The Cut

Interviews, Maps,
Drawings, Plans, Archives, Photos,
Histories from Hackney Wick

The Cut project has involved a great many people, and been made possible by their hard work, advice and contributions, among others:

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SPACE supports over 600 artists in 17 studio buildings across London as well as providing dynamic environments where individuals and communities can engage in creative process. SPACE provides space to create: supporting the creation of art through the provision of creative environments; space to engage: programmes that widen engagement in artistic practices; and space to develop; supporting the development of creative individuals and communities.

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Cover Image:
Lighterman
Circa 1920, photographer unknown
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Introduction

Chimney at Atlas Wharf
Hackney Wick 1966,
photographer unknown
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The Hackney Cut is a 3km artificial channel of water that cuts across the marshes in Hackney Wick, east London, from Lea Bridge in the north to Old Ford Lock in the south. It was dug in 1770 as a river canal, avoiding the shoals and bends of the old River Lea and providing much improved navigation.

The Hackney Cut's use as a vital navigation and trade route has shaped the identity and character of Hackney Wick and the area is intrinsically tied to the river canal, supporting a rich industrial, physical and social heritage.

Today the Hackney Cut is entering a new phase of its history as the area undergoes massive regeneration. The old River Lea is now enclosed by the Olympic site, leaving the Hackney Cut as the only publicly accessible part of the waterway. New communities and industries are moving into the area, permanently altering the social fabric and use of the river canal, as they have always done.

The Cut documents the canal's heritage through the hidden histories and first hand stories of people who have worked and lived alongside the Hackney Cut.

Jessie Brennan, Chris Dorley Brown and Daniel Lehan were commissioned by SPACE to create new works in response to these stories and the landscape which underpins them. The Cut has involved a great number of people who have contributed in many and various ways, in particular the volunteers who came along to SPACE to be trained as oral history gatherers and the people who so generously gave them their Hackney Cut memories and anecdotes. Like water, memory flows in many directions and the collected stories are not only about life on the canal but also of childhood, visiting princesses and pop stars, Matchbox toy cars, floods, sweet factories, courting days and family life.

The year-long project has produced a publication, an exhibition of new work and thirteen recorded oral histories. The histories are accessible through SPACE's website and at Hackney Museum.

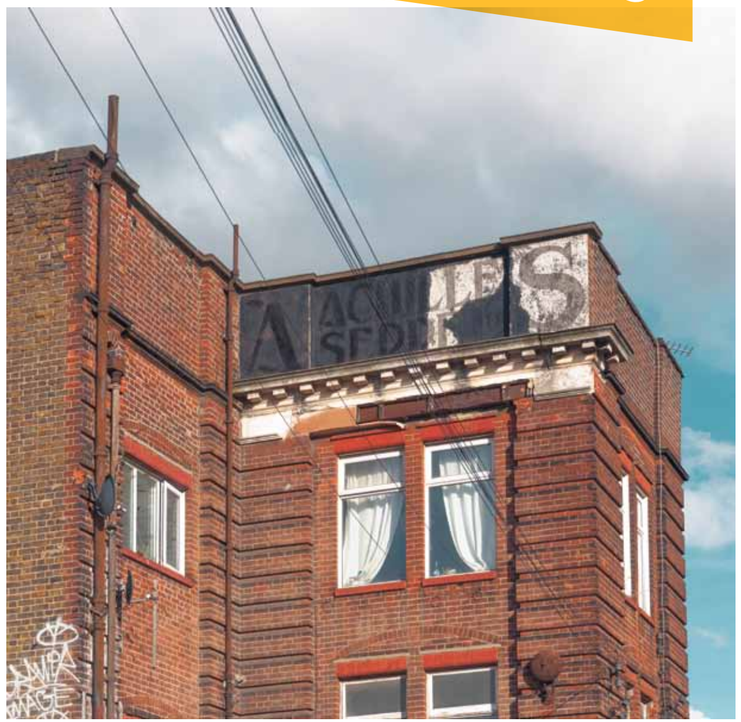
Fiona Fieber
Head of Learning
& Participation, SPACE

The oral histories that inspired this project were given to SPACE by Hackney Wick residents past and present during 2010–11. If you would like to listen to the complete interviews please go here: www.spacestudios.org.uk/whats-on/events-projects/the-cut-podcast.

Achille Serre, a Parisian ribbon dyer, came to England with his wife Eugenie in 1870 and started his business in London. In 1876 it moved into garment dyeing and the new technology of cleaning with solvents and introduced the term 'dry cleaning' to England. His son Eugene took over the business and moved it in to a former tar factory in Queens Yard, Hackney Wick.

Achille Serre had a chain of shops throughout London where garments would be picked up and taken to Hackney Wick for treatment. The service took four days to complete. The company's catch phrase was: 'That's the firm I told you about'.

Achille Serre



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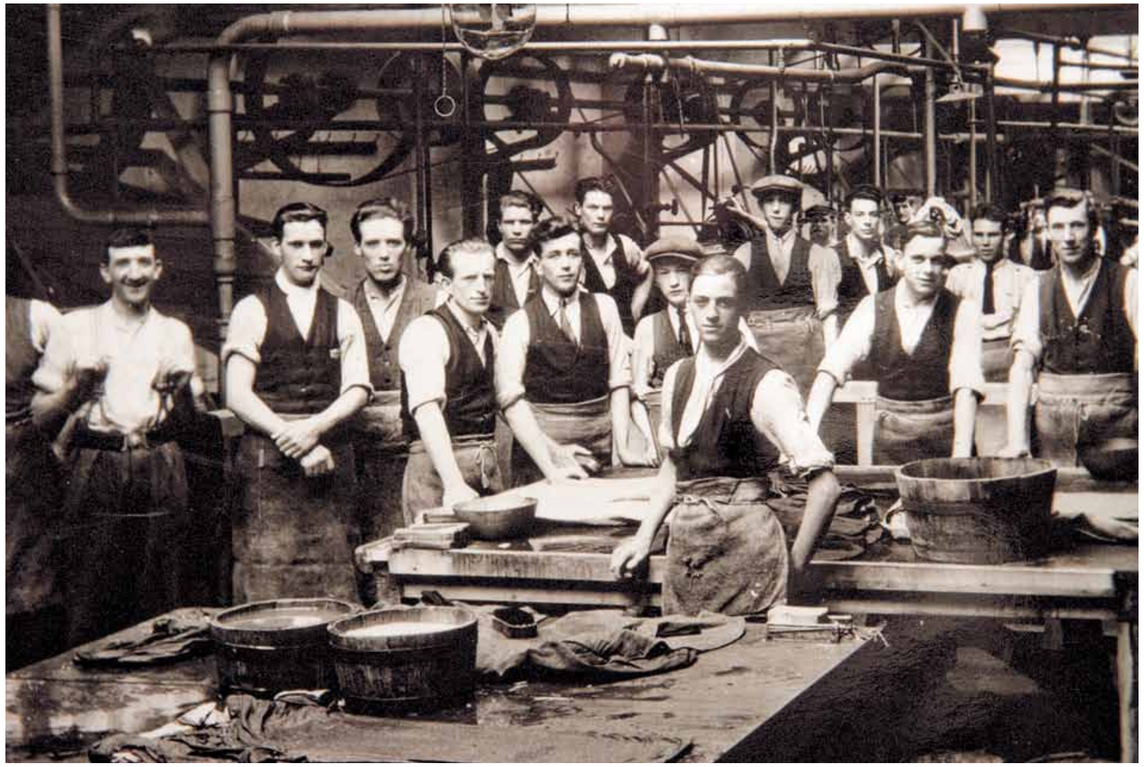
Achilles Serre Works,
Queens Yard, Hackney Wick 2011
©Chris Dorley-Brown



Achilles Serre Works
Queens Yard, Hackney Wick circa 1925,
photographer unknown
©Waltham Forest Archives

Achilles Serre Works
Queens Yard, Hackney Wick circa 1925,
photographer unknown
©Waltham Forest Archives

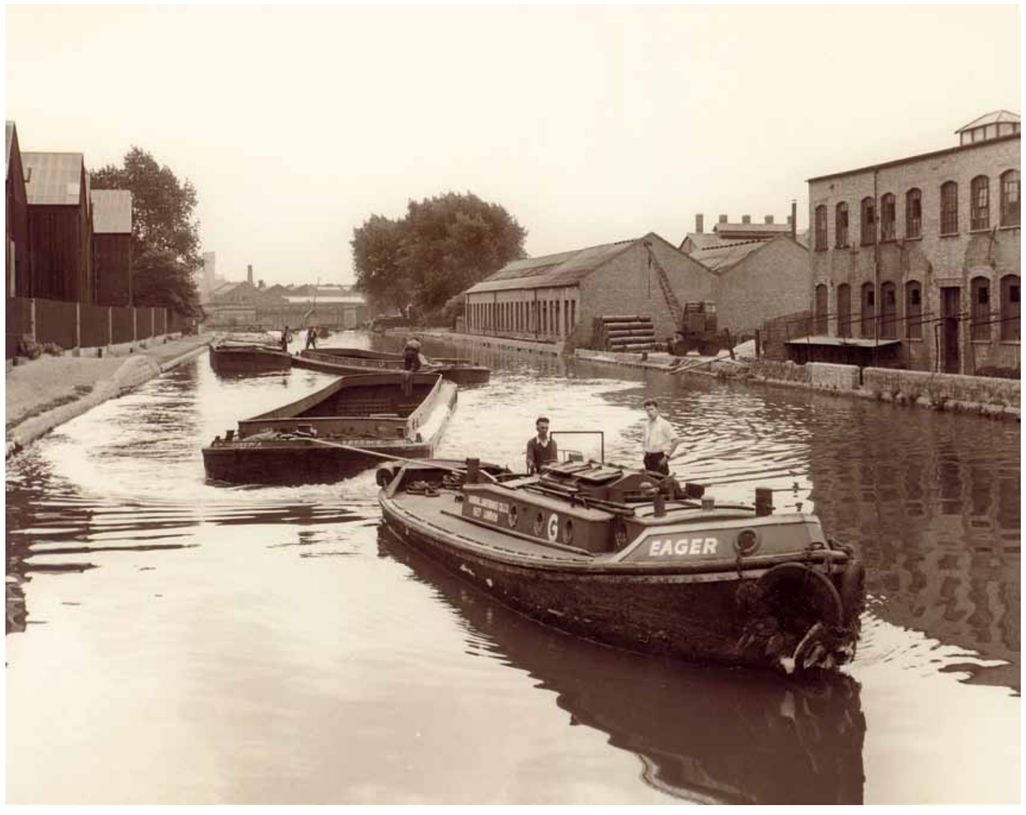
Prefab houses
Prince Edward Road showing chimney of Ingram & Son Ltd, Hackney Wick March 1945, photographer unknown
©London Borough of Hackney Archives

J. G. Ingram & Son Ltd

The London India Rubber Works was founded in 1847 by James George Ingram who was making toy balloons in a small workshop in Hoxton. The company expanded to a 3.5 acre site in Hackney Wick in 1866, (a site now occupied by Oslo House in Felstead Road) and became specialist in the manufacture of hot water bottles, boots, gloves, tubing, baby feeding teats and surgical equipment.

They were renowned for the high quality hand made seams which prevented bursting. This process was known as Vulcanisation which had been patented by Charles Goodyear in 1844. JG Ingram died in 1901. In 1961 the firm employed 350 people.

WW2 Blitzkreig Bomb Damage
Hackney Wick showing damage to premises of Ingram & Son Ltd, Hackney Wick 20th March 1941, photographer unknown
©London Borough of Hackney Archives



Train of Barges
Old Ford, River Lee Hackney Wick
circa 1960, photographer unknown
©The Waterways Trust / British Waterways Archive

Interview: Barry Milsom

Barry Milsom worked on the east London waterways from 1957, appointed chairman of the local branch of the union in 1969. Dredging the Lea Navigation and surrounding rivers and hauling goods, Barry has intimate knowledge of The Cut and it's history.

Liz Pillar — *Interviewer*
Nicola Wissbrook — *Interviewer*
Barry Milsom — *Participant*

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It's 17th January 2011, we're at the CLR James Library in Dalston. Well, Barry, we're here to talk about your experience of the Hackney Cut and a bit about your life there. So can you tell me first when and where you were born?

I was born in Frome in Somerset. My dad moved to London in 1920, joined the army, joined The Guards in 1920, because of the miners' strike couldn't get any work. So he came to London, married my mother who was a Cockney anyway from Bethnal Green area. And I was born in Frome obviously because of his family and the war, so. But I came straight back to London as a baby.

So did you live in Hackney?

No, I lived in Ponders End, Enfield.

So you were born during the war?

Yes, 1940, November.

... Can you explain what lighterage is?

A lighterman is a freeman of the River Thames, he passes his apprenticeship. He does, I think, it used to be in those days, I don't know what it is now or whatever, but it used to be a seven year apprenticeship, and he's got to know everything on the river.

And so he's in charge of a boat?

No, he's in charge of the barge.

I see, yes.

And you would have ... if you look at that, now that is Hackney Power Station. Forget the horse and the barge, but that was the coal. The coal used to come out the rail wharf at Limehouse Cut, loaded with coal they would bring it up to Hackney Power Station, it would be shipped ashore there for the power station. Those barges then went back to about there, I don't know whether it's there now.... they used to load these empty barges, Cory's empty barges with all the rubbish, not necessarily household food waste and all that, but old furniture and all that, they used to be barge loads of old furniture back in the 50s.

And where would they go? They were just going to be thrown out?

Just go for landfill.

