eight to 10 days for an airmail letter to reach its destination. Mum was always looking out for the postman! From here our new life began and it would take far too long to detail all the hard work, heartache, joys and disappointments that followed in the first years in Tasmania; suffice to say there were many of them. It was a lot of hard work but we made it.

Dad (Arthur Alps) died in 1972, aged 63 and Mum (Katherine Alps, nee Smeeton) died in 1983, aged 69. Pleased to say both Mum and Dad lived long enough to see all their grandchildren born, the last one (John's son Danial) was just one month old when Dad died. I guess that was a small reward for all they went through during their married years. John still lives in Tasmania. Unfortunately his wife of 48 years died almost three years ago now. They had three children (two girls and a boy) and six grandchildren, who all still live in Tasmania. Margaret and I have three children (two boys and a girl) and five grandchildren. We live in Coolangatta, Queensland. Our eldest son lives in PNG, our youngest son and children live in Maitland (on the Hunter River near Newcastle) N.S.W. and our daughter and her family live in Perth, W.A.

Personally, I think probably the most positive side of this saga is the way in which it has played out in a family, relationship and friendship dimension. After nearly 65 years we are still in close contact with family. As you know my eldest cousin (on my mother's side) and his wife Alan and Marie Sutton still live in the Barling area. His sister, Margaret Myles-Hook and husband, Roger, are also on this website. I have another cousin, Bob, on my father's side who lives in Hockley. It was only during my last visit that I found out that Maureen (Abrey) Petts also lives in Hockley. Maureen and her family lived just a couple of doors down from us in Mucking Hall Rd. She could not make it to the reunion but went to the trouble of coming back a day early from her holidays to catch up! Among the people I caught up with was Stanley Whitton who said his daughter was coming to live in Sydney. Told him if he visits to slip up to Coolangatta. Will be happy to shout him a couple of coldies!

My wife, Margaret, also has an extended family still in the UK, so over the years there have been quite a few visits back and forth; including from the younger members of both sides of the family. This website has been a wonderful additional means of staying in touch and for trips down Memory Lane; especially to all of us who value our roots and wish to keep in touch with them.

Tony Alps

Arthur Levenson's wife was Joan Sims' Cousin



Most cinema goers who used to visit the Odeon in Southend High Street might well remember the manager, Arthur Levenson always seemed to be on duty, parading the stairs and landing. The Odeon was unique with its reception flanked by stairs to the left and right. Arthur always found time to briefly chat to his customers as they waited in the queue and these were the days when a trip to the cinema was a real treat with both a high budget 'A' movie and a low budget 'B' movie

showing. The photograph shows Arthur Levenson with the Beatles at the Odeon, Southend in 1963. Actress Joan Sims of 'Carry-On' fame, was cousin to Arthur's wife and niece to George Stanley Ladbroke, chauffeur to King Edward VIII. Joan was born Irene Joan Marian Sims in Laindon, Essex on 9 May 1930, the only child of John Henry Sims (1888-1964), station master of Laindon railway station in Essex and his wife Gladys Marie Sims, née Ladbroke (m. 1922, Rochford District).

Dawn Bailey's uncle, Malcolm Mumford married Edith Ladbroke. Arthur Levenson's wife Audrey Ladbroke (b. 1929) and Joan Sims (b. 1930) were Edith's nieces. Wait for it!! Dawn Bailey is actress Joan SIMS' aunt's husband's niece. Believe it or not, between 1898 and 1935, no less than 16 different cinemas opened in Southend-on-Sea with a further 14 within a 4 or 5 mile radius of the town! Arthur Levenson worked at the Southend theatre in 1951 for a while, before going to a London cinema. He returned to Southend as manager for both the Odeon and the Ritz from the early 60's until his retirement, around 1987. The Odeon was managed to a very high standard right to the end by Diane Brissenden (formerly Arthur Levenson's deputy). I can never remember the Odeon looking tired or tatty and it was my favourite cinema in the town.

