

Send & Ripley History Society

WINNER OF THE 2021 BALH AWARD FOR BEST LOCAL HISTORY SOCIETY JOURNAL



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RIPLEY, 1940

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CONTACTS

Send & Ripley
History Society
Established 1975 as
Send History Society
Registered Charity
No. 1174161

President: John Slatford
St George's Farmhouse,
High Street, Ripley,
Woking GU23 6AF
T: 01483 222107
E: jmslatford@gmail.com

Chairman: Cameron Brown
Church Farm House,
Wisley GU23 6QL
T: 07811 276386
E: cmb@aappl.com

Hon. Secretary: Jenny Jackson
The Haven
Polesden Lane
Ripley GU23 6DX
T: 01483 222 980
E: jmj@jennyjackson.co.uk

Treasurer and Membership
Secretary: Christina Sheard
Old Manor Cottage,
Send Marsh Green, Ripley,
Woking GU23 6JP
T: 01483 224600
E: christina.sheard@
btinternet.com

Journal Editor:
Cameron Brown
T: 07811 276386
E: cmb@aappl.com

Art director and copy editor:
Ditz Brown

Journal Distribution:
Christina Sheard
E: christina.sheard@
btinternet.com

Archaeology Specialist:
Andrew Jones
106 Georgelands, Ripley,
GU23 6DQ
T: 01483 479647
E: andrew738jones@bt.com

Web site management:
Chris Brown
Web site: www.sendandripleyhistorysociety.co.uk

Advertising:
Angie Richardson
T: 07792 198363
E: angie77@live.co.uk

Museum Curator:
Clare McCann
T: 01483 728546
E: cricketshill@hotmail.com

Cover image:

The damage caused by
the first German raid that
ultimately led to half of
Little Horrells cottages
being demolished.

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EDITORIAL

CAMERON BROWN

Our 47th Annual General Meeting was held on 9th March 2022, attended by 40 members. Last year was my seventh year as chairman and probably the most difficult one as we had to live with the ongoing pandemic and, more locally, with the disruption caused by the demolition of the village hall and the huge costs for us associated with it. Income for the year was almost unchanged at £9,693, producing just a small deficit of £48. Cash at the year end was an impressive £15,000 but village hall-related costs are not yet reflected in the 2021 balance sheet as our first payments for the new electricity supply were made in January 2022 - therefore our current cash position is closer to £9,000. We normally have our highest balances at this time of the year as we will have received subscriptions and advertising payments, but still have the next five journals to pay for. Negotiations for a new lease continue and once resolved we will again give thought to a refurbishment of the museum and how we finance it. All of this is likely to take several months, after which we will be able to plan our fundraising.

It was agreed that, under the circumstances, it would be appropriate to raise membership fees for 2023 to

£20 single and £25 double. If this is going to cause a problem for any members please contact Clare or me. We don't want to lose any of you.

Our thanks went to all the committee members as well as to the three who stepped down in 2021, Cate Davey, Janet Davie and Dreda Todd. Jenny Jackson was elected to the committee as our new Secretary. The minutes of the AGM will be available to any members requesting them, in a few weeks time and will include copies of the reports given at the meeting by the chairman, treasurer and curator.

CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at cmb@aappl.com by 15th April 2022.

Authors of illustrated articles should submit high resolution (300 DPI or higher) jpgs to the editor by email to ensure best reproduction in the journal, but no more than 20MB in any one email

