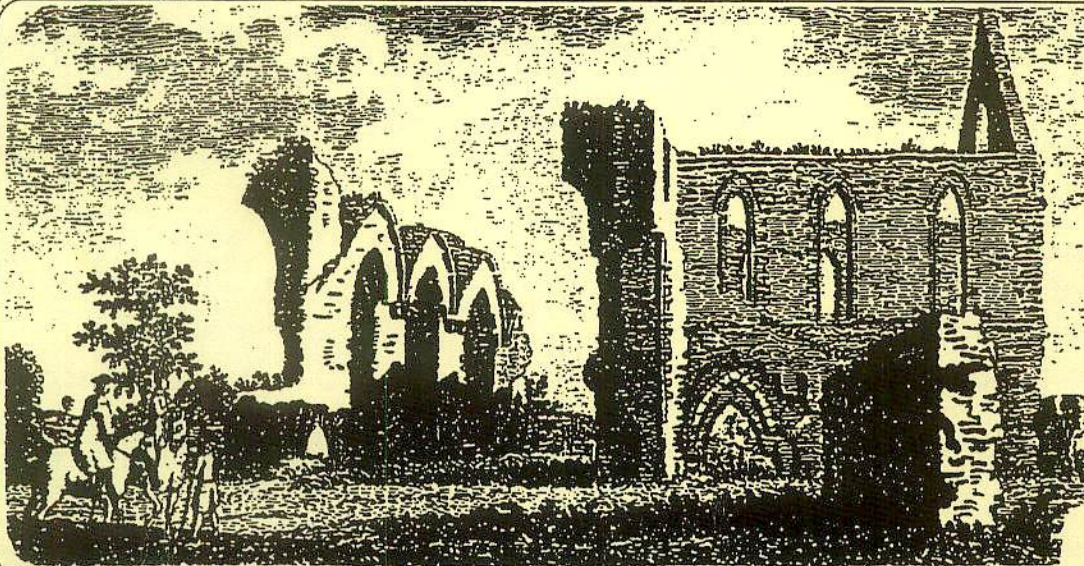


# Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



NEWARK PRIORY

Newsletter No.146

May/June 1999



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# Send & Ripley History Society

*Established 1975 as Send History Society*

Registered Charity No 296324

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Newsletter No 146

May/June 1999

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Cover illustration Continental Cars c 1947, later occupied by Connaught Engineering.

## EDITOR'S COMMENTS

On the various trips out from Frome to Trowbridge, I noticed recently a prominent shrub in the hedgerows, which I subsequently identified as the wayfaring tree (*Viburnum Lantana*). I discovered also that this shrub prefers chalky soils and is therefore common in Wiltshire and on the South Downs. On a recent journey to Send, I kept a lookout for the shrub to see how far it extended its habitat. I found it to be prominent mostly in Wiltshire, but not at all across the Salisbury Plain, but again into parts of Hampshire, and hardly any sightings at all in Surrey, except, as can be expected, on the top of the Hogs Back, where there are quite a few specimens on both sides of the road between Farnham and Guildford. I've no doubt there are plenty on Box Hill along the chalk ridges behind Dorking. At this time of the year, as the hawthorn blossom is beginning to diminish, this shrub is quite prominent, but can be confused from a distance with its relative, the elder flower, although this is a quite different shape, being flatter than the wayfaring tree flower, which is compact and mushroom-shaped.

The 16th century botanist, John Gerrard, found this shrub widespread along the lanes in Southern England, and he suggested its name may have been derived from the French name, "Viorna", meaning something ornamenting the road (Latin *Via*), or "Wayside", hence shrubs seen by wayfarers. Its uses in the past were for charcoal, ink from the fruit berries, and tying/securing wood faggots with the flexible young growth, as is also done with hazel switches.

The study of hedgerows, being visual evidence of the activities of our ancestors, is a fascinating subject. What potential there still exists for this study in the local hedgerows of Send and Ripley!

## CONNAUGHT ENGINEERING - FOLLOW-UP

After my most friendly informant, Mike Oliver, had seen the Connaught Engineering article in Newsletter No 144, he wrote me two letters in fairly quick succession. The first questioned the accuracy of President/Editor Ken Bourne's recollections of the Connaught buildings, while the second dealt with anomalies in the photograph that appeared on the cover. Since both dealt with matters of fact, Ken agreed that they merited inclusion as a postscript to the first article as follows.

Dealing first with Ken's memory, Mike said this:

"The last two sentences of the Editor's comments are not quite correct. The external concrete staircase to which he refers was not at the front of the building, but at the side opposite to that which is shown in the photograph, ie the Guildford side. The canopy between the petrol pumps and the glass-fronted showroom definitely was there when we moved in. In fact, throughout the time Continental Cars/Connaught Engineering were there, no alterations were made to the existing buildings. We put up a lot more buildings at the back, behind those that were already there, and we used the showroom as a drawing office, but that did not require any structural changes. We also converted what was the café (the building on the right of the photograph with the dovecote, or whatever, on top) into offices, but again no alterations to the appearance. The occupant of the flat was never me. It was either Johnny Johnson, our chief draughtsman or Barney Bregman, our night petrol pump attendant."