The Odeon cinema eventually closed for good in 1998. The year before, it showed 'Special Editions' of the original Star Wars trilogy, some twenty years after screening the original film in 1977. The empty building looked rather sorry for itself for a few years, and it's final indignity was for the old front entrance to be turned into a 'Poundland' shop. The entire building was finally demolished in 2004 but in the last year or two of its life, its windows, despite being broken and boarded, were still as prominent as ever. It was a majestic landmark of Southend-on-Sea and is gone forever.

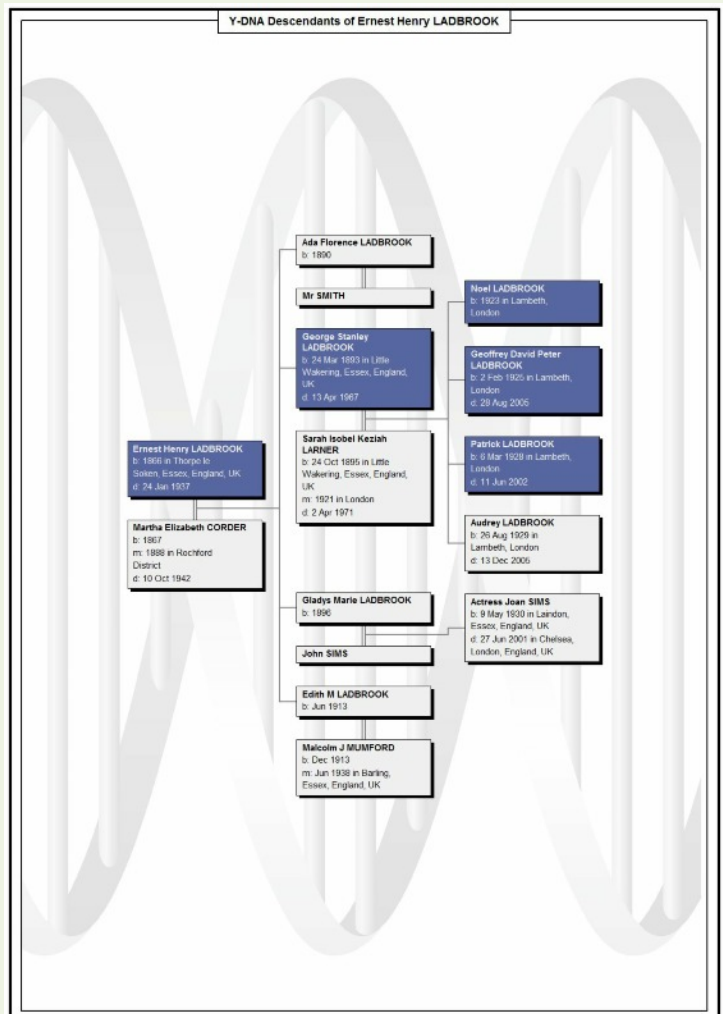
For those that would like to know more about Southend cinemas, including the Odeon, Ian Pile runs an excellent Blog at: <http://piley.blogspot.co.uk/2009/08/odeon-southend.html>

Richard Kirton

Joan Sims' 'Carry-On' Earnings

There is a misconception that actors earn huge sums of money for each film or play where they have a role. That is certainly not the case with the 'Carry-On' films which were relatively low budget films. Joan certainly did not earn a fortune for her roles in the Carry-On films and the following list which appears in the public domain, shows the fees that she was paid for each movie:

- Carry on Nurse* (1959) £750
- Carry on Teacher* (1959) £1,500
- Carry on Constable* (1960) £2,000
- Carry on Regardless* (1961) £2,500
- Carry on Cleo* (1964) £750
- Carry on Cowboy* (1965) £1,750
- Carry on Screaming!* (1966) £175
- Follow That Camel* (1967) £150
- Carry On... Up the Khyber* (1968) £2,500
- Carry on Camping* (1969) £2,500
- Carry on Again Doctor* (1969) £2,500
- Carry on Up the Jungle* (1970) £3,000
- Carry on Loving* (1970) £2,250
- Carry on Henry* (1971) £3,000
- Carry on Abroad* (1972) £2,500
- Carry on Girls* (1973) £2,500
- Carry on Dick* (1974) £2,000
- Carry on Behind* (1975) £2,000
- Carry on England* (1976) £2,000
- Carry on Emmanuelle* (1978) £2,500



The above Descendant Chart of Ernest Henry Ladbroke shows how the actress Joan Simms fits in to the family tree of King Edward VIII's chauffeur, George Stanley Ladbroke.