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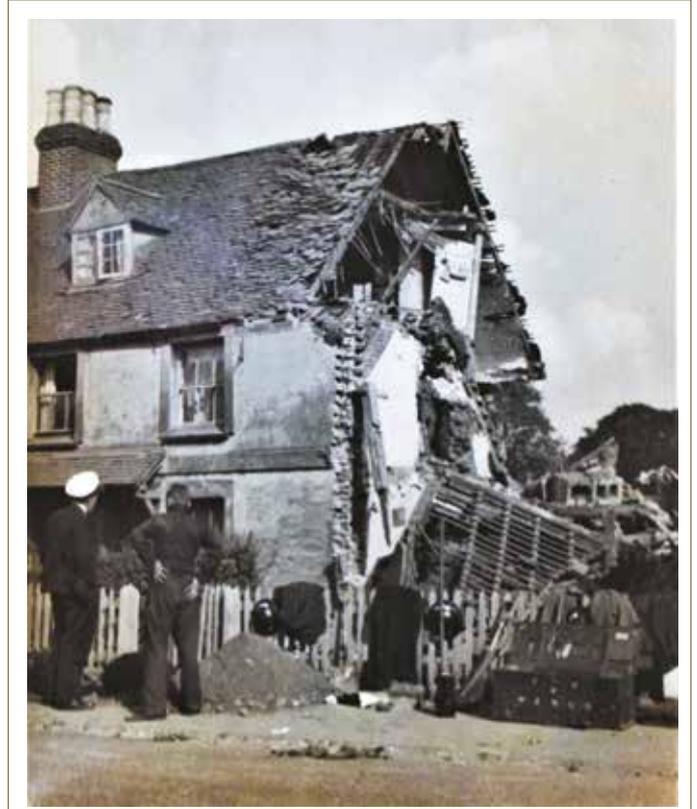
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BOMB DAMAGE IN NEWARK LANE, RIPLEY, 1940

ALAN COOPER

Society member Chris Lee recently alerted us to three photographs shown to him during the production of an in-depth study of his house and other properties located in Polesdon Lane, Ripley. He had contacted fellow member Maralyn Wong, whose paternal grandparents lived in the same house that Chris now owns. All three of Maralyn's photographs feature damage to properties caused by Luftwaffe bombs dropped in Newark Lane, Ripley in 1940. I contacted Maralyn, who very kindly met me and shared these previously unseen images along with other family photos. I was especially interested as I grew up in Little Horrells, in the cottage nearest to the old Stansfield mineral water manufactory opposite the first of the properties about to be described. In the early 1960s Maralyn's maternal grandmother was our next-door neighbour.

I wrote an article in J255 (available to view on the Society's website at www.sendandripleyhistorysociety.co.uk) about the Civil Defence during WW2 and this first image is very similar to one used then, which originated from the late Janet Sheppard (née Wilkinson). Both were clearly taken by the same photographer but to date we have no idea who he/she was.



The aftermath of the German bomb that reduced the historically important ex-workhouses from six to four cottages. No. 6 has been totally destroyed and no. 5 so badly damaged that it was carefully demolished. In the foreground stands the Civil Defence rescue party toolbox. Astonishingly, behind it the wooden fence appears to have survived the blast totally intact



The view of the damage from the rear of the properties



The four remaining cottages today



Left: Rita Avery, bombed out of Filbert Cottage in the High Street who moved into no. 4 after the departure of the Wright family. She would live here for the rest of her life, passing away in 2006. Right: Millicent Carnell



Left: Ron Anscombe who, with wife Vera, was very fortunate to be elsewhere when a bomb completely destroyed their home. Right: Derek Wright, who emigrated to Australia in 1958

But what of the displaced families? What followed immediately after the bombing remains unclear but by the end of the war it seems to have resembled musical chairs on a grand scale! The occupants of no. 6, Ron Anscombe and wife Vera (née Hepburn) had been re-housed by Guildford RD Council at no. 8, Council Cottages, Mays Corner, Send. They then proceeded to move locally on a very regular basis and lived from 1947-50 at no. 14, Grandis Cottages, Ripley; 1951-52 at no. 19, Georgelands Cottages, Newark Lane; 1953 at no. 21, Georgelands Cottages; 1955 at no. 35, Sandfields, Send, until finally settling at Fernglen, Tuckey Grove, Send in 1956.