As to the "cover pic", Mike said that as soon as he saw it he thought that it "didn't look quite right". In the first place, the car that can just be seen (right centre) behind Mike's Citroen Light 15 shouldn't be there! "In front of the office block", he explained, "was a tiled platform, which was above ground level and covered with a canopy. In the photograph it appears that the 'suspect' car is behind one of the columns supporting the canopy, and therefore under the latter - which would not be possible. Another thing that looks odd is the windows visible above the bonnet of the mystery car." From Mike's recollections, those windows couldn't have been there either, so he is still pondering the old adage that the camera cannot lie!

He discounts the pale streak running across the picture from the righthand edge as being

due to "light getting into the camera", but reckons more might be learned about the other oddities from a better print on glossy paper.

Alan Baker

**Editor's comment** Obviously it was due to my dazed state and the passing of time that has led to my hazy recollection of the staircase position, and to satisfy my own curiosity, I recently took a photograph of the building, which is occupied by Fara Technology PLC. The photograph, which was taken on 12 March this year, clearly shows the staircase on the side of the building. My thanks to Mike Oliver for clarifying this point.




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## THE SCHOOLS OF SEND AND RIPLEY EXHIBITION

The exhibition about the schools in Send and Ripley, currently in the Send & Ripley Museum, has attracted a lot of interest. Many of the visitors, or their relatives, have been pupils at one or other of the schools and some new knowledge has been gained from conversations with the visitors. The photographs have been studied carefully and now some names have been put to previously unknown faces. Also some of our visitors have offered items for loan, which have been gratefully accepted and added to the exhibition.

It is the intention of the Society to produce another publication for the Millennium year, one which will record the history of Ripley School and Send School from 1847 to 1972, when the school buildings were closed and the schools relocated to other sites.

There are not many records for the early days, and it would be helpful if any of our members who have any information, through their own family histories, would offer it for inclusion in the publication.

So, if you know that some of your family attended either of the schools in the early days, if you have any early photographs or memorabilia, or school reports or certificates, would you please contact Mrs Sheila Brown, 12 Winds Ridge, Send, Woking GU23 7HU.

In particular, it is hoped to be able to publish the names of as many children as possible who attended the schools. The admissions registers have not been found, and without people offering names, it would be difficult to build up a complete list.

All items offered will be photocopied, where permission is given, and returned to the owners.

Sheila Brown

## MAY & HARDY'S SECOND WORLD WAR FACTORY

### The Memories of Sid Stanley

Sid Stanley grew up and went to school in Send. At the outbreak of the Second World War, he was still at school and living at Mays Corner. He recalls being bombed out in 1940, when neighbouring houses were hit (considering there were 19 people living in the houses, it was a miracle that it was without fatalities).

In January 1942, Sid started work at May & Hardy's factory, which was situated behind Fishers Garage. He thinks the factory started work in 1940 and continued operations until 1946, although by then Sid had left, as he joined up in 1945. The joint owners were Michael May, who was deemed unfit for military service, who managed the firm, and Mr Hardy, who was an engineer. The firm made screws for the aircraft industry, sending their products to Vickers, Avros and Super Marine, amongst others. Vickers, at Weybridge, had been bombed in 1940, and Sid witnessed the air raid while still at school. He told me that after this raid, small hangars were set up around Surrey (there were two at Pyrford), where parts of planes were made. This spread the risk from bombing and the parts were then taken back to Vickers to be completed.

The screws made by May & Hardys started life as steel rods, which were then processed through automatic machines. Sid thinks these machines were American and dated from the 1890s. The machines were driven by a large gas engine. It took three men to turn the fly wheel to get it going, and before a canteen was built, it fed the factory gas ring as well as the machinery. He recalled an accident when a girl called Betty was nearly "scalped" by a length of unprotected steel rod. The girl recovered and amazingly, her formerly straight hair grew back curly!

The factory employed about 25 people from the local area, both men and women. Sid met his future wife, Audrey Townsend, there and he told me that the management took a dim view of their courting. Eventually it was made clear that one or both of them should leave, and Audrey left. This did not kill the romance as they married in 1947. Two of the other girls who worked there married Canadian Servicemen.

Sid remembers being sent up onto the asbestos factory roof to watch for flying bombs and to shout a warning. The others could evacuate the factory whilst he was left to climb down. On another occasion, there was a small fire and Ronald Arnold, a fellow worker, was sent for water. Unfortunately, he brought a bucket of oil, which turned the small fire into a large one! Oil also featured in the fun and games that went on with the employees at Fishers Garage. The two workshops were only separated by thin fibre boards, and they made holes in them and "battles" ensued. Gerry Chandler, Ron and Ken Parsons would squirt oil through the holes, and Sid and his mates would retaliate.

As luck would have it, the Society has recently received a letter from Ronald Dunn, another May & Hardy worker, who remembers the canteen run by Mrs Brooks from Potters Lane. It was Ronald's job to cycle to Woking for fish on Fridays, and to Taplins, the pork butcher in Guildford, for sausages and pies. Like Sid, he remembers the bombing of Vickers. It was Ronald's job each lunchtime to top up the water tanks for the gas engine, and whilst doing this, he saw the German aircraft going over and the bomb coming down.

Sid does not know what happened to Mr Hardy after the war. He thinks he may have moved away. Mr May, who lived at Ashburton House, near the New Inn, continued to reside in Send. He had had associations with Brooklands and raced Alvis cars there, but he was also clearly a man with a public spirit. He had run the Air Training Corps in Send and was involved for many years in Council work.

The above account by Sid Stanley was recorded by Clare McCann.

Accompanying the account are the photographs of the owners and employees at Fishers Garage, many of whom have been identified.