So that's just I suppose south of Homerton Road?

Yes, just south of Homerton Road. They used to be Lesney's and all that, do you remember the toy factories... That was Lesney's... and if I remember rightly the school was down here somewhere, isn't it?

The Gainsborough School, yes.

Yes, So the coal came up from Limehouse by barge, they'd do four, one hundred and twenty ton hoppers a day, there they are in a boat, laying in a boat waiting to go up in the morning, coming up, look.

'The Dust' and Lesney Factory
Mabley Green River Lee Cut 1966,
photographer unknown
©London Borough of Hackney Archives

Hackney Power station, Millfields
Built 1901 River Lee Cut 1937, photographer unknown
©London Borough of Hackney Archives

How many barges can a tug pull that are full?

Well, it would have four, normally four, three or four. But they'd come up the power station, empty, and then back down with the rubbish, and then they'd go out. When I say go out, you've got Bow Locks which goes out into Bow Creek, which then meets up with the Thames. So a high tide, those barges would go out through the lock, and a big tug outside would then pick them all up, and whisk them off down o Rainham or wherever they dump the rubbish. They'd be emptied and then they'd back. Cory are still doing rubbish out of Westminster today I believe. But in those days you still had a lot of war damaged buildings and all that sort of thing. But if you can imagine, coming forward quite a few years we started unloading mud, rather Brimsdown was full up, obviously, so we moved to Bow Three Wharf which was just... We used to walk over here and on the quay here we had a crane, and we used to unload our mud into big hoppers to be taken down to Rainham. And we had a big hut, a big wooden hut about there, a big mess room, and that was full up of antique Victorian fireplaces and furniture, you've never seen anything like that, they used to get hauled out the barge. <laughter> Well, they only going to rubbish, we had leather armchairs, we had...

Very comfortable!

Very nice.

Nowadays people pay a fortune for that stuff.

Yes. But there were loads and loads of different barges dropped off stuff in Hackney. I mean I would call Hackney Cut... you've got Hackney Cut there on your map, my recollection for instance of Hackney Cut would be from Lea Bridge to Old Ford. I mean I think two names, it's Hackney Cut or Lea Valley Navigation, they're the same, aren't they?

Yes, I mean Lea Valley's the official name. But there was quite a bit of trade in Hackney, I mean you had just above Old Ford you had Glicksten's, which was the...

And what did they do?

...timber people.

That's timber for furniture?

Furniture and all that sort of thing.

And that's because they would've brought the timber by water to the wharf?

Oh yes, it was all barge loads there, no lorries, all barge loads. And Glicksten was one of the biggest, and then you had Carpenter's Road, above Carpenter's Road you had Clarnico Sweet Factory, who used to make all the sweets. And you had lots of little places along the edge here, I mean they're all houses now I believe. But we used to have lots of little places where the odd barge would be dropped off with something, if you know what I mean. I can't really remember what was in them or anything like that, but...

I mean the sort of transport that went up and down the river, the dredges like you, the barges bringing in coal and taking out rubbish, but there were other barges bringing in what sort of...

Well, you would have copper, copper went to Brimsdown up above Ponders End Lock, Brimsdown rolling mills. I mean the copper barges were every day, every day they were on the move. Not Saturdays or Sundays, but five days a week they were on the move. So there was copper going all the time up and down, then you had Angel Road which was one of the biggest furniture making areas in London.

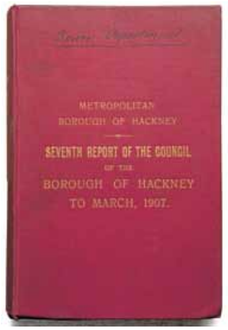
So you had timber going up there?

Yes, they had two lots in, all the timber would be loose, it wouldn't be... you know like you see a lorry load of timber now, it has... it wasn't in those days, it would just be in the barge loose.

Yes, but I mean it would be prepared timber.

Oh yes. Well, some prepared, some not. A lot of it wasn't prepared.

...cut into sizes, four by fours or six by threes, whatever, like that. But when I say prepared, it wasn't planed or anything like that, it was just cut. And of course the timber barges going up, Lea Bridge itself is one of the lowest bridges. So the timber barge could be loaded, and there's the bridge, of course timber would go, just take the top and in the river. I mean everybody had timber, everybody



Sewerage Depts. Copy of Hackney Council Annual Report 1906-7
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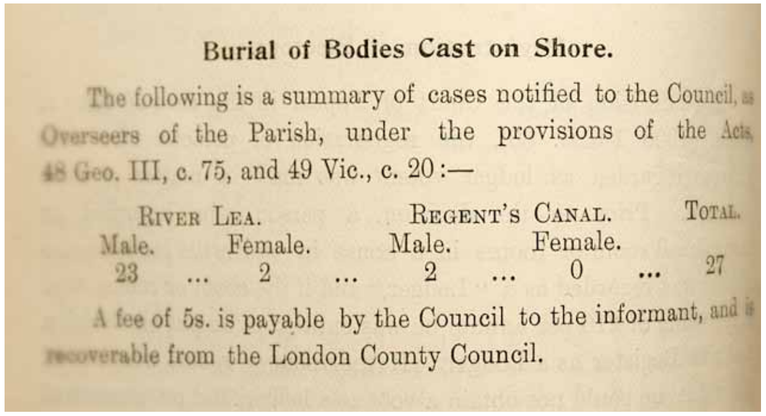


Burial of Bodies Cast on Shore.

The following is a summary of cases notified to the Council, as Overseers of the Parish, under the provisions of the Acts, 48 Geo. III, c. 75, and 49 Vic., c. 20 :—

River Lea.		Regent's Canal.		Total.
Male.	Female.	Male.	Female.	
23 ...	2 ...	2 ...	0 ...	27

A fee of 5s. is payable by the Council to the informant, and is recoverable from the London County Council.

Hackney Council Annual Report 1906-7
©London Borough of Hackney Archives

Timber seasoning at yard site between Kingsmead Estate & River Lee Cut 1966
photographer unknown
©London Borough of Hackney Archives

had firewood, everybody had coal. <laughter> They were quite good times actually. <chuckles> And there were a lot of logs as well go up, actually big logs. There was all sorts of cargo they moved. Silver around Bow Backs at one time, they had a policeman on the barge with them at the time, silver ingots.... They reckoned, I mean I couldn't confirm this to be true, false or whatever, but they reckoned in its heyday with cargo coming in off the Thames and coming up the Lea, you could get 300 barges a tide, and that 2 tides a day. I've actually been to Limehouse Cut where, I can't think how far back, but it was right back there, there had to be 50 or 60 barges. And where the tide meets the river, the lock gates open and then it's free passage, there are no tolls.... So one of the big lighterage tugs, General III or whatever's come down and it's hooked the first barge and gone straight out in the Thames and towed the whole lot down Limehouse Cut, they're all tied to the line, shot them all out on the Thames. It was really booming in the late 50s, but of course in the 60s it's just all dropped, Containerism and road transport lobbies and all that sort of thing has just drifted it all away.

What about the level of tolls, was it...

I worked from '57 on the tugs... We were doing piling at Ponders End for instance, we were driving concrete piles, six foot concrete piles down the river bank, replacing, building up the riverbanks, and we had a repair yard and depot at Southall called Balls Bridge which is on the Grand Union Canal. And we had a place there that made the piles, we made our own piles. So we spent months going backwards and forwards to Southall right up the canal, right up through London and out the other side, Paddington, around the zoo with barge loads of piles and bringing them back, backwards and forwards. Yes, we did all that, that was in the late 50s.

That must have been a really enjoyable job?

Yes. I worked on the dredger, I worked on the Fleming, I was a boy on the Fleming for a little while.

What's the Fleming?

What they called boy, only because I was the youngest. But that was the old Fleming, the dredger.

I want to know what your nickname was ?

I had quite a few in my time actually. In my younger days it was Strawberry, because I used to go red in the sun. I'll tell you about later life in a minute, but, I mean 1957 like I said I started, and one cold morning at Old Ford Locks, we're waiting to come up and there's lighterage barges in front of us, and you used to talk to people, and I was standing, I don't know, having a fag I think. And this young fellow came over to me, about the same age as me, and he said, 'I saw you Saturday night at the Forest Hotel.' They used to have a dance over at the Forest Hotel which was over Chingford. So I said, 'yes, I was over there.' He said, 'well, I've got to go now, I'll see you next Saturday over there.' And I stayed friends with that guy, he died five years ago, and he was the best mate I've ever had. He was a lighterman, and I was a muddy, but it didn't make no difference, do you know what I mean?

Yes.

You do each other favours, I'd get a phone call and he'd say, 'do us a favour Bal, slip out the Volare' which might be a name of like a barge, a boat, because he knew I was down the boats, 'slip it out for us and tie it on the end of the line,' save him coming in. No, they were great times. I thoroughly enjoyed them, I had a great life. Well, I left for a couple of years because I got married.

So tell me what you did the next 30 years.

Well, when I came back... well, I'll tell you the whole story, I never get a chance to tell it actually. I had the experience and to move up the line in the dredging to become permanent on the dredger or one of the crane barges or whatever, I always thought you had to wait for someone to die or seniority.

There was no training programme or anything?

It was just how your face fitted. Well, there was a vacancy came up on one of our crane barges, and I thought well, I've got to be in line for that, I've got to move up the line here. Well, the very next day we delivered some barges to them and what have you, and there's the bloke on there and there's his nephew. And I thought to myself, now, that's not right, I didn't say anything, whatever.

Like I said, I was a member of the union , that was 1969. We had a branch meeting, there was no officers, there was no chairman or secretary or anything like that. So this guy went, 'well, I'll be secretary or whatever,' so I ended up being chairman of the branch, not knowing a single thing about anything. So I went and had a word with my father because he was very, I would say left of left. <chuckles> But he educated me a little bit in his way, and it just escalated from there. I still worked and I drove a dredger for quite a few years, but it was a motorised dredger with a crane on the front, so my mate had the crane and I drove the boat.

Is there a pecking order on the canal as to who has priority?

Oh yes. The lighterage had the priority.

And you knew that, there was no saying oh, let's muscle in, in front?

No, they had priority, but the thing was, if there was a strike, if the lighterage came out on strike, the only people that could move a lighterage barge would be a uniformed man, which would be a lock

keeper or the British Transport Commission, Police, or whatever, they were the only people who could move that barge out the way to give passage. We weren't allowed to touch them, in theory, but we were allowed to keep on working because of the dredging, because the silt built up. There was all sorts of things went on. I mean I could tell you stories, this old boy Jack. I think it was Hackney Dust. The tug that used to bring the coal barges up, it used to be the Charlotte that used to bring that up normally, and it's hit a body there one and it's hit him and it's got caught up in his propeller and chopped it up you see. So we can't get through, there are barges everywhere and the coppers turned up, and they've got all the bits out on the towpath and a tarpaulin sheet you see. Sticking out of this tarpaulin sheet, and this is the truth... is a pair of boots. Now Jack's come along, copper standing there and Jack's gone, oh, picked up the boot, which has still got a bit of leg attached to it, and gone, 'there's plenty of tread on them, I'll have them.' <laughter> The copper has fainted, I've gone, I went, I went up the steps up the road, I thought I can't handle this! And a couple of days later Jack's wearing the boots! <laughter> But what we didn't know, and he told me later on, his job during the war was to piece body's together on beachheads and battlefields to make up a full set for a funeral, for burial. But it was all things like that. I've had loads of bodies, we've had loads and loads of bodies, yes. Yes, different times, different places, dead bodies, murdered bodies, people seem to get this idea that if they throw something in the river it'll disappear. Well, lots of times it does, but other times it doesn't.

Were there any other events that you particularly remember happening on this stretch of water?

> We had... That was the last horse-drawn barge.

And what date would that be?

> Now that's in the late 60s I would think, very early 70s. But that was the last horse up the Lea.

And where were they stabled?

> They were stabled at Tottenham, Ponders End, Enfield Lock, they had a yard at Enfield Lock. Old Ford had them.

I mean do you think they'll come back, the use of canals?

> No, I don't think.

Did people fish or were there other activities apart from commercial?

> There used to be, there wasn't the pleasure boats. But you see, the Lea as far as pleasure boats go, doesn't go anywhere, it goes to Hartford and the River Stort goes to Bishop Stortford, then they've got to turn around and come back. If you go up Duckett's and you go up the Grand Union and you start up there, you can go where you like, do you know what I mean?

Yes.

I mean they've just built a new marina at Roydon Mill up on the River Stort, it's going to house 350 boats they say. But they might get 350 boats, but that will just be people living on them, they won't be cruising anymore, because there isn't anywhere to cruise. It's just pure economics and the times we live anyway. But getting back to the old days, they were better days, weren't they?

What about, we talked about the social life when there were cafés or pubs that you knew.