The occupants of no. 5, Alma, Edith and Dennis Collyer were re-housed at no. 4, Greenside, Ripley.

Shortly after no. 4 had been made safe and habitable, Harry and Bessie Wright along with son Derek moved across the road to no. 7, Little Horrells. This allowed Rita Avery (née Shoemsmith), whose family home Filbert Cottage in Ripley High Street had been destroyed the same day as nos. 5 and 6, to move in following a somewhat traumatic stay with her aunt in Grove Heath. Harry died in 1941 and Bessie in 1951. Derek moved from no. 7 in 1954 to no. 126, Cedar Way, Guildford, married in 1956 and emigrated to Australia in 1958. This in turn allowed Millicent Carnell in no. 2 to move across the road into no. 7, Little Horrells in 1955, leaving the Hill family in no. 1 and the Gadd family in no. 3. ^[1] ^[2]

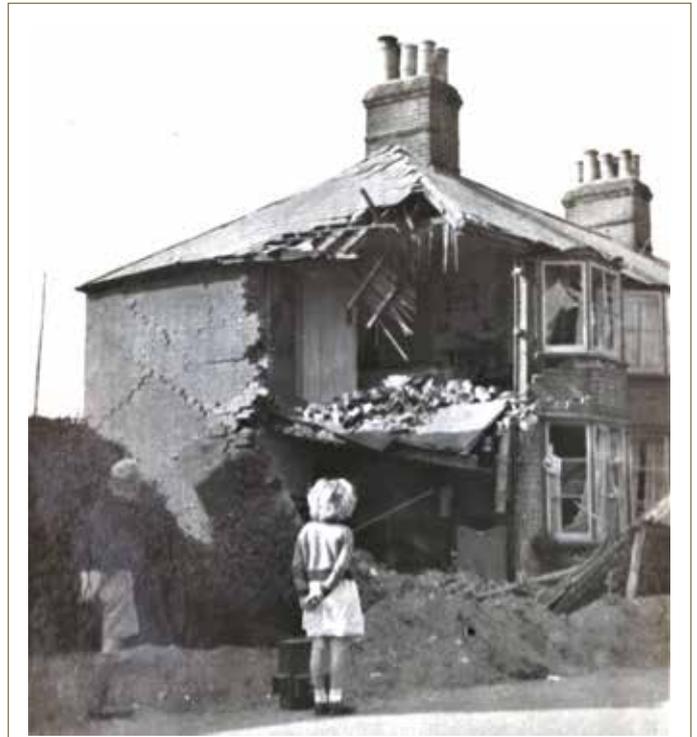
The third wartime image is of Little Horrells, opposite the workhouse. Once a terrace of eight cottages, both Horrells (their larger counterparts next door) and Little Horrells were the subject of an extremely thorough study made by John Slatford in J216 and from which an interesting point has now, through this picture come to light. I quote: 'In 1882, not long after he acquired the cottages and the land, Steven Green started building. One of the surviving documents is an 1882 estimate to Mr Green from John Pullen for building four cottages for £380 but reduced to £370 according to altered plans. Also on the estimate are three stamped receipts for the full amount showing completion on 29th September 1882. Which of the eventual eight cottages these four were is not clear but it is very likely that the second four were built soon afterwards – certainly before 1896.' Close examination of the four soon to be demolished cottages shows a continuation of the bay window at ground level up to the bedrooms, a feature not repeated on the remaining four – and all to save £10!

A simple handwritten note in pencil on the back of the Little Horrells photo states 'girl Townsend'. This would appear to be Pamela Townsend, born in 1929, so aged 11. She was the daughter of John 'Jack' Townsend and his wife Edith and lived further down Newark Lane in no. 5, Hedgecroft Cottages.

