

**HATFIELD THIS CENTURY**  
Hatfield People Explore Their History Since 1900

No. 29

**NEWSLETTER**

June 1998

Secretary: Mrs. C. Martindale.  
EDITOR: F.J.Cox.

**ANNUAL GENERAL  
MEETING**

35 members attended the AGM at Oxlease House on 12 May. Brian Lawrence from, the chair summed up the Group's activities over the last year and informed those present of the committee's proposal to hold regular meetings for members. The Bill Salmon centre has been booked for the second Monday in September and the following three months, alternating evenings and afternoons. He also welcomed Christine Martindale who volunteered to act as secretary and was co-opted on to the committee a few months ago. A sub-committee of three committee members had been formed to consider the Group's title and future constitution. David Willson offered to represent the members and was welcomed in this capacity. The treasurer's report was presented by Maurice Richardson in the accepted absence of Isobel Cox. With a membership of 74 the expenditure slightly exceeded income and needs to be carefully monitored in the coming year. The accounts were unanimously approved and Maurice agreed to accept the nomination for auditor for next year. The business was followed by a talk by Janet Robinson (nee Tingey) on the Tingey family's involvement with Hatfield. A brilliant speaker, her talk was thoroughly enjoyed and provoked much discussion. It is hoped to arrange for a transcript to be made available later for those members who were unable to attend.

**DH HERITAGE**

Frank Vann, a Group member, recently visited B Ae HQ at Famborough with the B Ae Aeronautical Society. He was able to report on the care being taken of the Hatfield archives. There are some 500,000 reports from the former DH Technical Library and copies of almost every DH Gazette with the original art work which was prepared for them. There are 200 to 300 biographies of former employees and copies of all the passport photographs taken by the company photographer. 22,000 black and white negatives each containing up to 26 pictures of Hatfield and its activities are held in the photographic collection. Numerous photos of the bomb damage to the 94 shop are held together with 10,000 colour negatives of other activities. 928 tubes of Hatfield drawings, 6,500 tins of cine film and 2,300 technical manuals are also held. Everything is being recorded on computer so that it is easily accessible to researchers and other people. The collection from the DH Museum which was housed in the wooden hut is also being carefully looked after. The curators are anxious that nothing concerning B Ae's past history should go astray and would be glad to receive any memorabilia worth preserving.

***Letters. . . .***

*Enfield*

I was evacuated to Hatfield in 1939 from Hornsey where I attended Stroud Green School. Do you have any pictures of the evacuees arriving at Hatfield? My brother and I are writing of our experiences in Hatfield. He was at 69 Stonecross Road and I at 122 -wonderful memories. I belong to the Evacuees Association and we have met at the Imperial War Museum in London. I had a friend in Hatfield named Eileen Curtis who, I believe, moved to Australia. I would like to hear from other people who were evacuated to Hatfield.

*Maureen Comer (nee Lenihan)*

\*\*\*\*\*

*Harpenden*

I am trying to learn something of my grandfather who was killed in Belgium in 1917. Frederick George Nason was born in 1884 in Etmington, Warwickshire. He married Mary Jane Vickers in Hatfield on the 17th May 1910 and

Continued on page 2

**HOW TO START  
YOUR**

**FAMILY  
HISTORY**

by  
**Eric Balley**  
*member of the*  
**Society of**  
**Genealogists**

Monday 14 Sept 7 pm

**Bill Salmon Centre**  
**Town Centre**  
**Hatfield**

Members Free

**MOSQUITO**

AIRCRAFT MUSEUM  
Special Visit Tuesday 7 July  
Meet at the Museum at  
London Colney  
5.30 pm  
\*\*\*\*\*

Admission £4      Concession £2  
*Pay Chris there*  
If you have not booked or require  
transport phone Chris on 269662

**Letters. . . .**

*Continued from page 1*

their only child was born in Birmingham in 1911. Some time after this they moved to Hatfield and lived at 12 Ground Lane from 17th March 1913 until he joined the Bedfordshire Regiment in 1915 and went to war in 1916. The Vickers were well known in Hatfield, having originated in Shropshire. Mary Jane's father, a carpenter by trade, probably retired to Hatfield to be near his children. His son, John (Jack), was a school teacher and leader of the Boys' Brigade. In 1897 he joined the Estate Office of Hatfield House and worked there until his retirement in 1947.

Could anyone help with any information about the family?

*Michael F.C.Nason*

*Brookmans Park*

I remember how this (local history project) started when my friend, some years ago started a WEA class to which I contributed several sessions and introduced the class to the treasures of the census returns. It was then that we found out about the old New Town. I see in the Newsletter that there is something about the railways. I do hope that the railwaymen are included as well as the hardware.

My Victorian Railwaymen which was a PhD thesis is all about them.

*Peter Kingsford*

**PERHAPS .....**  
by Ron Kingdon

Archibald Austin, one of Hatfield's first commuters (March Newsletter) was a tram conductor in 1891 so it is most likely that he worked on the horse trams of the day. The short lived steam trams ceased running in July 1891 and the first electric services came to Wood Green in July 1904. Presuming he travelled to work by train from Hatfield he would have had to report to a depot. A Horse Tram Depot was opened at Tramway Avenue, Edmonton in 1880 and another at Wood Green in 1891 with services running from Wood Green to Moorgate in 1892. Had the depot at Jolly Butcher's Hill been his base it would have been only a short walk from the GNR station in Station Road. If this was the case he would have been employed by the North Metropolitan Tramways Co. who were sold to the Metropolitan Tramways Ltd. In 1902.

Had he been working in Lon-

don he could have been an employee of the London Street Tramways Co. who were running services in the 1880s and 90s until bought out by the London County Council. Each depot would have had stables for the horses which needed to be fed, watered groomed and shod. The groom would have been responsible for hitching the horses to the tram, the driver would control them while pulling the vehicle and the conductor - Archibald - would be issuing tickets, looking after passengers and carrying out other duties such as attending to the oil lamps after dark. Both driver and conductor would be in uniform and would carry a stage carriage licence.

Horse trams never ran in Hertfordshire and it wasn't until 1907 that the first tramcars reached Barnet.

The Metropolitan Tramways & Omnibus Co. Ltd. ran a bus summer Sunday service from Golders Green to the One Bell at Hatfield from 1913 to 1914.

\*\*\*\*\*

*Would you like to hear more?*