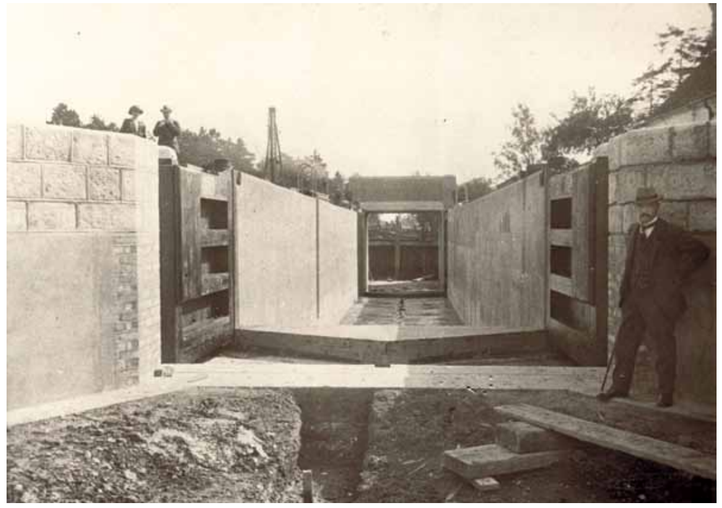
> Everywhere you went from Limehouse there was a place to stop for something to eat, breakfast, do you know what I mean, there were cafés, all the way up the river, certain places. So you didn't have breakfast, I mean getting back to all these photos being destroyed and all the rest of it, this guy out the arm, 'now, you stop for your meal break at ten o'clock.' You couldn't stop at ten o'clock. If you were towing craft or you were doing something you couldn't stop at ten o'clock, you were making for a certain place, there you would stop and have your... He couldn't comprehend that everything had to be regimental. But when I started there used to be cafés everywhere, now you would have...

What time did you typically start in the morning?

> It was half seven in those days.
>
> Until?
>
> Half five, half four. But I mean our hours changed as time progressed. But sometimes we'd do Limehouse, we'd have a six o'clock start, which means getting up just after five o'clock in the morning, train out of Ponders End. Sometimes when they were mechanising the locks you'd have early starts to get ahead of the lighterage. so you... it was all done.

I suppose it depended on the tide as well sometimes.

Loading paper rolls at Atlas Wharf Hackney Wick
1966, photographer unknown
©London Borough of Hackney Archives



Newly lined lock chamber
River Lee 1921, photographer unknown
©The Waterways Trust
& British Waterways Archive

> Yes, the tides and what have you, getting under bridges and all sorts of things.

So would you know at the start of the day what you would do or would you just think up things as they went along?

> Our dredging foreman in the old days used to be at Tottenham Lock every morning, and that's when there'd be a tug going down. There'd be empty barges moored up below the lock, the Enterprise would be moored there, she would take them down and bring them back loaded. You'd have a Swift or the Swallow, one of those tugs that would be above the lock and that would take the loaded up and bring them back. Now normally we'd swap crews, like if I was Limehouse I would be turning round and going back down the next day, if that makes sense to you?

Yes.

> I wouldn't stay with the barge right through to Brimsdown.
>
> And they were a team of what, three of you did you say?
>
> Yes, say we did three, we normally did four barges, so there'd be four hands, one on each barge, and then a couple on the tugs, so there'd be six of us.

And how many worked altogether, this bit of the river when you were...

> Well, when I started in 1957 there used to be about, I don't know, 60, 70. We used to be doing dredging up country as well.

So you were all doing the dredging work?

> We'd have about 85, 90 people working on the River Lea.

Only for the dredging?

> Of dredging and maintenance as well, a lot doing a lot of repairs and all that sort of things. I mean Enfield Yard itself, we had a plumber, we had an electrician, we had a full blacksmith's shop where they made everything.

For example?

> They'd make a boat. They'd make bits for locks, they'd do all this, they'd shoe horses, all there they done all that. Now, I'll tell you a story about that. When this gentleman came like I said...

What, your military man?

> Yes, he wanted to clear the yard. So he's going to clear out the blacksmith's shops. Now there were all the old tools hanging up in there, all the old tools and that, nobody ever used them anymore, we didn't have blacksmith's anymore, that was donkey's years old. So I was at a meeting actually and I was having a glass of wine with the Chief Executive, so I mentioned to him that he's clearing the yard. I said, 'I think it's a shame, the old blacksmith's shop, lots of old tools and things in there.' And he said, 'yes, pity, but these things have to happen, Barry, you have to move with the times.' The next day a lorry appeared, come down from Stoke Bruerne, they had a museum at Stoke Bruerne, with a guy called Tony Conder, who was in charge of our museum, an historian, Tony, a nice man. What the Chief Executive had done was gone home and rung him, told him to get his behind down there and they cleared it out, and they're now in the museums down at Gloucester and Stoke Bruerne.

Curtain Gates
Millfields Lock; Lea Bridge 1986
©Chris Dorley-Brown

So did you socialise in the evenings?

> Yes, we used to have little functions, sometimes you'd meet up with the lighterage dinnertime. I mean like we said for eating, just for instance you get to Carpenters Road, there used to be a little café on the side of the road there, opposite Clarnico's, the sweet factory. The guy in there, he had a German wife, I can't remember his name but he had a German wife. But you go in there and you get egg on toast, beans, you'd get breakfast as such, but you'd get nice sandwiches. But when I mean a sandwich I don't mean the pre-packed what's it, I'm talking about a big crusty loaf of bread, cut off a sandwich, eat a sandwich. But if you walked down the road there, there used to be another café, and they used to call it Mum's. The bloke who had that was a guy called Rubin, but we used to go in there for breakfast in the morning and it used to be packed, and we used to have liver, egg and chips, slices of liver, like steak, cooked in the frying pan while you were there, two fried eggs on the top and homemade chips. We used to have that for morning if we were there. If we were at Old Ford and you hadn't got food or whatever you used to go up what they called... that's Old Ford Island, what we used to call The Island. Well, there was a woman there and we used to go in her front room and have breakfast, all the tables in her front room. And this is true; you would sit down like us, say four of us, and we would have two shillings each on the table, who got the fag ash in their breakfast because she smoked excessively! And if you lifted your egg up, I mean that was your food money for the day, and that's true! <laughter>
>
> But I mean we lived on all that, it was lovely. And all the way up there'd be somewhere where you could stop, and then you'd get to the pubs. Well, you had the Carpenter's Arms, they used to go in there. Angel Road used to be the favourite stopping spot, especially for the lighterage, they used to have a few at dinnertime. But I always remember once, you could get a row of horses tied up. This guy this day, he was a right flash, he's backed this Mini right up close to this horse, and the horse has got a bag on and he's munching away quite happily. He finished munching, looked round, and we'd come back, he'd kicked the back out of this car. He'd literally kicked it to pieces, because it was too close to him, so he couldn't move back. The old horse driver just hooked him on the barge and away they went. I don't know what happened to that! <chuckles> Nobody ever said! But there were so many characters, the place was alive.

That's on the water and outside?

Yes.

Can you give us some examples?

Well, there used to be, at Ponders End, there used to be a pub called the Angler's Retreat, it used to be on the corner of the road, and there used to be the Railway Tavern here, the Angler's Retreat. I have actually seen one Christmas a horse driver called Lionel, I can't think of his other name, they called him Lino actually, I think it's because he was always broke, he was always on the floor or whatever. But he was a lovely man, he had about nine or ten kids I think. But he was a real nice, really top class guy, he lived in Hackney Wick, opposite the Adam and Eve pub, there. It was snowing, it was cold, and he's brought the horse in the pub. <laughter> And he's tied it up in the pub, the horse is in the pub. And all the governor of the pub said, because there's a lot of them in there, and they're really having a nice drink and what have you, is, 'put a bucket at the back, put a bucket at the back!' But he took the horse in the pub to keep it warm. And it's a true story, there was a photo in the paper of a horse in a pub, and I couldn't find out where the photo came from, because it could've been that.

Oh yes, things have changed. I'll give you a for instance. In, I think it was 1970, 1971 the Lighterage Union was a union on its own, tugmen and watermen and bargemen's union, that merged with the T&G, that came into the T&G. So rather than have... I was told for instance, you've got a new officer in charge, you won't be talking to this guy anymore, you'll be talking... and he's ex-Lighterage President or whatever. A bloke called Sid Statham, and he was one of the greatest men I ever met in my life, one of the nicest men. I mean he told me what would happen to this country in 1972 exactly what has happened to this country word for word all the way through. Now I ask you, how did he know in those days?

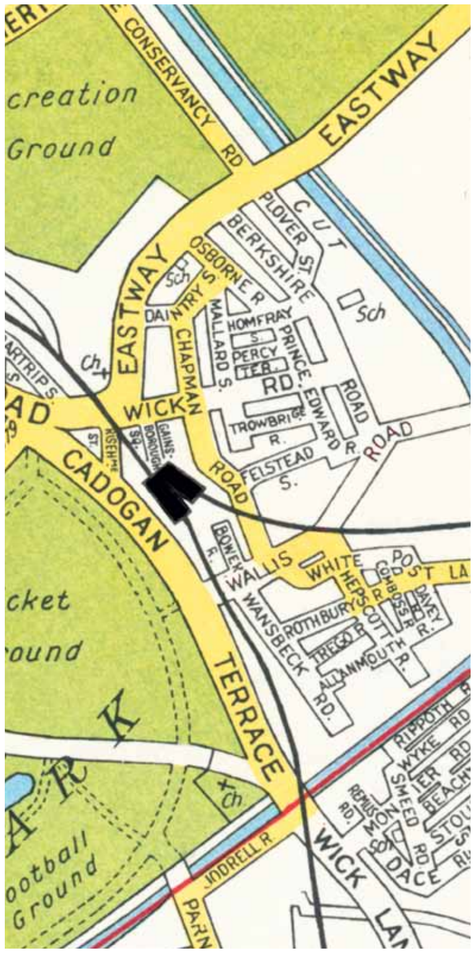
What did he predict then?

Well, if we went into the common market, England would end up with green fields and warehouses with buildings that bolted together and could be taken down, and when you look at it, that's all we've got. We've got no industry anymore, we've got no nothing, and he knew that then. So I believe you can't graph the future unless you know the past. If you don't understand your history you'll never get to grips with what's happening day-by-day, because everything goes round in circles. He was a great man, Sid.

We did negotiations on our security staff in those days, they used to do shift work. So we did new negotiations for them over at Watford, and we had a personnel officer who was in charge, he was a lovely man. He was a nice man, I'm calling them all lovely, but they were nice people. And business was business, there was no animosity, there was no nastiness, you could have a row in the morning and go out and have lunch in the afternoon; there was nothing there. But he gave us a set of figures you see, it was just after Christmas, and he's given us this set of figures. Now it really looked like double Dutch to me.

Figures expressing what?

Well, for these security people, their new hours and their pay, shift rotas and you know. So Sid's looked through them, Sid went, 'hold on, it's very



Hackney Wick
Map from 1964
Reproduced by permission of Geographers' A-Z Map Co. Ltd. ©Crown Copyright 2011. All rights reserved. Licence number 100017302.

interesting,' he opened his briefcase and got out a calculator, which was quite a new thing in those days. And he went, <taps on table> 'my son and daughter bought me that for Christmas, they'll have to take it back, my figures don't seem to add up with your figures. Right, we'll adjourn. Now this is 11 o'clock, now we reconvene at 2 o'clock with a completely new set of figures.' <laughter> And that was the type of man Sid was, he was brilliant.

And some of the industrial stuff as well along there, I mean there were quite a few factories, weren't there, whether they were putting out unpleasant things.

I mean do you remember any accidents or anything? I mean apart from people falling in either deliberately or not.

No, not really. I mean there was a big explosion at Bow once when the flour mill blew up.

Gosh, yes.

What about any funny stories that you can think of? I mean you've told us some already about characters you met.

Well, I'll give you a story about myself then. I mean I worked on that dredger at Limehouse, old man McClyde was Stewart's day, was in charge, and the bloke worked the winches and all the rest of it was a bloke called Jaimo, they called him Dadch...?, because he walked with a club foot. And they were two lovely old boys, but the one thing you didn't want to do was get caught on the underground with them when you were young, because they'd wedge you in the corner and start singing rock and roll to you, as though you're some sort of superstar, and everybody would look at you, and all that sort of thing. But we left there one night, I suppose about quarter to five, a dark winter's night, and Jaimo always took a bundle of wood home, always took this bundle of wood every night. And we're walking up the towpath, go out the gate at Bow there, gate open and the Transport Commission copper came through and Jaimo went to me, 'carry this bundle of wood.' So I took the bundle of wood off him, being he's a nice old gentleman, and as we got level with the copper he went, 'he's pinched that.' And they locked me up in the cell at Bow and let me out about ten o'clock at night, just got home. But they knew it was a wind-up, they...

When was the last time you travelled up and down this bit of the river?

No, I would say about 1990, around about then.

You're saying later on there were some dodgy times, what happened?

Well, that was me doing the union's job and certain people in management, some bad times with some of them. But you take the rough with the smooth. See, I ended up actually doing the job once a month, I used to walk it.

The whole length?

Yes, 45 miles of canal.

How long did that take?

Well, in a month, within the month. And I used to do length inspections and...

What did that involve?

Any holes in the towpath, roughly if any bridges looked dodgy, or anything that might have been a hazard to the public, danger or whatever. It's all part of the set up now, they must do it now. But I used to write it all down.

If you walk by the Olympics site there is actually security men in hi-viz jackets and all...

But I used to take the van and drop it here and walk down and walk back. I mean I had a month to do it, nobody ever bothered me or queried as long as it was done.

But these days if you walk up and down this there are walkers, there are cyclists, was it used as much as that by the public?

No, not in those days.

Why was that, just because people didn't have time?

I don't think they... anybody who used it in those days, and a lot of people that use it today are going to work, because it's easier to go from there to there than go all around there, especially with the cyclists.

So I mean you've not actually looked at where the Olympic site is and all the...

No, I've seen it off the train and what have you, but no. I haven't been there.

What used to be there before they put up the fence and stuff, it was dog racing.

Oh, we had a dog track. Yes, you had a dog... You had one at Hackney, Clapton Dog Track, by Lea Bridge there, and then they had the other one over here, Hackney Wick Dog Track, right opposite the school there. But sometimes if you broke down in the afternoon it was handy to pop over and have a few pennies on number three or whatever!