**Photograph 1**

*Back row: Joyce Milton, Mr Platt, Mrs Brooks, Miss Smith, Audrey Gardner, Mr Vincent.  
Middle row: Mrs Chalmer, Mrs Perrin (the woman on the extreme left is not identified).  
Front row: Harold Parrott, Sid Stanley, Ronald Arnold.*



**Photograph 2**

*Back row: Michael May, Mr Platt, Gladys Pullen, Sid Harry, Miss Smith, Mr Hardy, Audrey Townsend.*

*Middle row: Mrs Brooks, Oliver Hatcher, Mrs Sadler, Elsie Milton.*

*Front row: Harold Parrott, Ronald Arnold, Sid Stanley, Mr Vincent.*

Accompanying the photographs is a list of the employees and a sketch of the workshop situated behind Fishers Garage. One of the large double doors can be seen in photograph 1.

## BURNT COMMON AND FISHERS GARAGE

*The following is a letter received from Mr Ronald Dunn, living at Addlestone, commenting upon the articles on Burnt Common, by Jane Bartlett and Ken French, in Newsletter No 144 dated January/February 1999*

"I would like to congratulate the Society on their articles on Burnt Common, which brought back memories for me. I was born at 'The Oak' - one of the cottages just down the hill from what was originally the Pantiles Garage. I knew John Storey quite well - also his parents, Mr Stone the AA man and Mr and Mrs Follett, who lived on the corner, where Mr Stone used to leave his bike.

"Burnt Common has been involved with car racing for many years. The old Fishers Garage (now Mitsubishi) was involved with Brooklands because the owner in those days, Mr Hamilton (Ginger), used to race Alfa Romeos. Also Mr Michael May, who lived at Ashburton House, used to race Alvis cars at Brooklands. I can remember my parents being not too pleased with the noise of engines being run up.

"Another interesting thing about Fishers Garage is that at the start of the war, Mr May and a Mr Hardy started a small aircraft engineering firm at the rear of the building. They built up a good business and did a lot of work for Vickers. Apart from the foreman, they employed all local labour. I started work there straight from school and helped a famous Send man, Mr Ted Styles, who was working at the time for Mr Mobsby. Several lads from Send worked there - Mr Sid Stanley, Harold Parrott, Pat Sadler - and several girls from Send Marsh and Ripley. I remember the canteen, which was run by Mrs Brooks from Potters Lane. It was my job to bike to Woking for the fish on Fridays and to Taplins, the pork butcher in Guildford, for sausages and pies. I also remember that fateful Friday when Vickers was bombed. It was my job each lunchtime to top up the water tanks for our gas engine. I clearly remember seeing the German aircraft going over and seeing the bomb come out - something I shall never forget.

"Another happy memory is of the Triangle Tearooms at the bottom of Burnt Common, owned then by Mrs Cartwright. This is where I used to get my sweets - two ounces for a penny. Those were the days!

"Once again keep up the good work with what is an excellent Newsletter.

"Ronald Dunn"

## A "MUSEUM" MORNING

It was raining. It usually does when we are on Museum duty - or so it seems. I am sure the percentage of wet Museum mornings we have had would make a statistician's hair stand on end. In fact, in our household wet mornings are referred to as "Museum" days. Not expecting a rush of visitors, we did all the necessary chores and then settled down to some reading.

I idly began glancing through the Visitors' Book and, for the first time, was struck by the number of visitors from outside Surrey, and indeed from much further afield than that. While I began making a list of the different countries named by visitors, Norman totted up the number of visitors, using the Day Book, as not everyone signs the Visitors' Book. The number of visitors totalled 2035 and the countries our visitors had come from were as follows:

Australia, Canada, Czech Republic, Denmark, France, Germany, Jersey, Netherlands, Northern Ireland, Scotland, South Africa, USA and Wales.

This list may, of course, already be out of date as our wet morning was at the beginning of March. The number of visitors will undoubtedly have also risen, and it will be interesting to see if there are any more countries to be added to my list. I know what I will be doing on my next "Museum morning" - unless, that is, the sun is shining and we are inundated with visitors.

Jean Carpenter



## RIPLEY - "THE MECCA OF ALL GOOD CYCLISTS"

Part 6 of a Talk Given to the Society by Les Bowerman  
on 26 February and 30 April 1998

Charles G Harper published his book, *The Portsmouth Road*, in 1895, and he had much to say about the drawbacks of its popularity. "The Ripley Road nowadays is the stalking-ground of self-advertising long distance riders, of cliquey and boisterous club-men, and of the immodest women who wear breeches awheel." He goes on to say "Cycling has brought much prosperity to Ripley village, and its two antiquated inns, the Talbot and the Anchor. A few years ago, indeed (before cycling had become so popular), the Talbot was closed and given over to solitude and mice, but nowadays one may be as well served there as at any country hostel." He continues later: "If you wish to see the club-wheelman in his most characteristic moods, why then the Anchor is your inn, for in the low-ceiled rooms that lurk dimly behind the queer, white-washed gables of that old house, cycling clubmen foregather in any number, limited only by the capacity of the inn. The place is given over to cyclists, and beside the road, behind the house, or on the broad common ... their machines are stacked as thickly as in the store-rooms of some manufactory."

Possibly the biggest occasion ever on the Ripley Road was in March 1895 when A E Walters, of the Polytechnic CC, who had won the Anchor Shield (first awarded back in 1866) with a then World Record distance of 253 miles 120 yards in 12 hours the previous year, brought it back down to the Anchor. Seven hundred and fifty men saw the start of the procession at Ditton and 500 reached Ripley.