Little Horrells, in Newark Lane was subjected to two separate bombing incidents. The photo here is of the damage incurred by the first attack on 10th September 1940. We know this as all the chimney pots are intact. The second attack on 28th September caused far more extensive damage resulting in four cottages, nos. 1-4 having to be demolished. Several people recall the miraculous escape of Tom Buller, described in the Society's book *Memories of War*. Following the explosion Tom regained consciousness in the bomb crater with a chimney pot dangerously close to his head! He was a baker by trade and as such worked anti-social hours. It is possible that as a result of his occupation, being in bed at that particular time saved his life. ^[3]

The occupants of no. 1, Thomas and Jesse Gunner, were re-housed at no. 2, Island Cottages, Ripley. From no. 2, Tom Buller moved to no. 1, Poplar Cottages, High Street, Ripley but the new abode of Sarah Burdett, Tom's landlady, remains a mystery as she died in 1944. The occupants of no. 3, Albert and Ellen Dawes moved further down Newark Lane to Laurel Cottage and the Plowman family of no. 4, Helen and her children Jack, Stan and Enid, moved into the adjacent Horrells cottages at no. 3. ^{[1] [2]}

Both Ripley and Send were subjected to varying degrees of attacks, not deliberate as the intended target would surely have been the aircraft manufacturing and assembly plants of both Vickers and Hawkers located nearby. If under attack from flak or fighters, or unable to locate their intended target, the German crews would frequently jettison their bomb loads indiscriminately. This sudden weight loss would allow them to gain precious extra speed to escape and flee for home. Additionally, it gave the bomber crews the peace of mind that



The damage caused by the first German raid that ultimately led to half of Little Horrells cottages being demolished

if even a single incendiary round from a marauding Spitfire or Hurricane or flak from a gun emplacement struck them in the bomb bay area they would no longer be blown to smithereens.



Today a bungalow has replaced the four destroyed cottages. Horrells Cottages are to the left of the image and Little Horrells to the right. Note the bay windows compared to the wartime photo

In *Memories of War* Fred Dixon, revered ex-headmaster of Ripley school, states that the ‘bomb run’ for the first attack ran north to south and for the second attack east to west so quite possibly, in both instances, the bombers may have been unable to locate their intended target and instead viewed Ripley as a ‘target of opportunity’. [3]

Inevitably dates from first-hand accounts and those contained in official records do not tie up, likewise the locations of where the bombs actually landed. Extensive efforts scrutinising the many academic and authoritative publications available (both English and German) have to date failed to clarify the intended targets for the days these attacks took place. Certainly, no enemy aircraft were destroyed anywhere close on these dates nor claims of engagement made. We may assume it was Vickers or Hawkers on the simple grounds that more ordnance fell

on Ripley and Send than on the towns of Guildford and Woking combined.

[1] These locations are taken from the 1945 electoral rolls. Since none are available for the war years I have had to assume that the displaced persons lived at these addresses immediately after the bombings took place

[2] For the benefit of anyone who goes looking for any of these houses: in the 1970s, the properties in Newark Lane were renumbered, odds to the left and evens to the right. To further add to the confusion some owners have since named the cottages as well

[3] *Memories of War* is available to purchase from the museum (Saturdays 10:00 am – 12:00 noon), Pinnocks Coffee House, Ripley, or online via the Society’s website at www.sendandripleyhistorysociety.co.uk – likewise the *Bomb Map* of this period

Acknowledgements:

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Derek Wright, Ron Anscombe and current photos c/o Alan Cooper collection

Rita Avery photo c/o Gill Hopkins collection

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SEND SCHOOL VISIT TO SWITZERLAND 1948

ALAN COOPER



The participants in the trip pose for a photograph in the school playground. Back row, l-r: Margaret Stillwell, Joan Hill, Sydney Tyrrell, David Jarman, Audrey or Connie Solly, Stuart Holt, Roy Goodman, Donald Clary
Middle row, l-r: Norma Sayers, Phyllis Moore, Sheila Clark, Betty Giles, Irene Lygo, Jean Wort, Margaret Brewer
Front row, l-r: Edgar Horner, unknown

In 1948 seventeen excited and very fortunate pupils from Send School, accompanied by teachers Mr Steel, Miss Winter and Miss Nicholls, embarked on the trip of a lifetime – to Switzerland. The holiday lasted a week with the sea crossing being made between Newhaven and Dieppe, before boarding a train to Lucerne. For most, if not all of the children, this was their first time abroad and

Phyllis Hale (née Moore) had one particular memory of that holiday recalling the experience of sleeping for the very first time beneath a ‘newfangled continental quilt’!