And there were also playing fields around there as well.

Yes. See the thing is, 1957 when I started that was derelict as such.

You're showing Hackney Wick basically, the whole...

All the bit round there, where the Olympics are now, it was all little tiny businesses and a few gypsies parked here or there or whatever, that's all like that. A little bit of industry built up, a little bit here and there, but nothing big, nothing ever went on that. Now am I being cynical? Do you know what I mean? I just find it amazing. I mean what they've actually knocked down to build that is next to nothing, is it?

That's true, but they say that the land's quite polluted as well...

Oh, it could well be.

You were telling us about what happened when they blew up...

They put a boat across one bit and a boat across the other bit of the two bridges down there, when they blew up the thing.

The Trowbridge...

It was on a weekend actually when they did it. But I... quite a nice camera I had then, but I've got all the photos of the building from right the way down.

Gosh.

The whole lot.

Just in sequence?

In sequence, yes.

Because one of them didn't go, did they? One of them, it was the leaning tower of Hackney.

HACKNEY ARCHIVES DEPT.

Trowbridge Estate

Demolition of Highworth Point
Trowbridge Estate
Sep 1986, Hackney Wick
©Chris Dorley-Brown

Hackney Wick Demolition Festival
Flyer (Front & Back), Sep 1986
Private Collection

Trowbridge Road from Chapman Road
(Aldbourne Point on left), Hackney Wick
1972, photographer unknown
©London Borough of Hackney Archives

Construction of Hannington Point
Trowbridge Estate, Hackney Wick 1965,
photographer unknown
©London Borough of Hackney Archives

WW2 Blitzkreig Bomb Damage
Hackney Wick, 15 May 1940,
photographer unknown
©London Borough of Hackney Archives

Construction of east cross route (A12)
showing Northaird Point on right, Hackney
Wick, 1971, photographer unknown
©London Borough of Hackney Archives

Trowbridge Estate
July 1987
Hackney Wick
©Chris Dorley-Brown

Demolition of Northaird Point
Trowbridge Estate, Nov 1985
Hackney Wick
©Chris Dorley-Brown

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OF HACKNEY,
TOWN HALL,
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news release

180/85
October 18th 1985
For Immediate Release

DEMOLITION MARKS END OF HOUSING ERA

At 12 noon on Sunday November 3rd, 1985 an explosion will reverberate throughout millions of homes across Britain.

On that day, a 21 storey system built tower block on the Trowbridge Estate in Hackney will be demolished by controlled explosion.

The demolition is the first step in an astounding move by Hackney Council and the GLC to trigger the end of system-built housing and high-rise living and to replace it with traditional homes.

This will be the first time ever that a housing authority has demolished a tower block for social reasons and is expected to open up a whole new attitude to housing development.

Housing Committee Chair, Joannie Andrews says: "Tower blocks and other system-built housing should never have been built. No-one wanted them except the architects and builders who never had to live in them. Yet it is the tenants who do live in them who have to bear the consequences of those mistakes - damp, poor quality homes, and high-rise isolation.

"The demolition of Northaird Point is just a beginning, but I believe that it is a measure of the strength of the Council's commitment to change the face of public sector housing in Hackney and to lend our voice to the growing pressure for change which lies with the millions of system-built housing tenants throughout Britain."

Hackney Council Press release
Nov 1985
Private Collection

NORTHAIRD POINT *DEMOLITION*

The demolition of Northaird Point today is a truly historic landmark in the development of local housing in Hackney. For the first time in this country a local authority has decided to go ahead with plans to flatten an entire estate to make way for the sort of homes that people really want to live in.

Local councillor, Joannie Andrews, who chairs the Council's housing committee says that Hackney has a commitment to correcting the terrible housing mistakes of the 60's: "Tower blocks and other system built housing should never have been built", she says. "No one ever wanted them except the architects and builders who never had to live in them. One thing is certain – the tenants never wanted them and yet they are the ones who have had to pay the price in terms of appalling conditions for the last twenty years. I want to see a time when all our tenants have homes they really want."

The GLC is funding and carrying out the demolition of Northaird Point, and is determined to provide decent housing throughout London. However, abolition of the GLC in April 1986 threatens the effectiveness of the entire 10 year £2 billion Londonwide programme of comprehensive estates restoration.

TIMETABLE

SUNDAY 3 NOVEMBER 1985

11.55AM: WARNING SHOT

11.59 PLUS 30 SECONDS: 20 SECOND SIREN

10...9...8...7...6...5...4...3...2...1...

12.00 NOON: BLOWDOWN

12.15PM: ALL CLEAR

HACKNEY COUNCIL Working for you

GLC Working for London

GLC Press release
Nov 1985
Private Collection

KICK THE RICH SCUM OUT OF HACKNEY

Hackney is being 'gentrified'.In other words rich scum are poring into the area.Houses,which were once occupied by working class people while landlords refused repairs until they were unfit to live in,are being done up and sold for up to £100,000.Who can afford these prices? Not us,we can just about survive on pathetically low wages or the pitiful sum they call social security.
Working class people still live in high rise blocks paying out of order rent.Where the lifts dont work,but you can look down at the leafy squares the rich have taken over.
It is sick that people live in an area all their lives only to get priced out by a bunch of 'OK YAH' tossers.Communities and families are being split up.When young people leave home they have to move out of the area to find anywhere they can afford.
The houses should be done up for the original occupants or the homeless.Any spot near canals,rivers and parks is prime development area.With the connivance of the Labour council,themselves trendy 'yuppies',developers make huge profits out of homes for the rich,while working class people have to live in sub-standard accomodation,with whole families in one room bed and breakfast.
It has got to be possible to stop this influx of such bastards, halt the spiral of price increases and preserve our communities.
We have to show the rich they aren't wanted.

CLASS WAR is holding a public meeting on this subject at the Old Fire Station(Stoke Newington Community Centre),Brooke Rd.(corner of Lewin St.) at 7.30pm on Thursday October 30th.Lets not wait till Hackney is only populated by Hooray Henrys till we do something to stop it.ALL WELCOME.

East London Class War,P.O. Box 467,London N.5 2DE

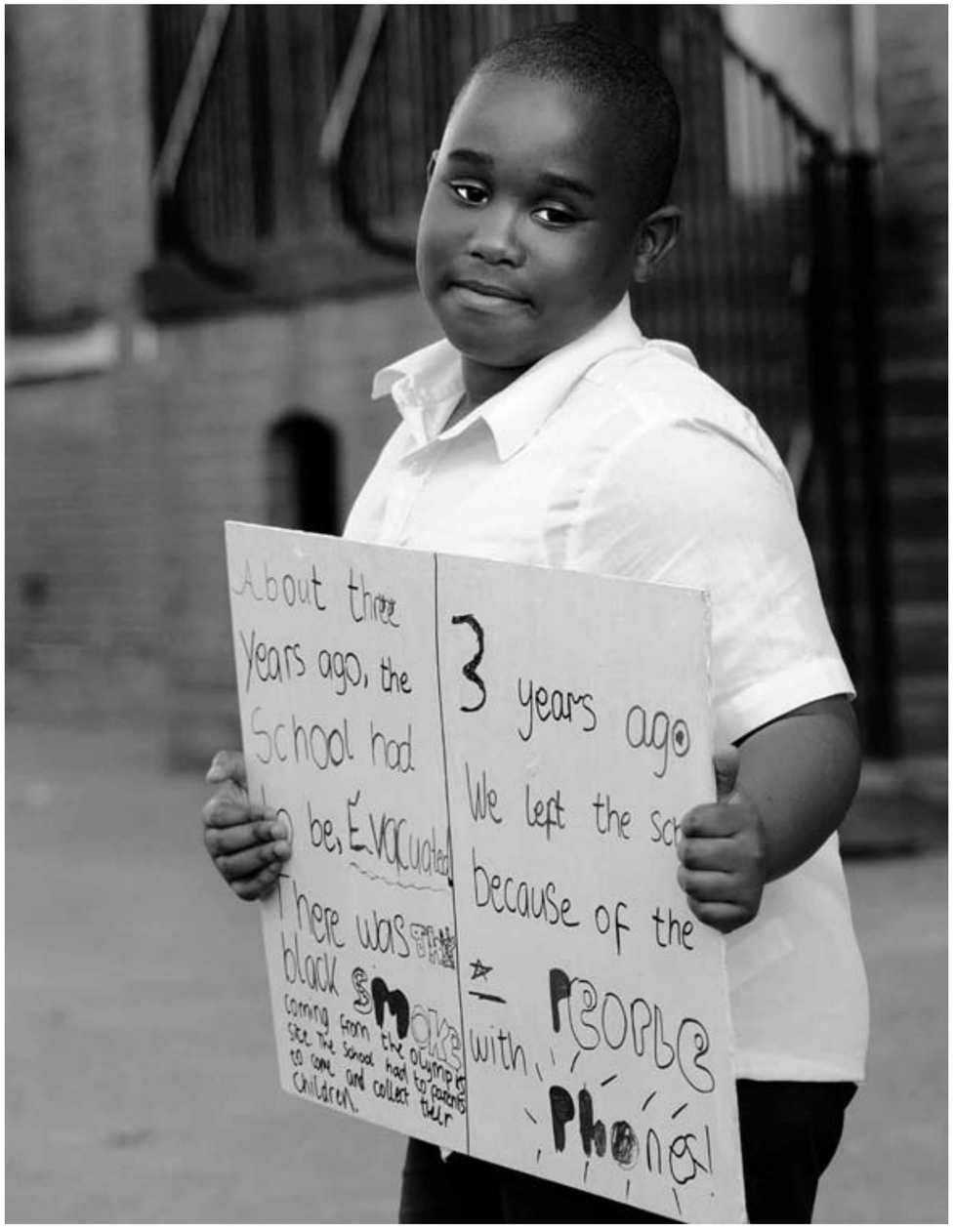
East London Class War
Flyer (Front & Back), Nov 1985
Private Collection

When Whispers Become Rumours

Gainsborough schoolchildren explored memories and remembered stories with Daniel Lehan

The Cut at Gainsborough School
2011 ©Daniel Lehan

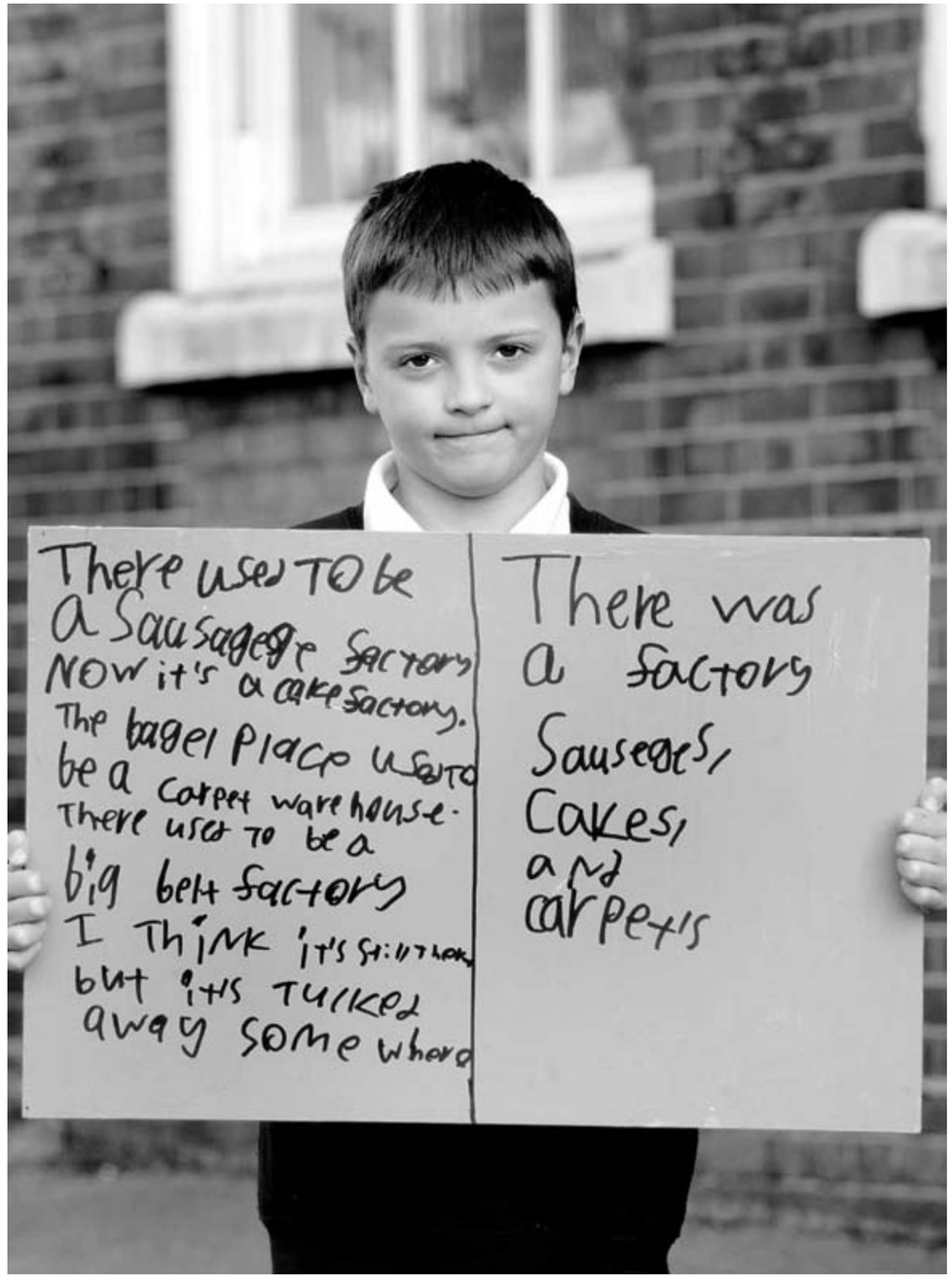
The Cut at Gainsborough School
2011 ©Daniel Lehan



