

# TRANSPORT

## *Tape 1 -*

Roads metalled about 65 years ago. Before motors Mr Cherrill's cart – he ran a business from Chaucer Court area.

There were buses to Wallingford and Watlington 50 years ago.

Railways at Watlington and Wallingford.

Lucy Tuckwell's brother had the first motorbike in Ewelme.

Children would take picnics to the London Road Inn and watch the motor cars on the London/Oxford road.

## *Tape 2 -*

Mr Cherrill's horse and cart.

The Greyhound publican ran a taxi. [or Shepherds Hut ie Amy Reeves?]  
Cost 1d to travel from Shepherds Hut to school.

Railways at Watlington and Wallingford. Wallingford Bunk and Watlington Flyer.

Beryl remembers cycling to High Wycombe from Cuxham. Some men cycled to Cowley Works from Cuxham.

## *Tape 3 -*

Remembers Mr Cherrill's cart.

Her grandfather was an agricultural carter.  
Plentiful buses.

Doreen's husband worked as an Accountant at Cowley - cycled to Chalgrove to catch a lift.

Railways at Watlington and Wallingford. Wallingford Bunk to Cholsey and change for other stations.

## *Tape 6 -*

Mr Cherrill's cart – villagers would put a C on a card in their window and Mr Cherrill would stop for orders for Wallingford or Benson. For 2d or 3d he would go to the chemist, Pettits (bring garments, shoes, home on approval).

A useful bus ran from Ewelme to Oxford via Benson.

## *Tape 7 -*

There was a field road opposite Clacks Farm and ran towards the village but was stopped by the runways.  
The track can still be seen.

## *Tape 8 -*

Everyone had bicycles. Her mother used a pony and trap to go to Wallingford. No-one needed to go far as there were so many shops here.

## *Tape 10 -*

She had a car before she was married. She bought a family Ford and rented a garage from Frank Godden for 5/- a week. It had a spare wheel strapped to the back. The Winfields at the dairy had a car and also the Hampdens of Cottesmore Mansion.

She ran a taxi service in 1948-49 it was 6d a mile.

Used the bus – a very good service – competitive as both the Oxford bus and the Chiltern Queen serviced the route and ran a very similar timetable to get customers.

Used the train from Watlington occasionally.

Mr Cherrill charged 4d a trip in his horse and cart to Wallingford. Lived in Leatham's house (The Mount) which was haunted.

Used the train from Watlington occasionally.

Bus services – two – Chiltern Queens and Oxford.

### ***Tape 11 -***

Ewelme not influenced by the railways.

Farm had cattle trucks to take cattle to Oxford market. On the hill at Newington they would use a trace horse to stop the truck rolling too fast.

He had his own Oxfordshire Wagon which was a long cart with a flat base and 2 wheels.

### ***Tape 13 -***

In 1950's there were very few cars. We had a Jaguar.

About 5 buses to Wallingford a day and always full. Bus went on to Reading and one changed in Wallingford for Oxford.

Train station at Wallingford by the water tower.

### ***Tape 14 -***

Buses run by the Chiltern Queen.

Used railway at Watlington. People would walk 3 miles to the station.

### ***Tape 15 -***

Never enough buses. People used to bus to Watlington. Too many cars now, they spoilt the village.

### ***Tape 16 -***

Just remembers Mr Cherrill's cart. Before the advent of cars they didn't go to Reading or Oxford. Wallingford or Watlington were the furthest they went from day to day.

### ***Tape 19 -***

Carters called Cherrill's followed by the Gilbey's were the carriers and would get things you couldn't get in the village. Carried both goods and people to Wallingford and went every day. Put a signal out in the shape of a big C to stop him. Sydney Winfield also had a horse and trap and took people to Wallingford.

People walked to Wallingford too and we got about as much as we wanted. Walked to Shepherds Hut, Green Lane to aerodrome, turned left down main road and then to KCB Café, turned off left which took you across to Crowmarsh road. Side road near Hydraulics Research and on to Crowmarsh and bride. An hour there and an hour back.

Mr Webb of the Greyhound had the first car which was a novelty.

Bus service very good. Bus would pick you up and take you to Wallingford cinema which is now a sports place. Bus would wait to take you home. Buses full.

Ewelme used Wallingford railway to Reading.

#### ***Tape 20 -***

Young people used mopeds in the late 1960's rather than cars as they do now.

#### ***Tape 22 -***

Her mother used to drive a pony and trap to Wallingford. This was either hired from Sydney Winfield or borrowed from someone, and was often used to collect relatives coming to stay from the railways stations. The relatives often stayed with her grandmother who also lived in the village where William Orr now lives in the cottage next to the War Memorial opposite Jenny Lee's. After her grandmother died the relatives would stay overnight at the Greyhound, but ate with the family.