Grateful thanks to Phyllis for identifying all but one person in the group photograph.

Photo c/o Phyllis Hale collection

CORRECTION

In J282, p25, in the article on the future of the museum, we wanted to acknowledge the contribution made by Ripley Village Hall (RVH) in laying the pipe work for a water supply to our building at their expense. We wrote: ‘RVH kindly offered to provide a water supply at no additional cost once the new main hall is built’. As it

happens they chose to install the supply pipe now.

The wording might have implied that future water bills would be borne by RVH. To clarify, they have paid for the installation of the pipe but we will continue to pay for utilities. We apologise for any misunderstanding.

40 YEARS AGO - PART 1

CAMERON BROWN



Etching of a man on a hobby-horse, pre-1860 (courtesy National Cycle Museum, Wales)

In Newsletter 42 of February 1982 there is a précis of a talk given by Les Bowerman entitled *The Arrival Of The Bicycle In Surrey* and presumably written by Les himself. The pictures used here were not included in the original article.

The object of the talk was not to trace the technical development of the bicycle, or the history of cycle racing or the cycling clubs, but to try to evoke the atmosphere of the times, particularly in this locality.

Generally, increasing prosperity in the 1850s and 1860s meant that wage-earners in both town and country were better off than ever before, and the fact that there were no great wars for 100 years after Waterloo caused a general

feeling of happiness and a belief in the inevitability of progress. By 1840 railway locomotives were capable of 70 mph, Brunel's SS Great Britain was built in 1843, and the Great Exhibition in Joseph Paxton's 'Great Glassen House' took place at Crystal Palace in 1851. There was primary education for all by 1870. Bank holidays after 1871, and the early closing of shops, meant that wage-earners had more leisure, but there were still child chimney sweeps in 1875 despite Kingsley's *Water Babies* and the Act of 1864.

So far as transport generally was concerned the heyday of water transport was in the 1830s -1840s (average speed 2 mph as opposed to 3-4 mph on foot). Eighteenth century investment in Turnpike Trusts improved the trunk roads, and from 1818 onwards Macadam's graded

stones, with the smallest on top hammered down to form a watertight surface, consolidated by hooves and metal tyres, meant that the main highways had been made satisfactory for the stage coaches which held sway from the 1760s until made obsolete by the railways in the 1840s. The last regular commercial coach through Guildford was in 1849, although the 'New Times' coach ran from 1879-1891. So by 1850 the great highways were relatively deserted, local horse traffic being ancillary to the railways.

The stage was thus ready for the coming of self propulsion. In 1870/71 Kilvert wrote 'When the

Queen comes over from Windsor to Claremont she drives at a great pace all the way, 12 miles an hour' for the 18 miles. It was slightly faster on horseback. With all the technology available for the construction of steamships, railway engines and stage coaches, it seems ridiculous that unless it was convenient to travel by rail, even the wealthiest were restricted to 12 mph by any other means.

Apart from a recently-discovered Leonardo drawing of what is apparently a two-wheeled machine, the quest for self-propulsion really began in the middle of the 17th century, leading to cranked axles on three and four-wheeled machines or two-wheeled machines to bestride and kick along (from 1819 known as velocipedes). One rider beat a four-horse coach to Brighton. The fashionable craze of the 1820s for hobby- or dandy-horses waned, but experiments continued. In 1839-40 Kirkpatrick MacMillan rode 70 miles from Dumfries to Glasgow on a hobby-horse which he had built with treadles providing the drive to a cranked rear axle. But Scotland was then very remote and the machine was almost unknown outside its place of origin.