The Cut at Gainsborough School
2011 ©Daniel Lehan

The Cut at Gainsborough School
2011 ©Daniel Lehan

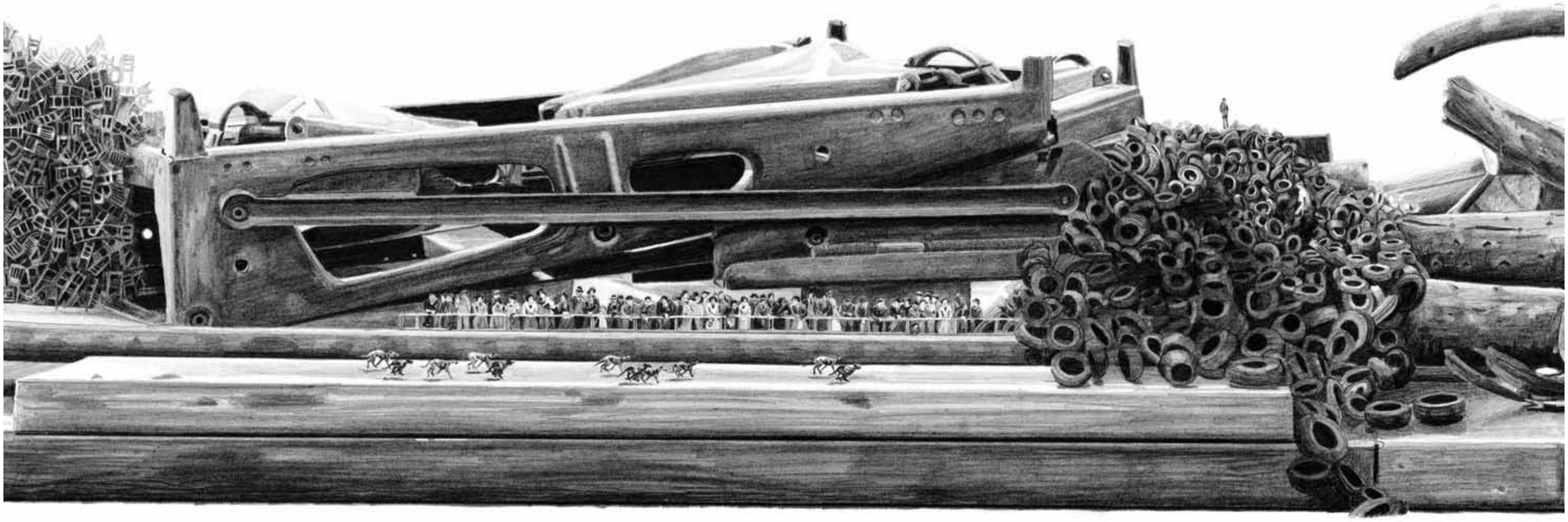
The Cut at Gainsborough School
2011 ©Daniel Lehan

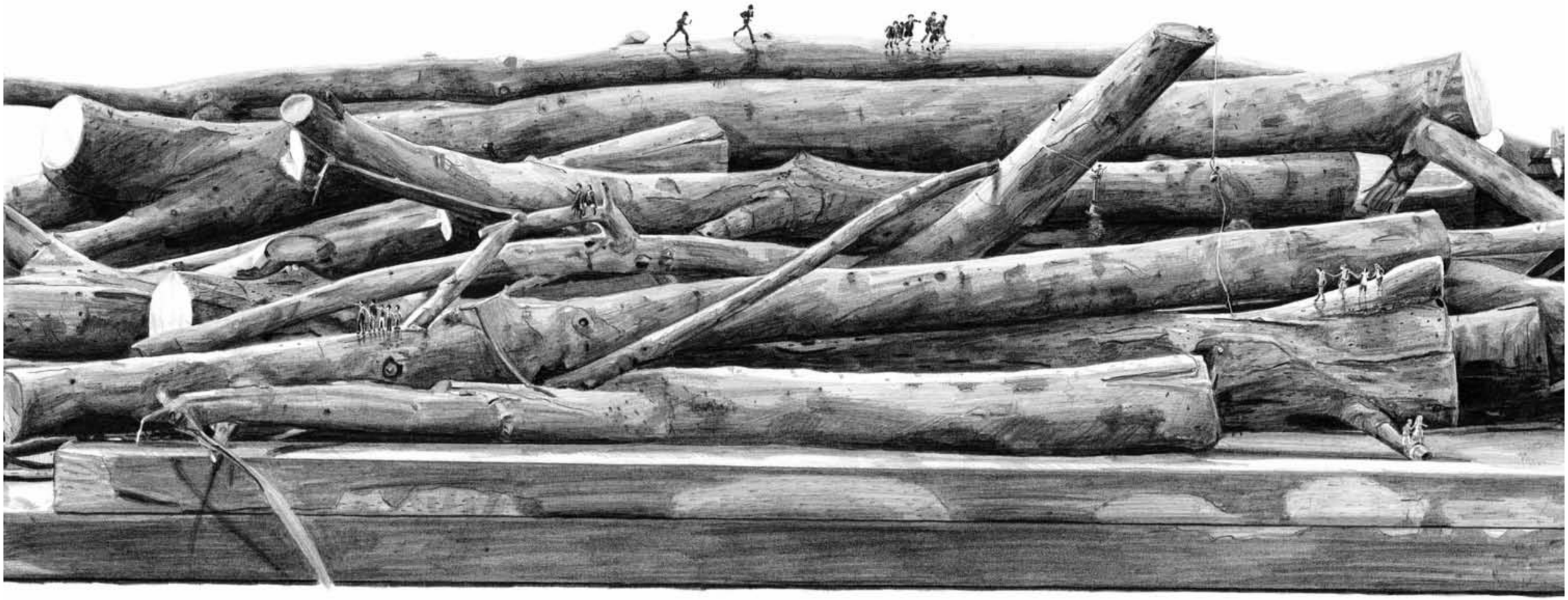


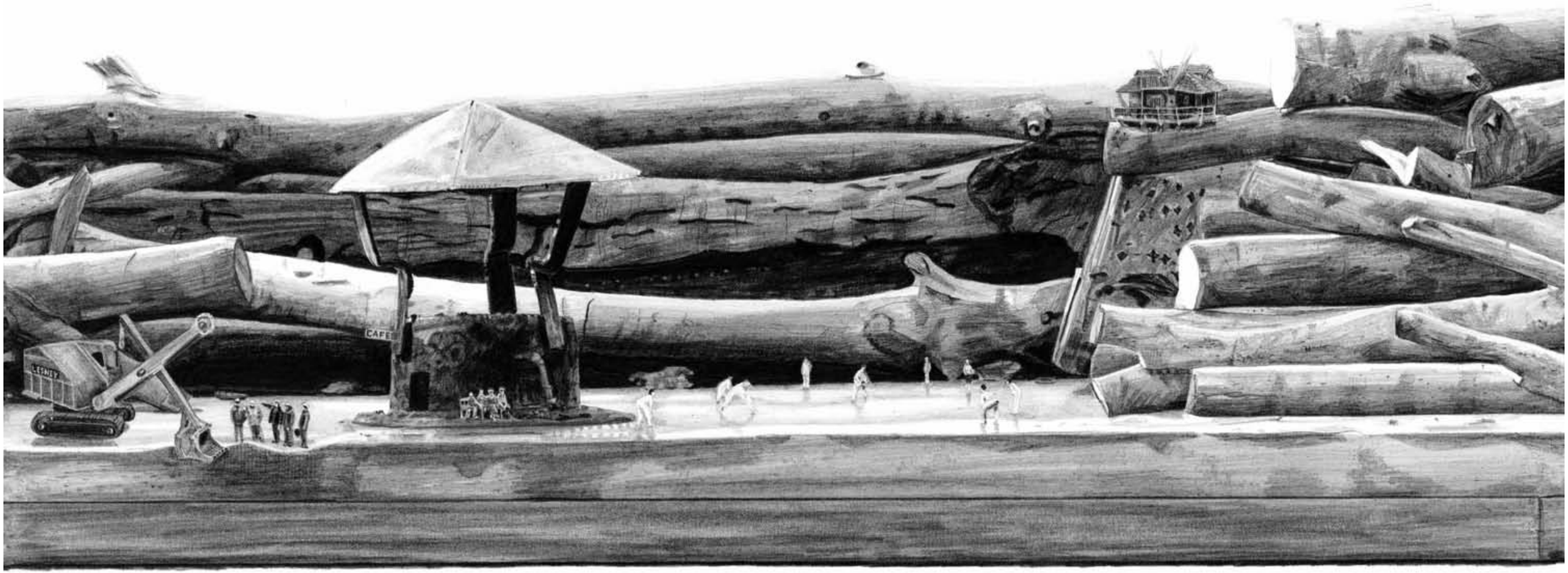
The Cut at Gainsborough School
2011 ©Daniel Lehan

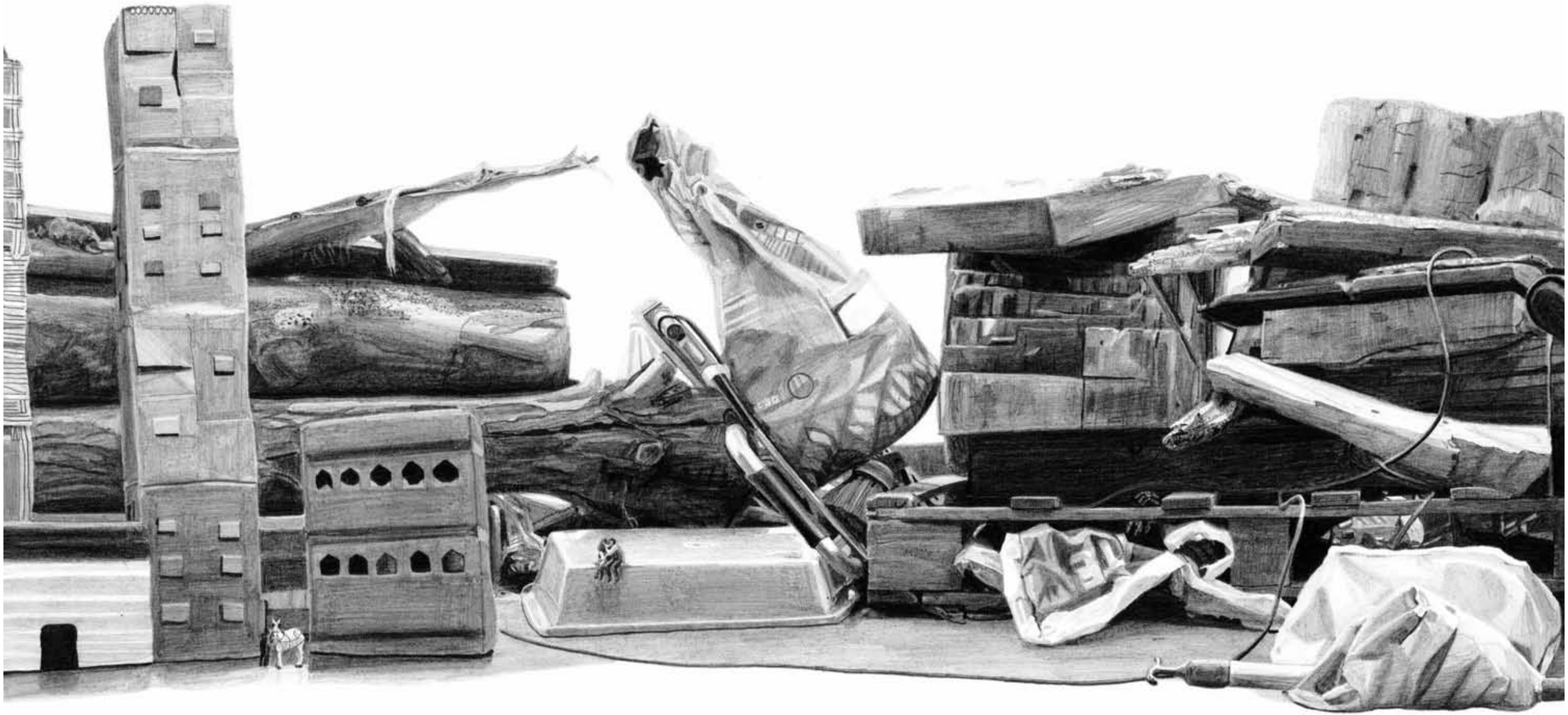
The Cut

The Cut
pencil on paper, 29.7 x 504 cm
2011
©Jessie Brennan






CAFE
LESNIY



Re-shoots

Wallis Road from Cadogan Terrace
Hackney Wick
(left 1958 – right 2010)
©London Borough of Hackney Archives
©Chris Dorley-Brown

Wallis Road, Hackney Wick
(left 1958 – right 2010)
©London Borough of Hackney Archives
©Chris Dorley-Brown

Wallis Road, Hackney Wick
(left 1948 – right 2011)
©London Borough of Hackney Archives
©Chris Dorley-Brown

Old Ford, Hackney Cut
(left 1972 – right 2011)
©The Waterways Trust /
British Waterways Archive
©Chris Dorley-Brown

Lesneys, Matchbox Toys, under construction (left)
Matchmakers Wharf, artists studios, under construction (right)
Homerton Road, Hackney Wick (left 1965 – right 2011)
©London Borough of Hackney Archives
©Chris Dorley-Brown

Fish Island
South-west from Dace Road, Bow
(left 1986 – right 2011)
©Chris Dorley-Brown

Railway Bridge
Queens Yard, Hackney Wick
(left 1999 – right 2005)
©Chris Dorley-Brown

Duckett's Canal & River Lee Navigation
Hackney Wick
(left 1999 – right 2011)
©Chris Dorley-Brown

Fred Whitehead, Fred Evans, Fred Mockford
Hackney Speedway Stadium, 1936
©Fred Evans Suitcase Collection
/ Courtesy Chris Illman

First Meeting with Packed Grandstand
Hackney Speedway Stadium, 1936
©Fred Evans Suitcase Collection;
Courtesy Chris Illman

Hackney Speedway

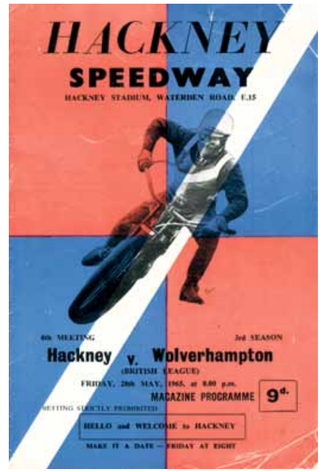
Hackney Wick Stadium
1932-2001

Opened in 1932 for greyhound racing under the directorship of Fred Whitehead and first used for for Speedway in 1936 by Hackney Wick Woves, who were promoted and managed by Fred Evans. Speedway returned there after second world war with Hackney Hawks (1963-83), and then by the Hackney Kestrels between 1984 and 1990.