On 24 July 1895, Miss Annie Dibble died aged only 40. A memorial was proposed.

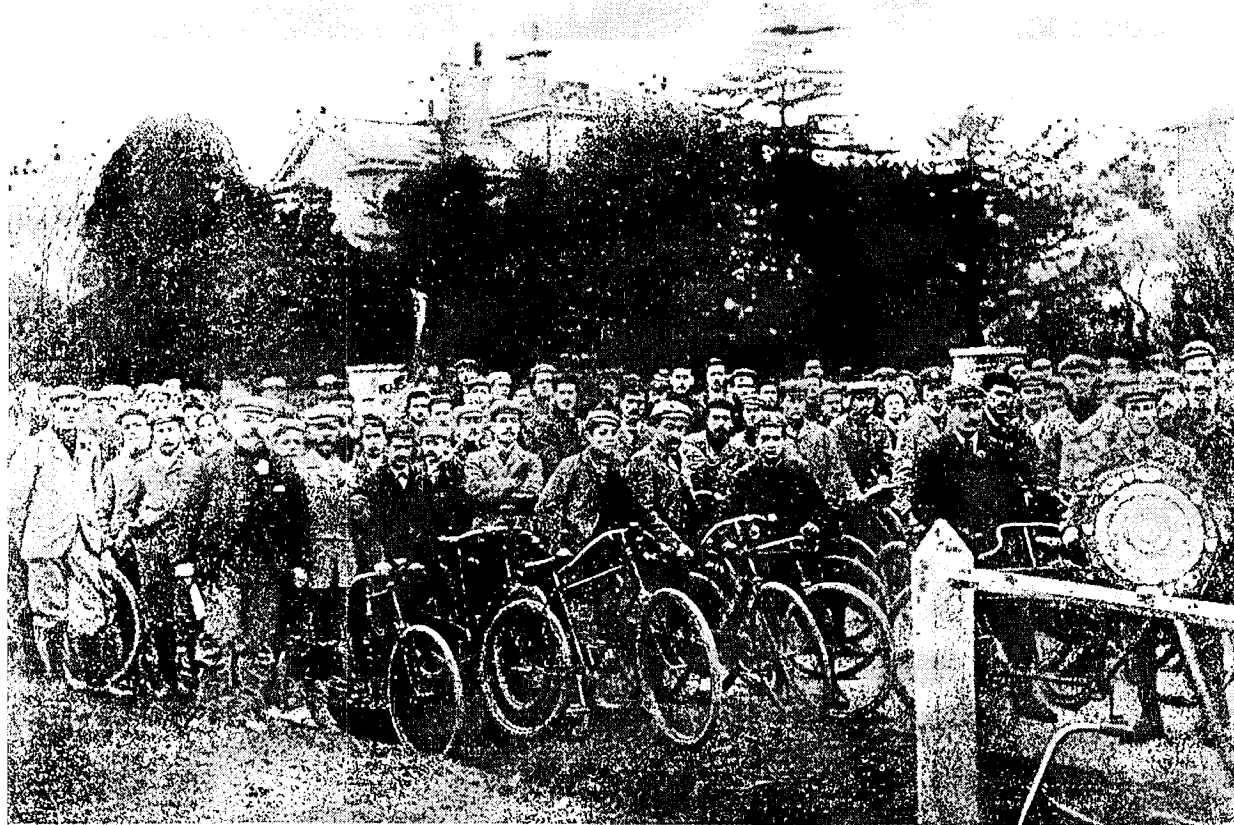
H G Wells's Mr Hoopdriver in *The Wheels of Chance* was made to ride down the Ripley Road in 1895. There are good references to Ripley in it.

The year 1896 was a time, still before the motor age, when high society was into cycling. A new quality weekly with the most superb photography began publication on March 18. It was *Cycling World Illustrated*. What was their first article? The first instalment of a series on the Ripley Road, of course, with G Lacy Hillier as author. It is the best illustrated and most detailed of all the accounts. Harriet Dibble sadly died on 19 November 1896, aged 46, and it was decided to incorporate her name on the proposed memorial to her sister, Annie. The Dibble Window in the South Aisle of Ripley Church was accordingly unveiled at the end of the year, having cost its subscribers £53 12s. The absence of the sisters immediately made itself felt and New Year's Eve, which, as we have seen, used to be the night of nights at the Anchor, saw it and the Road practically deserted. The sale by Alf Dibble of his interest in the Anchor to Mr and Mrs Gibbons (yes, she of the Rational Dress) two months later, in February 1897, emphasised that the best days were past.

In spite of a dropping off of the cyclist trade in 1898, the new proprietors of the Anchor were optimistic enough to add a new dining room, and those of the Talbot to add a new dining hall.

In August '98, F T Bidlake, much respected as a timekeeper and cycling legislator, wrote an article in *The Hub*, commencing "The most over-ridden and over-rated road in Surrey is the home stretch of the Portsmouth Road as far as Ripley." "The Anchor Inn," he writes, "is being bar-parloured into utilitarian plainness, though it can never rival for flat hideousness the barrack-like frontage of the Talbot. They have lost their charm of the old days, when you were welcome to an inglenook and cosily quartered in quaint and tiny rooms. For now you are ushered into spacious special erections of the match-board barn order of architecture, wherein you are lost if you are alone, and are hustled horribly when you take your turn on a busy day."