Over the Channel in Paris Pierre Michaux, a blacksmith, manufactured perambulators, invalid carriages and three-wheeled velocipedes. In 1861 a hobby-horse was brought into his workshop for repair. His son Ernest tried



Les Bowerman showing his hobby-horse at the Ripley Event in July 2013 (© Ditz)

it, complained of tiredness, and father suggested fitting handles like those of a grindstone to the front axle. Two bicycle velocipedes were made in the first year; 142 the next year and 400 by 1865. Michaux therefore became the first commercial producer of pedal-driven bicycles. In 1865, the Olivier brothers began to buy him out and in 1867 were selling their own high-quality machines (polished aluminium bronze, wheels in a choice of six different woods, handle grips of carved ivory and grease cups) under the style of *Compagnie Parisienne des Velocipedes*. The speaker's French-built velocipede of about that date was at that moment ridden through the hall.

What was known as velocipedomania followed, with exports to America, and from there to Liverpool where, at the end of 1867, the Liverpool Velocipede Club was formed. The first Michaux-type velocipede is believed to have been brought into this country from France in 1864, and these machines (soon to be known as boneshakers) were first produced in England in 1868 or shortly before.

1869 was the year when the bicycle craze hit the country in much the same way that skate-boarding was to do so many years later. The county reaction is perfectly encapsulated in the *Surrey Comet* for that year. Typical extracts follow:

16th January: *The Rage for Velocipedes*. The Prince Imperial of France is learning to ride... in the reserved garden of

the Tuileries. This machine of solitary locomotion, now the rage of Paris... An expert on a velocipede can do ten miles quicker than he could walk them, and therefore we do not see why velocipedes which cost less than a very bad horse and eat nothing, should not be useful.

30th January: At the Liverpool Gymnasium there has been formed a velocipede club... No just cause why velocipedes should not come into use... The rider can with great ease travel ten miles within the hour. Perhaps we shall soon see our bank clerks etc coming into town of a morning at velocipede speed... The time may come when suburban railways and omnibuses will have to contend against the competition of this new mode of locomotion.

20th February: The Rev Henry Ward Beecher recently said "a new machine bound to play a prominent part in the category of amusements - a toy to some, an instrument of pleasure and great use to others."

27th Feb: As the spring advances and the summer comes on we shall no doubt have a frequent exhibition in the shape of - I suppose that would be the word - velocipedists. Three gentlemen have done the journey from Trafalgar Square to Brighton, each bestriding his two-wheeled velocipede... but we hardly know how to speak of the new vehicle yet.

27th March: A bicycle race is to come off on Saturday week at Birkenhead.

24th April: *Report of a Visit to a Velocipede Riding School.* It seems reasonable to expect that this peculiar form of locomotion will increase, and that it will in time be no more singular to keep a velocipede than to carry a walking stick.

1st May: Quite a new department of manufacture has sprung up and makers of velocipedes are all high busy. The new vehicle is now frequently seen in the suburbs, and we have also had a display of water velocipedes on the Thames.

8th May: A turnpike collector was summoned before the Romsey magistrates for illegally demanding and receiving the sum of 2s 6d as toll for a velocipede. Velocipedes are best fitted to the young and active and not recommended to those who have passed 40 years. Absurd though it may at first seem, I should not wonder if the velocipede mania may have beneficial effects in time by saving the country and mission clergy the cost of keeping horses. What now seems a folly for the vain and frivolous may become a useful means of rapid communication.

22nd May: Four professional velocipedians had a race on two-wheel bicycles (sic) for a sweepstake of £10 at Streatham Common.