In 1996, a speedway team under the named the London Lions rode there but it was found to be financially unviable but the British Speedway Grand Prix was held at the stadium in 1995 and 1996. Despite an extensive refurbishment in 1994 dwindling audiences forced it to close in 1997. Speedway originated in Australia in the 1920's and quickly became massively popular in the UK and north and eastern Europe.

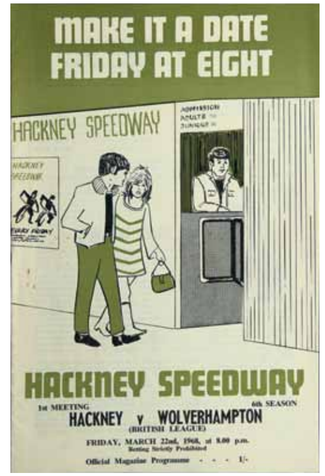
The sport used to acheive crowds almost as big as those for football. The principal driving force behind the London Speedway scene was Fred Mockford who promoted the sport in the Crystal Palace and New Cross Stadiums. He also ran a music hall in Deptford. Matches were held between two teams and each race had four riders, two from each team. The races were 4 (anti-clockwise) laps of the track. The 4 lap record for the 340 yard Hackney track was 59 seconds.

VEEDOL
motor
oils ... unbeatable



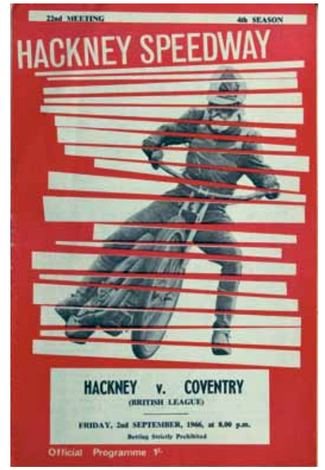
Hackney Speedway Programme Cover
Private Collection, 1965

Hackney Speedway Programme Cover
Private Collection, 1936



Hackney Speedway Programme Cover
Private Collection, 1968

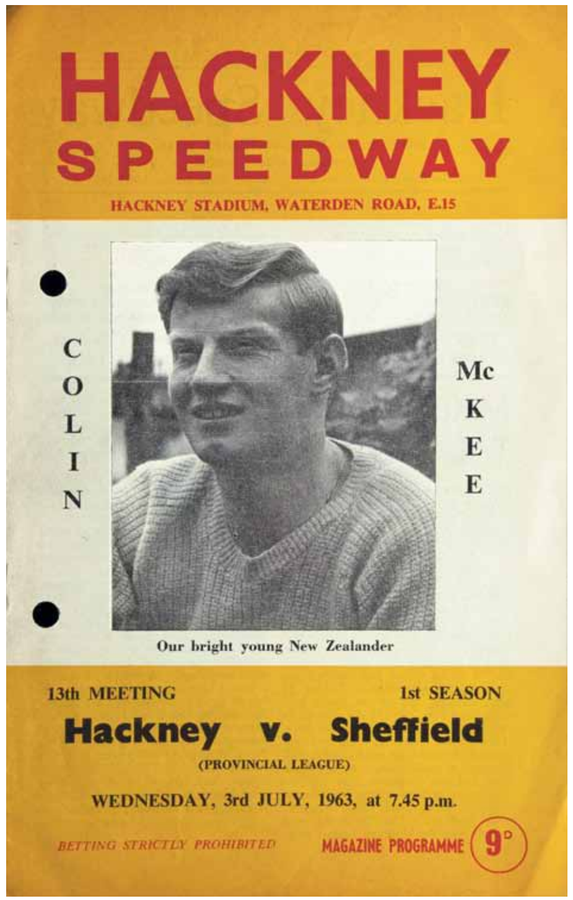
Hackney Speedway Stadium
circa 1962
©Fred Evans Suitcase Collection
Courtesy Chris Illman



Hackney Speedway Programme Cover
Private Collection, 1966

YOU WILL ENJOY AN EVENING'S
GREYHOUND RACING
at
HACKNEY STADIUM
EVERY
THURSDAY AND SATURDAY EVENINGS
AT 7.45 p.m.

Hackney Wick Speedway
Stadium under construction,
Hackney Speedway Stadium 1936
©Fred Evans Suitcase Collection;
Courtesy Chris Illman



Hackney Speedway Programme Cover
Private Collection, 1963

* * *

It seems that some of our regular fans are having difficulty in reaching the Stadium. Please drop us a line and explain your problems.

* * *

Former Yarmouth "Bloater", Al Sparrey, paid a visit to Hackney last Wednesday. Thinking of riding again, Al?

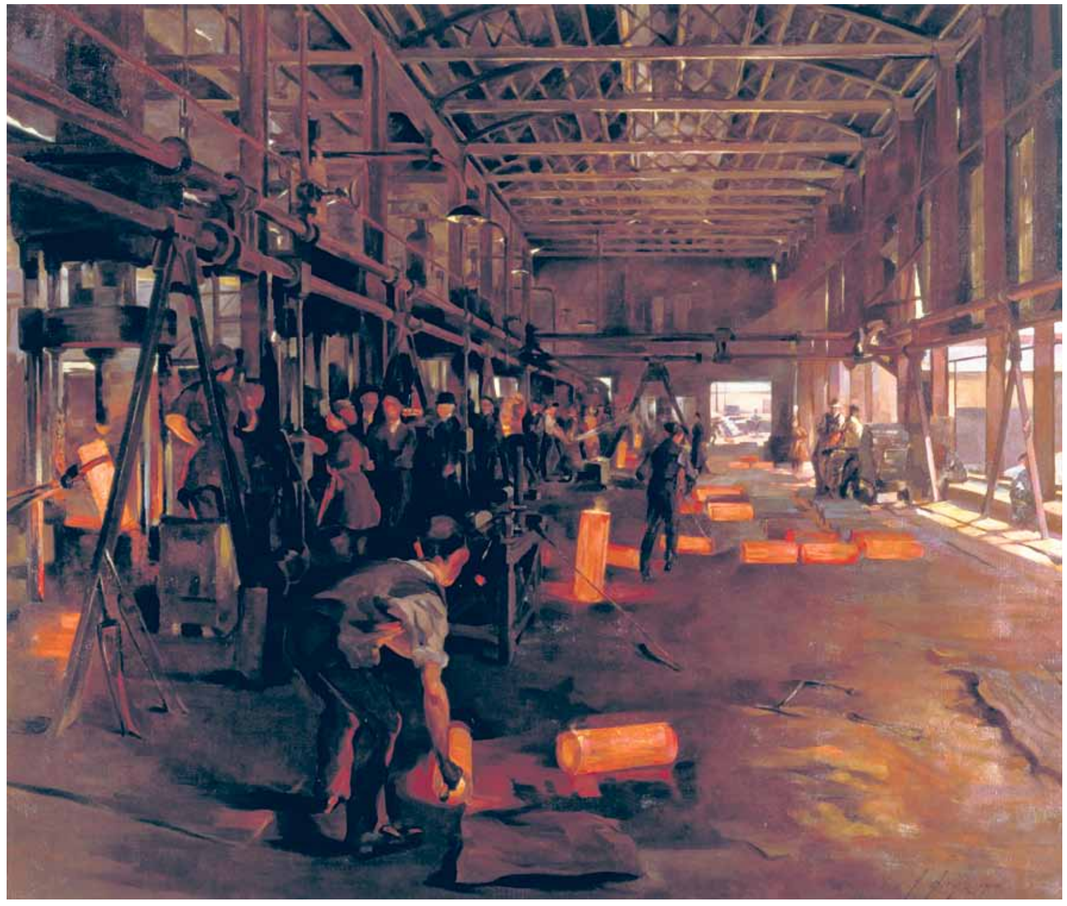
* * *

Cheerio Folks,
see you next Wednesday at 7.45 p.m.
for our Grand Meeting
HACKNEY v. OVERSEAS
plus supporting programme

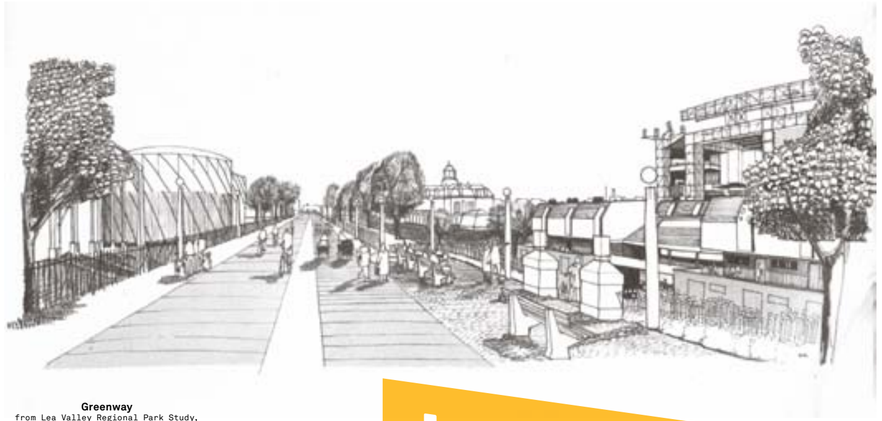
The National Projectile Factory

This factory was on the site now known as Mabley Green. It was pulled down in 1919.

Airy was one of the first women officially commissioned as a war artist. This painting is one of four commissioned by the Munitions Committee of the Imperial War Museum in June 1918 'representing typical scenes' in four munitions factories.



A Shell Forge at a National Projectile Factory
Anna Airy, Mabley Green, London, 1918
©Imperial War Museum



Greenway
from Lea Valley Regional Park Study,
Civic Trust 1964
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Lea Valley Regional Park Plan

Lea Valley Regional Park Plan 1964.

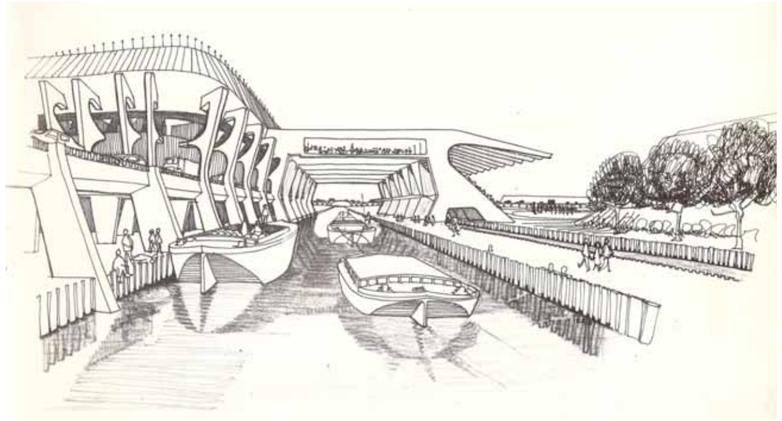
The Idea for a Lea Valley Regional Park was first proposed in the 1945 Abercrombie Greater London Plan. In 1961, Lou Sherman the Mayor of Hackney gathered represenatives of surrounding local authorities to take a boat trip down the River Lee which led to the Civic Trust being comissioned to assess the potential for a recreational park. This resulted in the plan 'A Lea Valley Regional Park' under the patronage of the Duke of Edinburgh who was quoted in the report: 'We are on the threshold of the age of leisure... I think that ratepayers will begin to look to the Local Authorities to provide these facilities in the same way that they look to them to provide water, sewerage and street lighting' the Duke also revealed that he overflew the area regularly in his helicopter and that 'it was a mess'.

The report imagined a masterplan: 'Alongside the tree-lined river frontage would run a paved promenade with seats, cafes, pubs and restaurants capturing the spirit of the sea-front... Along the river, water-buses with gay awnings would play. Behind the promenade, the great sward of playing fields would be softened by the planting of trees and hedgerows to give a sense of intimacy and enclosure which is now lacking.'