October '98 was when Viscountess Harberton, President of the Western Women's Rational Dress League, encountered a difficulty at the Hautboy. Dressed for cycling in Rationals, exceedingly baggy knickerbockers well below the knee, she called with companions and asked for refreshments in the coffee lounge. "Not in that dress," said Mrs Martha Sprague, the landlady,



RETURN OF THE ANCHOR SHIELD, ON MARCH 13, BY THE WINNER, MR. A. E. WALTERS, OF THE POLYTECHNIC CYCLING CLUB.



*The Anchor, Ripley, c 1896.  
Harriet Dibble in Centre with Brothers Alf on Left and Bert on Right*

and she led the good lady to a private room off the bar where men, some without their jackets, were smoking and drinking. Lady H declined the offer and rode on to Cobham for lunch. The Cyclists Touring Club sponsored a criminal prosecution against Mrs Sprague for refusing, as an innkeeper, to supply Lady Harberton, a traveller, with victuals. The trial took place the following year at Kingston Quarter Sessions. The outcome was that the charge was dismissed, as it was held that the landlady had not actually refused food and drink and the bar parlour was a decent and proper room, a photograph showing it with a table cloth and flowers having been produced in court. Although the prosecution failed, the case was important, as it made clear that an innkeeper was not entitled to refuse service to a woman because of her Rational Dress. The point does not seem to have been queried since. It later transpired (*Cycling* of 29/4/1899) that Mrs Sprague was not so much prudish herself as worried that the coach parties whom she catered for from the Hotel Metropole would take offence at the sight of a lady in bloomers.

In November 1898, *Cycling* published an article by its contributor, "Juggins", in which he recounts a trip to Ripley and back in S F Edge's motor car. That really did spell the end of pilgrimages to the "Mecca".

It remains now only to note some later odds and ends for the record. A proposal was noted for a new organ to be subscribed to by cyclists as a memorial to Queen Victoria after her death in 1901 (was this done, I wonder?). In July 1908, George Moore published in *Cycling* a very beautiful colour picture of the Hut Hotel entitled "The Most Famous Cycling Highway in the World". The spot is now, of course, near the start of the slipway onto the M25, just past Wisley Gardens.

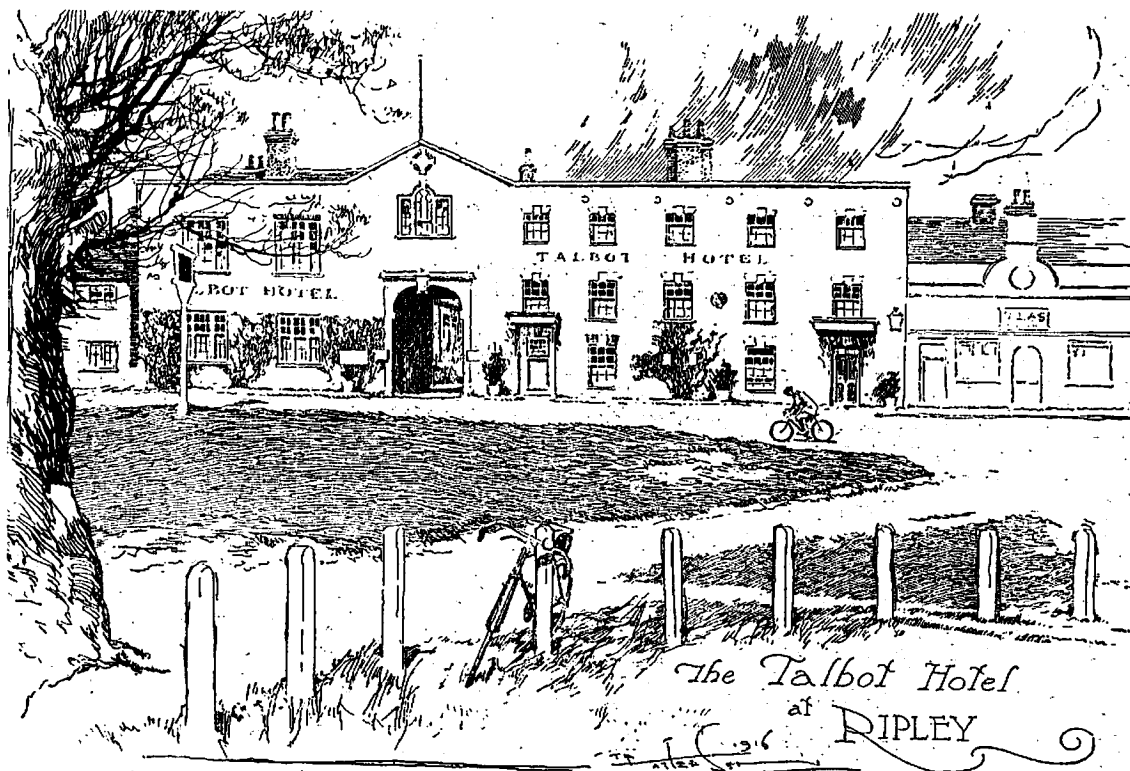
There was a bit of a revival at the end of 1909, when Alf Dibble was reported back at the Anchor (the Gibbonses having moved on to Merton) and the Bath Road Club established their country HQ there. Illustrations, brief reports, and the occasional eulogies continued to appear in *Cycling* up to World War 1 and even beyond.