Farming through the Years



Pictured above is Harry Willsmer, Alec Willsmer's father and Carlo Cripps' uncle. I have created a website article containing interviews with some of our local residents who have worked in the farming industry over the years. In the early days before the tractor, farming was hard work and very reliant on horses. Regrettably there are very few farm horsemen around to tell their stories but I have been extremely fortunate to be able to speak to several local people, old enough to have been around since the end of WWII.

Pendril Bentall manages and owns, in partnership with his brother Arthur, Little Wakering Wick Farm. He describes in his own words his lifetime of living and working on the farm. He farms over 900 acres of land and his biggest crop is potatoes which he sells to 90% of the Fish and Chip shops locally.

One of the interviews is with the wife of the late Alec Willsmer, who was Pendril Bentall's Farm Manager on Little Wakering Wick Farm until he died. Pendril says that he owes a lot to Alec, since he taught him everything he knows about farming. He had great admiration for the man.

Interestingly Carlo Cripps had a passion for driving a tractor before he started school and today at 72 years old he is still earning his living, driving his tractor. Through the years Carlo has competed in many of the local agricultural shows and competitions and has won many awards and trophies for his mastering of the tractor.

Brian Shelley had no other option initially but to work on a farm on Foulness. He worked straight from school as a farm hand for 5 years but he knew that this was not the life for him and hoped that someday he would be able to break away. After completing his National Service, he settled down to a long career in the gas industry and has no regrets about leaving the farming industry.

Richard Kirton

'The Volumes'

Great Wakering Boy Band in the 1960s



Back Row (left to right)

Vic Lee (roady), ***John Glen*** (drummer and vocalist), ***Trevor Williams*** (bass guitar and vocalist)

Dave Lee (manager)

Front Row (left to right)

Terry Galley (lead guitar, organist and lead vocalist), ***Colin Belton*** (rhythm guitar)

The photograph above is of 'The Volumes' pop group taken in the mid sixties when they performed on stage at the Kursaal Ballroom. Unfortunately they never found the fame they were searching for like so many pop groups of their time. However, they did cut their teeth on playing at local venues. e.g. Great Wakering Secondary School and Shoeburyness High School dances and Southend Co-operative Society Club events. Their pinnacle to fame was when they performed on the stage at Seymour Hall, London W1 at a New Years Eve function in 1966, when for the first time they were paid relatively loads of money. The group was so popular at this event they were invited back the following year.

Now when I ask people do they remember 'The Volumes', the majority of them respond by saying "Who ?" and I say "No that's another pop group."

Dave Lee

Mandarin Rolls

What an odd title for an article you may well ask? Well, at our last meeting at the Castle Inn, Little Wakering on 9th April 2016, I was introduced to Victor Lee, the brother of David Lee. We shared the same employer, back in the early sixties, namely Garons Bakery in Sutton Road, Southend and had the chance to share some memories.

Victor was there from 1969 for 3 years and I was there from 1972 for 4 years I was employed as shops maintenance engineer, responsible for the maintenance of 22 Bakery shops in Essex, which were owned by Garons bakery but traded as 'Clarks Bakery'. The main bakery fronted Sutton Road, Southend, spanning Maldon Road and St Anne's Road and was on the site which is currently occupied by Kenbro Carpets.

I will keep this story very short since I could deviate into many other quite memorable tales of working for the bakery. Victor remembered the 'Pig Bin' at the southern side of the bakery. The main purpose of the pig bin was for all of the unsold bread and cakes from the previous day's trading to be brought back from the shops to the bakery and dumped in the pig bin. You will not be surprised that very few items ended up actually being dumped.