Also proposed was a 'Fun Palace' under the guidance of Joan Littlewood at Old Ford Lock. An area also described as having the potential where enthusiasts could 'tinker with their boats, cycles and cars' One scheme proposed by officers, and the British Motorcycle Federation, was for a motor cycle scrambling facility at Bully Fen near Eastway.

In Tottenham marshes, the park authority had planned a 65 thousand-seat stadium to be shared between Arsenal and Tottenham Hotspur, but was forced to abandon this idea when both clubs disavowed any interest in it.

Thanks to Laurie Ellks and Ken Worpole.



Idea for Barge Dock
from Lea Valley Regional Park Study,
Civic Trust 1964
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Proposal for Lea Bridge
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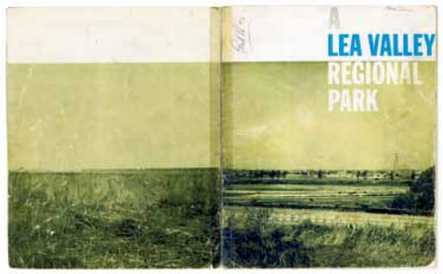

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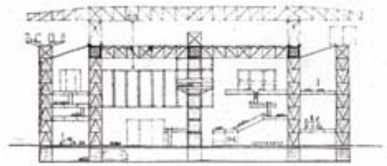

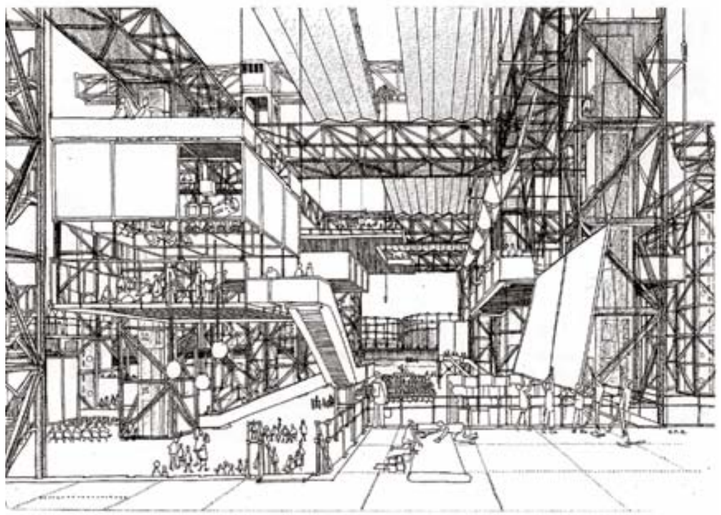

Proposal for Fun Palace
Old Ford Lock, from Lea Valley
Regional Park Study, Civic Trust 1964
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Pudding Mill Lane from Greenway
Hackney Wick, 1999
©Chris Dorley-Brown

White goods dump, Hackney Wick
photograph 2001;
site of Olympic aquatic centre
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Other Voices, Other Lives

In 1972 the Hackney branch of the Workers' Educational Association set up a local history course called '*A People's Autobiography of Hackney*'. At this time there was tremendous interest nationally in the field of oral history, largely stimulated by the 'History Workshop' movement. This had grown out of a new kind of history being developed at Ruskin College, Oxford, focusing on the lives of communities hitherto neglected in mainstream history.

There were other influences too, notably in the pioneering BBC 'radio ballads' of Charles Parker and others, which combined folk song with recorded voices from steel workers, fishermen, miners, and other working people. There was also the work of documentary writers such as Tony Parker, who used a tape-recorder to produce artfuly edited books made of transcripts from lighthouse-keepers, women prisoners, and other, often marginalised, social groups. And of course there was 'Akenfield', Ronald Blythe's composite portrait of a Suffolk village, based on taped interviews, which was not only was a publishing smash-hit but also became a successful television film. All this work emerged in the 1960s and early 1970s, and the Hackney project learned from it all.

The Hackney group was recruited basically as an adult evening class, and included a number of retired people who had been active in local politics, local teachers, and others who remained – as people always are – fascinated by the stories and past of where they lived. The portable tape-recorder was a new instrument in history-making it was felt then – an instrument of democracy and empowerment in a cultural revolution that seemed of its time. Thus we set to going out in the evenings under cover of darkness with our tape recorders, notepads and pens, responding to letters received from people willing to be interviewed as a result of a local newspaper appeal.

The initial focus was on recording people who had been involved in many of the trades and industries for which Hackney had once been famous or prominent: shoe-making, dress-making, cabinet-making and joinery, working on the canals and in the docks, public transport, nursing, and so on. Dozens of interviews were arranged and carried out. In retrospect we got some things right and quite a few things wrong. Our greatest mistake was to be indifferent to recording quality – we used cheap battery recorders with built-in microphones – and to their subsequent preservation. This was largely because we regarded the tapes as the basis for transcribing, editing and producing written records, later in the form of books. We hadn't really learned to value the recordings as historical records in their own right.

Other mistakes were quickly realised and corrected. For example, the first few recordings we played back at the weekly meetings were all overlaid with the cheerful chirruping of the family budgerigar – every household in Hackney seemed to have one at this time. Then there was also the sound of cups and saucers clattering, and spoons tinkling, sometimes drowning out the voice of the interviewee. We soon learned to ask for a cover to be put over the birdcage, and suggested waiting until the interview was finished before taking tea. We found tremendous hospitality and interest at all times.

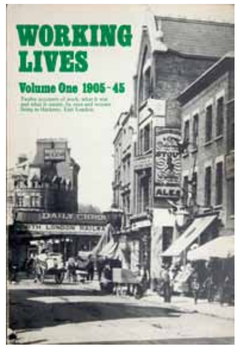
A first publication, the autobiography of Hackney shoe-maker, Arthur Newton, called '*Years of Change*' was published in 1974, based on three evenings of recordings plus much additional editorial work by Arthur and ourselves. In the same years the group published a collection of recollections about an allegedly infamous Hackney doctor called Dr Jelley, '*The Threepenny Doctor*'. Dr Jelley attended the poor for a fraction of the price of other doctors, and often gave away food. He was loved and abominated in equal measure. He often conducted his practice from the back of a horse. Both of these early books went on to sell more than 4,000 copies each.

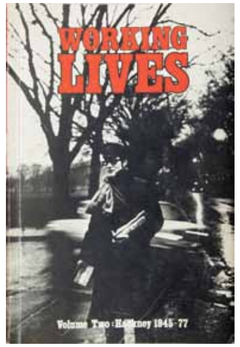
In 1976 '*Working Lives: Volume One 1905 – 45*', was published. This contained twelve accounts of working life in Hackney in the first half of the twentieth-century, each prefaced by a portrait photograph of the interviewee. By this time we had already agreed that while the transcript of the taped interview was the basis for the published piece, all interviewees had the final say on how the piece should be edited, not only to avoid repetition, but to eradicate common spoken slip-ups which, if printed without editing, might appear to make the interviewee appear confused or unreliable. It was evident from the outset that speech was a quite different form of 'text' than that produced by writing, and we wanted to respect the wishes of the people we interviewed as to how they wanted their transcripts 'tidied up' or edited for publication. In 1977 '*Working Lives: Volume Two – Hackney 1945 – 77*' was published, but this time each individual story was accompanied by a photo-essay commissioned from five photographers already working in Hackney and who had expressed a strong commitment to the project.

It seems to me that spoken testimony has always been an important form for extending the bounds of history and the same is true of documentary photography. Both came to maturity in the work of Mass Observation in the 1930s, and the '*People's Autobiography of Hackney*' project in the 1970s hoped to continue in the same tradition. It is a rich combination of forms – the oral and the visual – which each generation renews, which is why this newspaper and its contents sparks delight and enthusiasm.

Ken Worpole

Ken Worpole is the author of many books on architecture, landscape and social history. He has lived in Hackney for the past forty years with his wife, the photographer Larraine Worpole.





Book Jackets
Centerprise Publishing

Toby Butler, an oral historian from the Raphael Samuel History Centre who trained the volunteer oral history interviewers for the 'The Cut' project, adds:

The approach taken by the People's Autobiography of Hackney has deeply influenced oral history projects — and publications — ever since. It had a particularly deep impact on me because it was the first written oral history account I ever came across as a teenager visiting my father in Dalston. He had a copy of 'The Threepenny Doctor' and later gave me a copy of '*Working Lives: Hackney 1945-77*' for my birthday. The wonderful thing about these publications was their accessibility — after the briefest of introductions they were entirely made up of the words of the interviewee, and it felt very much like you had encountered the people personally, perhaps because of the directness of the spoken word. This was helped by the black and white photography that accompanied each interview in '*Working Lives*' that usually showed the interviewee at work and gave the words a powerful, situated, local context.

It is interesting that in 1974, at the same time that the first People's Autobiography publication came off the press, Studs Terkel, a radio journalist in Chicago, finished a set of similarly direct, minimally narrated oral histories entitled '*Working: People Talk About What They Do All Day and How They Feel About What They Do*'. This was a period when working lives were changing as fast as the urban landscape in many cities and the question 'so what do you do?' seemed, above all others, to tell us something deeply significant about the person we were talking to. At this time the oral history interview also seemed to come of age. It particularly suited groups of students or volunteers because you didn't need to be working in broadcasting to do it. The recorders were cheap enough for most to buy, the basics of interviewing were quick to learn, the tapes were small and cheap enough to be quickly swapped in the tape recorder and recordings to go on for hours. Suddenly the means of media production were in easy reach and the people could speak — first of all to each other in a recorded conversation, but then in print, to wider audiences and even to future generations.

avanadintheackney
— the SPEED - e - WAY to get results
Hackney Gazette
YOUR LOCAL PAPER for LOCAL NEWS & SPORTS RESULTS

Thirty seven years on, oral history in Hackney has gone from strength to strength. Many groups record local people to research history and the interview techniques are much the same. Recording equipment is so ubiquitous that most of us have one as part of our mobile phone and the growth of local history websites has meant that publishing transcripts, pictures and recordings has become far quicker and easier. Perhaps we should reflect upon why our desire to read about or listen to people explaining their working lives is still so strong today. Hackney seems to be changing no less quickly since the age of the tower block; with the coming of the Olympics whole ways of life seem to be swept away before our eyes. Perhaps knowing something of what was once there gives us some kind of security, some sort of mooring against this river of change. The ways of life might have gone, but they can live on and inhabit the new places we walk past, if only in our imagination. And of course there is something deeply important — and timeless — about listening to our elders explain something about their lives. Whether it is speaking over a camp fire or a kitchen table, we surely have much to learn from each other.

Dr Toby Butler
Programme Leader,
MA Heritage Studies: Place, Memory and History

Decisive Moments

Roach Road
Fish Island, 2011
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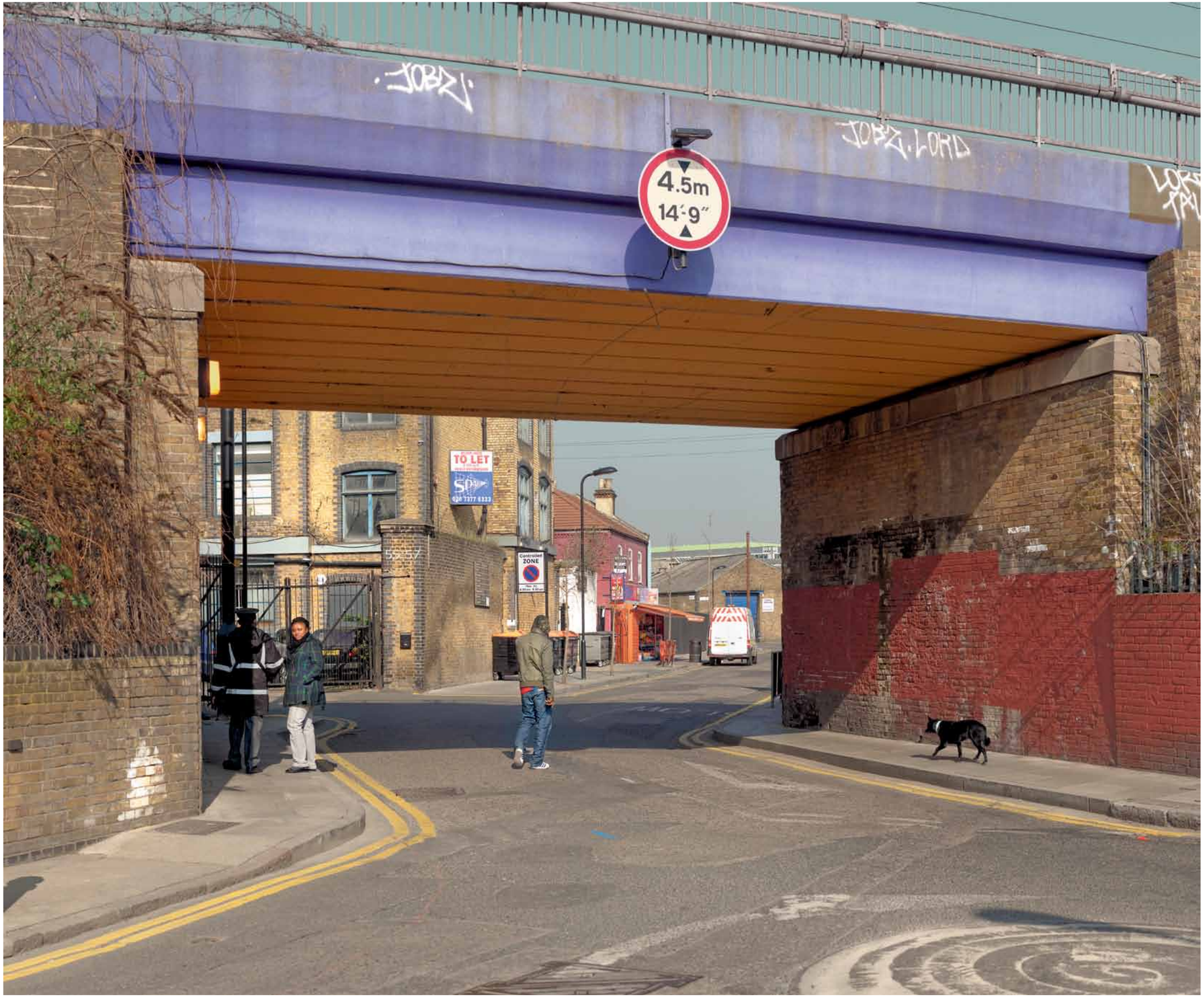