However, the new factor, already hinted at, was creeping in, as occasional references in the *Bath Road News* reveal, like this in March 1912: "Sal turned up to tea, cursing motors in general and with great particularity those which had driven him into the gutter." Or this barbed comment: "We stopped near Wisley to admire a motor wreck - no uncommon sight on the Portsmouth Road nowadays." Or this from 1913: "The motorists have made such a mess of our prettiest roads." Or 1915: "We enjoyed the balmy spring air without it being adulterated with odours from those frightful stink wagons."

Depending on one's own viewpoint, either a certain period charm or outrageous chauvinism is evident in this quotation from the *Bath Road News* of July 1913: "Those Anerley chaps are luxurious dogs, and bring a lady down to pour out the tea." The Bath Roaders' favourite activity at the Anchor at that period seems to have been to engage in "spelling bees". Or was that just something to while away the time while more important business was attended to, as this extract of May 1915 suggests: "Prof. Alf Dibble informed us that new drink laws had come into force and we would have to order our drinks before 2 p.m., the bar being then closed till 6 p.m."



*Lady Harberton in  
Rational Dress*



Where the old-time cyclists will lunch on 21st May.



*Bath Roaders en Route for Ripley  
Led by S Hulbert and B H Hogan on a Tandem Tricycle*

Afternoon closing, only lifted in recent years, was brought in during World War 1, as just indicated, to encourage continuous working in the munitions factories. Those who remained in Blighty at that time carried on cycling, albeit with diminished attendances. Soldiers were sometimes to be seen on the road and in Ripley itself. Out towards Hindhead in early 1916, the road was "full of marching troops, motor lorries, cars, mud and mules".

In April 1912, a new type of cycling activity occurred on Ripley Road - a meet took place there because the road was famous for its cycling associations. It was the Bath Road Club Tricycle Meet, with a ride from Ditton to Ripley for lunch. Photographs and a brief report appeared in *Cycling* of 18 April that year. The Meet seems to have been held for about three years.

In 1916, the nostalgic Fellowship of Old Time Cyclists was formed. The first rally took place on 21 May and was, of course, on the Ripley Road. The start was at noon from Esher. Seventy-five could lunch at the Anchor and the remainder at the Talbot. Tea was at the Angel at Ditton. Over 200 veterans attended, including many mentioned earlier. A similar event was held two months later at Stonebridge, "the Ripley of the Midlands". The Old Timers' rally continued to be held on the Ripley Road up to 1925, when it switched to Hatfield. In 1918 it went to Hampton Court and Kingston.

Rallies were the thing in 1916. Not to be outshone by the veterans, lady cyclists held their own rally in September. Somewhere between 200 and 300, mostly women, met at the Angel and rode down to Wisley Common, where a packed lunch was taken within sight of the lake. The return was not up the London Road, but via Weybridge, to tea at Hampton Court. One of those photographed for the *Cycling* report was the Mrs J S Smith mentioned in Part 4, on this occasion resplendent in white Rationals, seated upon an ancient wooden-wheeled Boneshaker of about 1870. The lady cyclists' rallies were held for three years at least.

Another event of note in the cycling world was the first official run, on 24 February 1929, of the present-day Tricycle Association. The ride was from Hyde Park Corner in London to the Anchor at Ripley. Sadly, the Anchor was found to be unsatisfactory, so the riders actually lunched at the New Inn at Carbridge.

The Southern Veteran-Cycle Club, formed in 1955 to stimulate an interest in old cycles and cycling history, naturally held its first ride at Ripley. On 28 August that year, 13 members rode some eight veteran cycles up and down the High Street. On 3 June 1956, the Club held the first of ten annual Ripley Runs. They met at Ripley and on the first occasion 52 participants rode to Hyde Park. It was the first ever national veteran-cycle event.