Mr Cherrill - actually there were two brothers, Bob and Ted who lived at The Mount where Chaucer Court is now. Put C in your window and for a few pence they would bring goods from Wallingford station, they were agents for the Great Western Railway.

The railway from Watlington was very good, there was a good service to Princes Risborough and London and it was a very nice route.

#### ***Tape 23 -***

Used to cycle everywhere. The Cherrills - 2 brothers Ted and Bob were the carriers. Ted used to go off to Wallingford about 8.30 am and Bob went in about 11 am. Had 2 carts. Took peoples' orders as well as passengers.

He had a car before the last war and has only bought 3 in his entire life! Always Austins. The last one only sold last July 7<sup>th</sup> [ie 1995].

#### ***Tape 24 -***

His father bought the Cherrills carting business and stored his cart in the barn in Chaucer Court where the horse grazed. Ran the business just after the second world war. J Gilbey & Sons - not enough room to put all his sons names on the cart! From Wallingford to Benson the charge would be 4d. From Ewelme to Wallingford a bicycle would be 1/3d. Remembers 4 of the sons having to help lift a piano which cost 5/-. Villagers put a card in their windows with C - Carter Call.

Railways - his father went 6 days a week to the station - goods to put on and to collect goods from Wallingford. They were the link from Ewelme/Benson/Berrick and Roke. There was an A licence a hawkers licence which enabled them to call for business and a C licence to ply their trade. Sold the business eventually and went to work for the RAF.

Motor cars - not many cars. The farmers had cars right away. In 1955 he was the only person to go to work at Cowley with a car. There was a good bus service. The last time he travelled by bus to Wallingford it cost 4d return. His sister said recently it was about ?3.10!

Was one of the first boys in the village to buy a motor bike. Paid £22 and eventually sold it for a profit.

#### ***Tape 26 -***

Had to provide your own. One bus a week I think. None of us relied on it. Most residents in Chaucer Court had two cars. School bus to Icknield School which left at 8.0am. Crammed 50-60 children on it from the surrounding villages.

#### ***Tape 28 -***

His form of transport was always bike. Generally transport was as bad in his day as it is now. The girls have a Metro which they consider imperative.

### ***Tape 29 -***

Parents drove him round the country for sailing interests. Never taken a bus out of the village.

Had a bike but didn't bike to Wallingford or Watlington very often.

Went to Oxford on a moped for his apprenticeship it took 30 to 40 minutes. If it was broken he caught a bus from Benson and cycled to Ewelme from there.

### ***Tape 33 -***

Beatrice Eaglebott had a strip of land going up where the Copper House is now. She grew herbs - she had a place over the garage to dry them out. Did they have an old Bull Nose Morris?

*Yes, that rings a bell. She let me drive it from the allotments down into the drive. We used to have an old car on the farm and pre war and Rogers used to let me drive it an old Lee Frances. He let me drive it from Swyncombe Woods to the Greyhound. I could only have been 8 or 10. I drove it across the fields before.*

### ***Tape 34 -***

I learned to ride a bicycle on a small two-wheeler. It took me a day. Then my dad brought me a bike of my own. I cycled for miles a day without a fear in my head.

### ***Tape 41 -***

My grandfather remembered when a railway was pegged out from Watlington to Wallingford but it never came about – to link the railways. Railway put there for Lord Macclesfield, had it put where he wanted it. Herbie Winfield had a few experiences with them.

He cycled to Oxford daily from his home No 1 The Terrace.

### ***File 46 -***

**Local 'Cycling.**- In my teenage years (then living at Hampden Way) I would 'cycle for miles and miles around the villages to see my friends and also to enjoy the countryside. The roads were much quieter than today. Making regular journeys to Benson and Wallingford - (sometimes bringing Fish & Chips home in thick paper wrapping). I would also venture out to Abingdon. Whilst these distances aren't great, it must be pointed out the typical 'cycle was heavy and had the classic Sturmev-Archer three speed, but they were robust. Racing 'cycles were expensive. It might sound crazy now but I never locked my 'cycle, people had respect for the property of others, my 'cycle was always where and as I left it. Vandalism was rare.

### ***File 5a1/b***

In 1940 Wallingford had been less accessible to the village than today. The bus – a small single-decker with hard wooden slat seats only came to Ewelme from Watlington to Wallingford three times per week. Should one miss it on a Wednesday it was a very long wait until Friday!

### ***File 58 -***

Mr Cherrill sold my dad his horse and cart and he went to Wallingford and did shopping and when villagers came home on leave he took their bicycles to Wallingford Station so they could ride them home to Ewelme. Sometimes there were so many bikes to deliver they wouldn't all fit into the cart I would ride one and have another on the side. He had the horse and cart for 10 or 12 years. He kept it at The Mount in the cart shed and there was a thatched stable for one horse behind the cart shed. The horse was called Daisy and if there was a thunderstorm dad would have to go and stay in her stable and comfort her. He loved that old horse.