Wallis Road,
Hackney Wick, 2011
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Roach Road / Wyke Road
Fish Island, 2011
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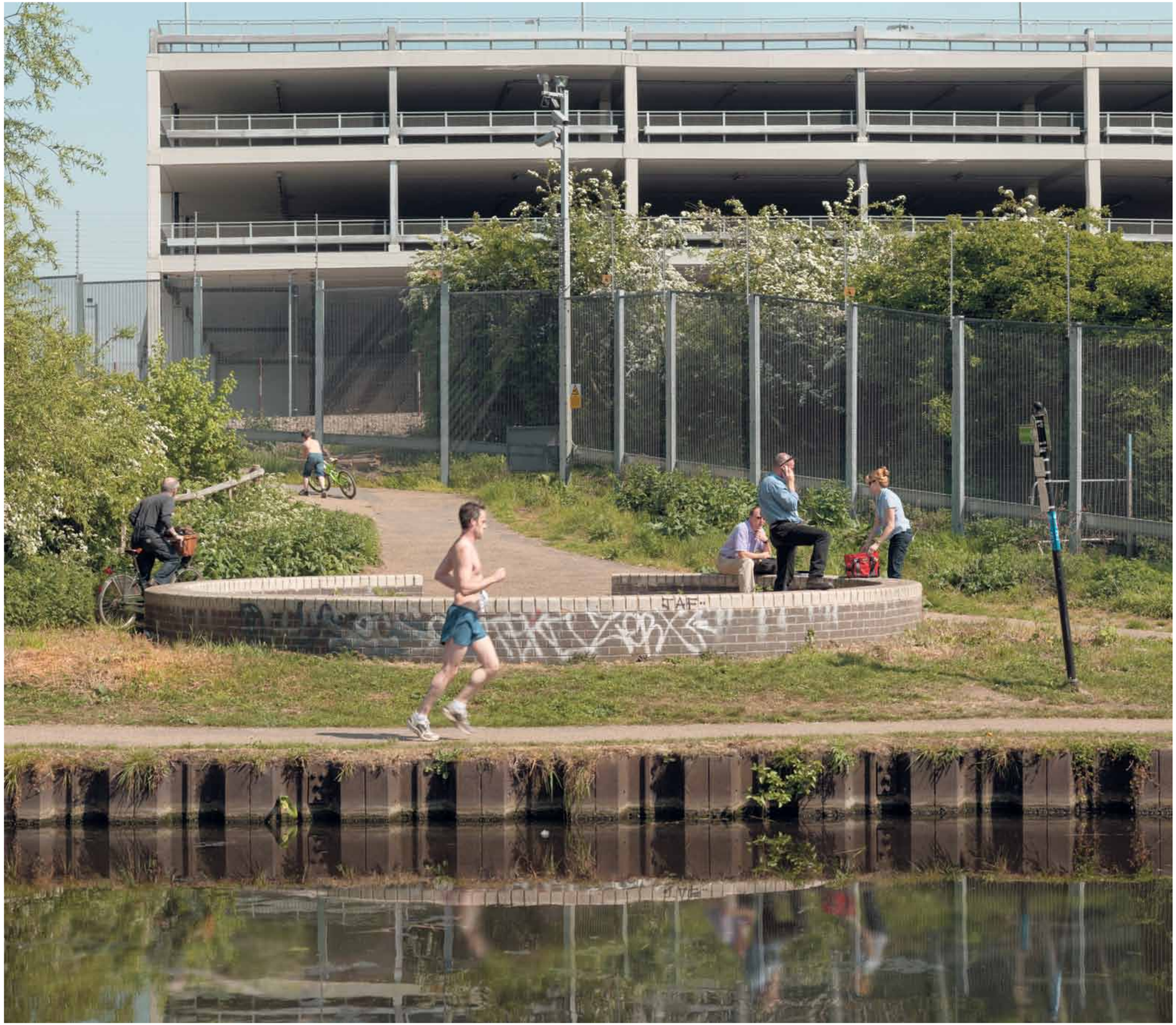

Media Centre Car Park
The Cut, Eastway, 2011
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Headlines

At one time there were over seventy independent printers' businesses spread around the Wick and along Carpenters Road.

Hackney Wick Caves Found
2011
©Daniel Lehan

Former Pupil of Gainsborough School to Wed Prince
2011
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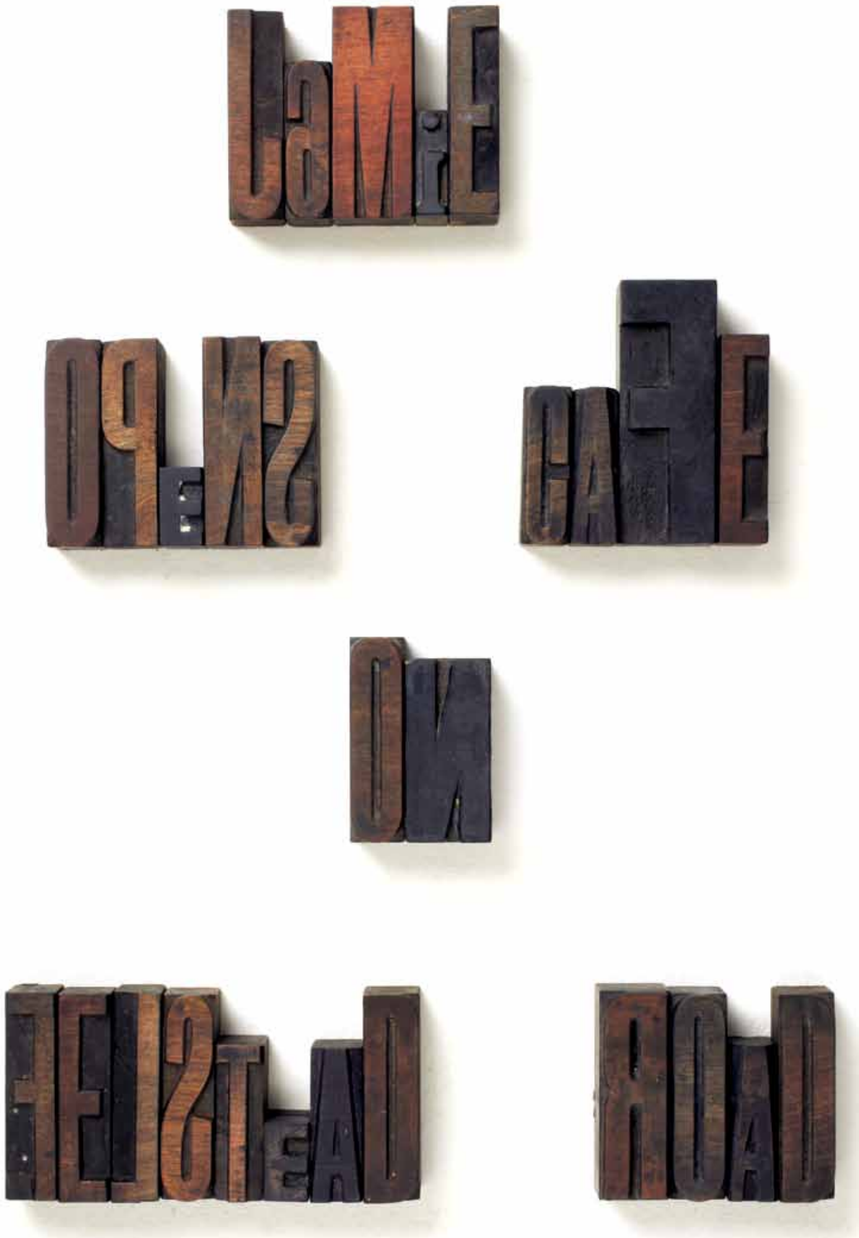
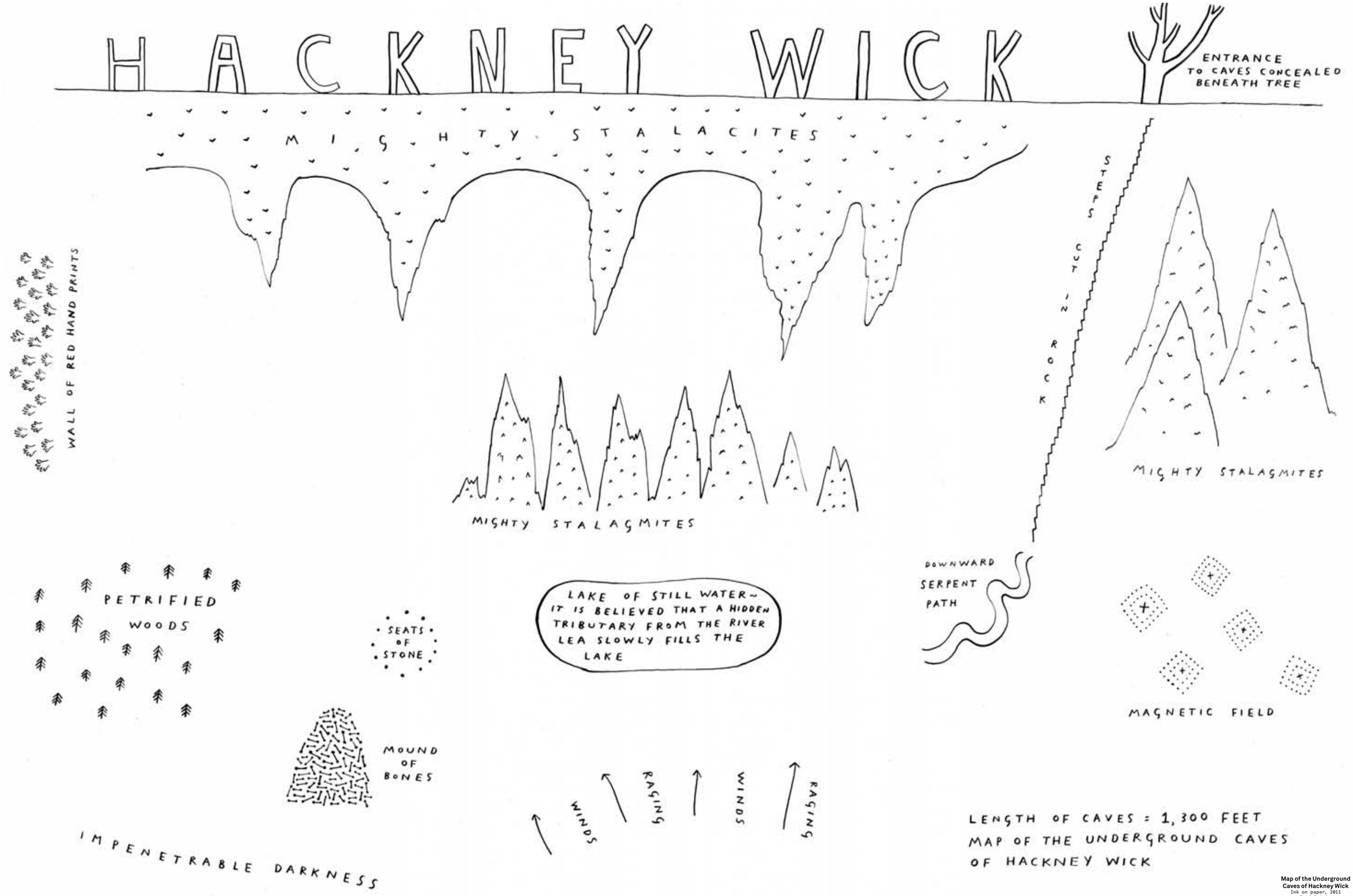


Jamie Opens Cafe in Felstead Road
2011
©Daniel Lehan



Map of the Underground Caves of Hackney Wick
Ink on paper, 2011
©Daniel Lehan

[space]

AND . . . HERE NEXT WEEK !

by PUBLIC DEMAND

SUPERAMA '68

SIXTEEN WORLD STARS

IT'S HACKNEY'S OWN "WORLD FINAL"

- ★ TERRY BETTS
- ★ MARTIN ASHBY
- ★ NIGEL BOOCOCK
- ★ SVERRE HARRFELDT
- ★ KEN McKINLAY
- ★ IVAN MAUGER
- ★ REIDER EIDE
- ★ SOREN SJOSTEN
- ★ ANDERS MICHANEK
- ★ ROY TRIGG
- ★ ERIC BOOCOCK
- ★ CYRIL MAIDMENT
- ★ RONNIE GENZ
- ★ RAY WILSON
- ★ MIKE BROADBANKS
- ★ GEOFF MUDGE