One of Garons Bakery's most successful cake products was the 'Mandarin Roll' which was filled with fresh cream and mandarin slices and I loved it. On joining the bakery, I was very soon introduced to the Bakery's culture of 'perks of the job' and became very friendly with some of the drivers, the driver's supervisor and the transport manager, amongst several others including the Managing Director and his managers.

On several occasional Saturday mornings, a Clarks Bakery lorry would turn up right in front of our house in Dalmatia Road with the first delivery of Mandarin rolls and other bakery products. My friend, the driver, never stayed long but another regular caller was an old police friend of mine, who was rather partial to our home made Slow Wine. Blow me down, after my police friend had left, another Clarks Bakery lorry would turn up, driven by the previous lorry driver's supervisor. He complained about having to drive around the block several times until the police car had gone. He was delivering another consignment of Mandarin Rolls and bakery products.

The situation was repeated on a few subsequent Saturday mornings. Well, talk about embarrassing, I used to end up with so much bread and cakes some Saturdays that I had to distribute them to neighbours, family and friends. I eventually cancelled the deliveries.

I could go on with stories about my induction into the real world and readily admit that prior to joining the bakery I was quite naïve. I will leave it at that for now but I do however, feel the need to justify this activity and do so by stressing that these unsold products were still being re-cycled and the only real losers were the pigs.

Richard Kirton

Great Waking Sports and Activity Centre

In September 2011, Great Waking Sports Centre closed leaving the community with no access to sports facilities. Now, great new sporting opportunities have been created at Great Waking Primary School, thanks to a National Lottery Award. Awards in excess of £72,000 have funded improvements to the school's sports hall, including a sprung floor.

A climbing wall has been added and outside existing hard areas have been converted to provide two floodlit ball courts. The sports pavilion has been refurbished with new changing room and showers. You may know of some groups of people in the village who could benefit from all of the activities on offer. There are also other great facilities including:



- Badminton Court £10 per hour
- School Hall from £20 per hour
- Netball Court / Playground from £10 per hour
- Field / Football Pitches (5,7,9 a-side pitch sizes) from £10 per hour
- Climbing Wall (own instructors) from £25 per hour
- Bouncy Castle Parties £100 for 2 hours
- Climbing Wall Parties from £130 for 2 hours

All parties have the use of the Dining Hall with tables and chairs for their own refreshments.

Telephone: 0770 859 2013

Email: sports@greatwaking.essex.sch.uk

Richard Kirton

Website Statistics Report

The report below is typical of that sent to Peter Griffiths each week. The week shown highlights the actual number of people visiting the site for the first time along with those returning from subsequent weeks. The report also indicates the number of individual page loads per day.

Weekly Stats Report Summary: 04 Apr 2016 - 10 Apr 2016

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	Total	Avg
Page Loads	113	111	28	27	37	63	71	450	64
Unique Visits	65	43	21	15	15	27	30	216	31
First Time Visits	41	27	15	4	5	16	19	127	18
Returning Visits	24	16	6	11	10	11	11	89	13

Richard Kirton

Villages Websites

Our new website - Barling and Wakering Villages Plus - is expanding all the time, as site-manager Richard Kirton adds new photos frequently. If you have any pictures showing people or places in the area, please do get in touch. We would love to add them to the thousands already there.

It is easy to get from the new site to the old one and vice-versa.

The new one can be reached here:

<http://www.barlingwakeringvillages.co.uk/plus/index.html>

The Original Website can be reached here:

<http://www.barlingwakeringvillages.co.uk/index.html>

Peter Griffiths

Situations Vacant

We are still looking for a volunteer (or more) to edit our newsletter. It has been suggested that the job could be split, with one person being responsible for content and another for layout. So, if you would like to help, please don't be shy in offering your services, even if only for one or two editions.

Peter Griffiths

***Please share
your past
stories with
our members.
They will be
delighted to
hear them.***

Contacts

Dawn and David Bailey Email: danddbailey@btinternet.com Tel: 01702-217489

Peter Griffiths Email: p-pgriffiths01@tiscali.co.uk Tel: 020-8769-6799

Richard Kirton (Editor) Email: r.kirton@talktalk.net Tel: 01702 216407