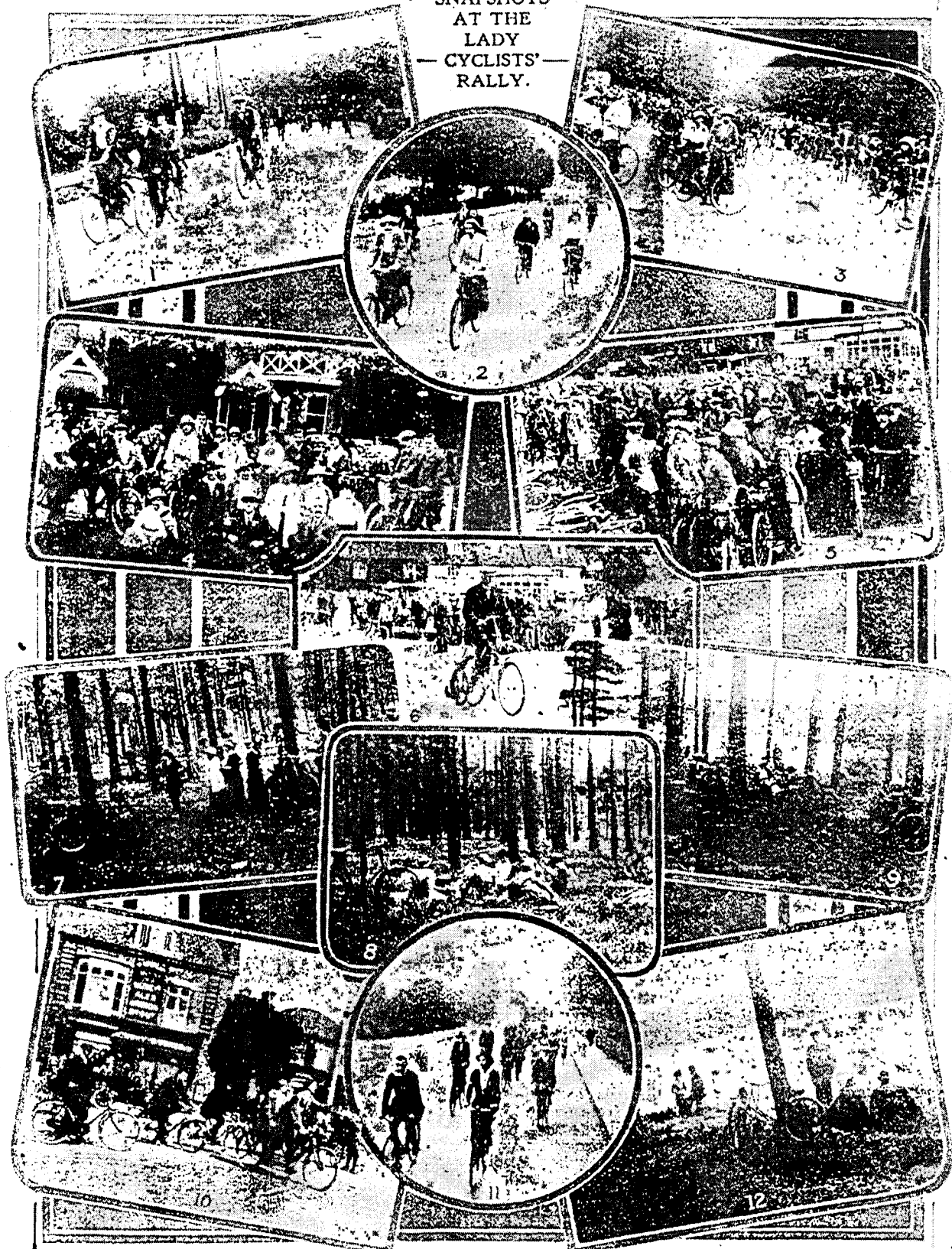
On 17/18 July 1976, the SVCC held its 21st birthday camp on Ripley Green. The decision was taken there to form a local Ripley Section, which met monthly, firstly at the Anchor, and then at the Angel at Ditton, until each of these venues in turn became unsatisfactory. In 1982, the Ripley Road Section, as it restyled itself, resurrected the "Between the Houses" rides of the 1880s, with a run for High Bicycles from Ripley to Ditton for lunch and back, and the following year commemorated the centenary of the London Tricycle Club 24-hour race with a similar event for tricycles. An annual "Between the Houses" ride has been held every year since, but with worsening traffic conditions, particularly since construction of Junction 10 of the M25 at Wisley, less and less of the original Ripley Road has been used. The Club dropped the word, "Southern", from its name in 1987 at the instigation of the present writer.

Those who used to enjoy the pine-scented solitude of the narrow white road across the gorse-fringed common would be horrified to find it replaced with an eight-lane spread of asphalt and a two-level traffic interchange. But a continuous stream of motor vehicle headlights had in any event long since put an end to the moonlit idylls.

There it is - not all readers will be switched on by the cycling history itself, but because of the cyclists' love affair with Ripley, we possibly have more recorded local history over this period than anywhere else.

## CYCLING

23TH SEPTEMBER, 1916.

SNAPSHOTS  
AT THE  
LADY  
— CYCLISTS' —  
RALLY.

1.—Between Esher and Cobham. 2.—The Promenade, Surbiton. 3.—The start from Wisley Woods after the picnic. 4.—A group of the run leaders. 5.—At the "Angel," Ditton. 6.—An Auto-Wheelist passes. 7.—In the pine woods. 8 and 9.—Groups at the picnic. 10.—The Enfield section arriving at Ditton. 11.—In the Upper Richmond Road. 12.—Lunch by the lake.



### **GREENLINE BUS 715 VIA RIPLEY (ONslow STREET BUS STATION)**

The Onslow Street, Guildford, Bus Station was opened in June 1949 and the first bus to leave was the 715 Greenline to London and Hertford via Ripley and Cobham. The photograph shows DLU 115, nearest the camera, on the 415 service to Ripley. A London Transport STL vehicle, with full height bodywork (DLU 92), is resident at the Cobham Museum (see Newsletter 145, p11).

Behind, on service 27 to Dennisville, is Aldershot & District Guy Arab, with low-bridge wartime utility bodywork. Note the single street lamps suspended above the former vehicle and the absence of traffic in Onslow Street. Today this site forms the car park for the Electric Theatre.

David Porter

Photo by D Sharwood donated to SRHS archives

### **CRICKET EXHIBITION**

We are proposing to mount an exhibition on Send and Ripley cricket at the Museum, to coincide with the 250th anniversary of Ripley Cricket Club. Could anyone who has interesting photographs, artefacts and memorabilia they are willing to lend please contact me - Clare McCann on 01483 728546.

## MUSEUM STEWARDS

We are seeking to add a few names to our roster of members willing to take a turn on an occasional Saturday to greet visitors at the Museum and help them if they have a general enquiry. There is a very comprehensive set of records on our Museum shelves and a Day Book in which to record specific enquiries for the experts to deal with. George Bleach (222233) or John Slatford (222107) would be glad to hear from you and to explain how it works.

## NEW MEMBERS

Hopefully, the Editor will allow a few inches to welcome some recent additions to the family:

Mr & Mrs H Turner, of Woodlands, Burnt Common, Send.

Michael Worsfold, of Langley, Eastbourne.

Bob Stonard, of 2 Bourne Way, Mayford, Woking, who is keen on archaeology and would, I think, be interested to hear from kindred souls. He also mentioned that he also has some pieces of yew wood for anyone who is keen on "turning". He can be found on 01483 722054.

If I have somehow missed you out, please tell me.

George Bleach

## FORTHCOMING EVENTS

### **Thursday, June 10 - 7 pm, The Manor House, Send Marsh**

It has been decided to repeat this very popular walk around Send Marsh Green, looking at a number of houses of historical interest in the area. Meet at the Manor House at 6.45 for a prompt start at 7 pm. Please let Les Bowerman know you wish to attend: 01483 224876.

### **Tuesday, July 27 - 6.40 pm, the Manor House, Send Marsh**

Please note the meeting time has been brought forward to 6.40 pm and it is not 7pm as stated in the previous Newsletter.

This is a visit to Whiteley Village, created by William Whiteley in 1907 for the aged poor. It is a unique village set in 230 acres of beautiful Surrey woodland near Walton-on-Thames, and is noted for its imaginative architecture and landscape design. There will be a conducted tour of Whiteley Village, finishing with a drink at the Whiteley Village pub. Weather permitting, this promises to be an interesting evening tour. Contact Tony Medlen on 01483 760021.

### **Thursday, September 23 - 8 pm, Send Church Room**

A talk on Guildford House, its history and current use, illustrated by Iris Hawkins, ex-Curator.

### **Wednesday, November 17 - 8 pm, Ripley Annex**

"Festive Food", a talk by Mrs Ann Jones of Farnham Museum.

### **Monday, January 24 2000 - the Hautboy Hotel, Ockham**

Advance notice of the Society's Millennium and 25th Anniversary Dinner - details to follow in a later Newsletter. Please reserve this date in your diary.

## **Newsletter Contributions**

The closing date for contributions to the next Newsletter is Friday, 2 July 1999.



## SEND & RIPLEY LOCAL HISTORY MUSEUM

OPEN: May-September, Saturdays 10-12.30 & 2-4.00.  
October-April, Saturdays 10-12.30

ALSO: 3rd Sunday of each month, so as to coincide  
with Ripley Antique Fair, in the Village Hall.

Other times for school groups and small parties  
by arrangement.

*Please contact George or Irene Bleach on 01483 222233 if  
you require information or wish to help in the museum.*

### HISTORY SOCIETY PUBLICATIONS

|                                                                            |                     |
|----------------------------------------------------------------------------|---------------------|
| "Ripley & Send Then and Now, the Changing Scene of<br>Surrey Village Life" | £10 Reprint 1998    |
| "Guide to Parish Church of St Mary the Virgin, Send"                       | £1.25               |
| "Then and Now, a Victorian Walk around Ripley"                             | Reference copy only |
| "The Straight Furrow", by Fred Dixon                                       | £1.50               |
| "Ripley and Send - Looking Back"                                           | £4.95               |
| "A Walk about Ripley Village in Surrey"                                    | £2.00               |
| "Newark Mill, Ripley, Surrey"                                              | £2.85               |
| "The Hamlet of Grove Heath, Ripley, Surrey"                                | £4.00               |
| "Ripley and Send - an Historical Pub Crawl in Words and<br>Pictures"       | £6.00               |

The reference copy is available at the Museum. All the others are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of "Ripley & Send Then and Now" is additionally available at Send Post Office.

# GOODRICK-MEECH

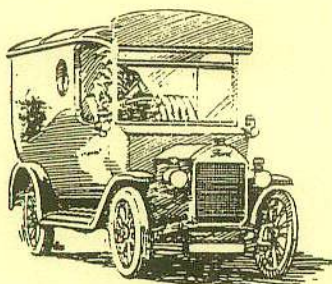
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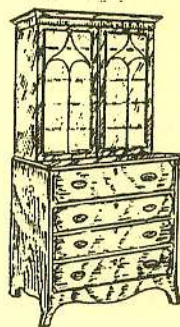
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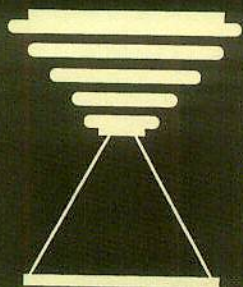


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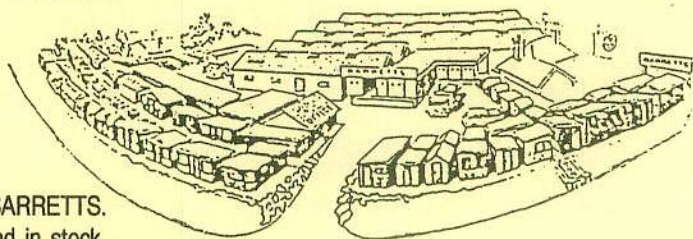
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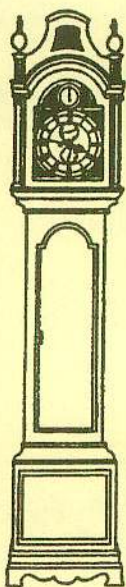
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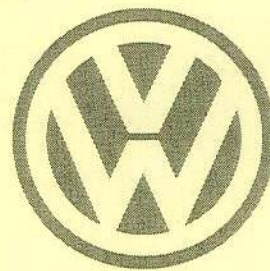


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