5th June: Between the two great race days at Epsom there was a capital lot of races at the Crystal Palace on

velocipedes in which it was pretty clearly shown that the French are at present rather superior to us both in manufacturing and riding these new toy-vehicles; but it was also agreeably proved that Englishmen can make and manage them... 10 miles an hour was a pace that was frequently reached. They are gradually coming into use, though still very slowly... Velocipedes are quite a feature of this year's exhibition (at the Horse Show), but there is not much to look at in a velocipede without its rider, or driver.

12th June: Riding hogs through the streets is recommended as a preparatory practice for managing a velocipede...

Advert: Samuel Fry & Co 9 Surbiton Park Terrace have taken an agency for bicycle velocipedes. 34 inch driving wheel 8 guineas, 36 inch 10 gns. Polished steel springs, gunmetal bearings, pigskin saddle, polished rosewood handles, patent balance pedals, & powerful break (sic).

19th June: Whether velocipedes will ever come into vogue as ordinary locomotive vehicles is rather doubtful, but their use, for amusement and pleasure is increasing. Along suburban roads may now often be seen the velocipede outdistancing omnibuses and keeping up tolerably well with cabs, though the smart butcher's boy with his fast-trotting pony easily passes the bicycle. Many large establishments are now selling velocipedes as fast as they can be made and their practicing grounds have become quite a feature of London. The manufacture of velocipedes has become quite a new branch of trade, and working men who have turned their attention to 'the toy of the hour' as it has been called, though it bids fair to become something more, earn good wages.

3rd July: It is now becoming quite common to see velocipedes in the streets of London.

7th August: In these days of velocipede wonders the following excursion may be considered the greatest feat yet: accomplished in America - 500 miles inside 50 consecutive hours.

16th November: Blondin is again at the Crystal Palace. He crossed the centre transept on a bicycle in midair, the only support being a tightrope.

14th December: Liverpool magistrates have decided that a bicycle is a carriage, and have fined a young man for driving one on the pavement. Very proper, too. It was long ago decided that velocipedes must keep to the road. They are now becoming too numerous, by the way, that something else should be decided - that they should carry lamps.

So there it was: 1869 covered the whole gamut from initial wonderment at the new craze to the routine criticism which is still familiar today.

By the end of that year velocipedes were on sale and for hire in Guildford as an advertisement in *Hook's Almanack* of 1870 shows. They were not crude individual copies of the French machine, but skilfully produced by London engineers. The Guildford Museum specimen is most likely one of these, in spite of the long-standing suggestion that it is of Guildford coachbuilding make. The date of 1869 attributed to it is therefore about right. A photograph by Lewis Carroll of his brother on one, apparently at The Chestnuts, could show another one of those sold in Guildford.

John Keen, initially an apprentice carpenter in Surbiton, rapidly became a key figure. The *Surrey Comet* reported on 29th January 1870: 'J Keen of

Surbiton Hill competed with J Johnson of Kensington in a bicycle race over a one-mile course. The former was defeated easily, owing in great measure, if not entirely, to the driving wheel of his machine being two inches less in diameter than that of his opponent's Paris-built bicycle. Keen's was his own make, Johnson's too had the advantage of India rubber tyres. The race came off at Fairmile, Esher, but was not on a good piece of ground. There was a numerous company to see the race and the velocipedists mustered in great force.'

In April 1871 Keen's speed over 5 miles at the Surbiton Hill track was over 15 mph (cf Queen Victoria's 12 mph to Claremont). He set up records at all distances and became the finest professional all-rounder. By 1876 he was world champion at 50 miles with a speed of about 17 mph. The British Amateur four mile championship at the Lillie Bridge track at West Brompton was won on Keen machines for 6 out of the 7 years 1871-77. His friend, F V T Honeywell of Surbiton Park Terrace, Professor of Music and organist of Kingston Parish Church, won the event on a Keen bicycle in '72, although he was also



Photo of WL Dodgson (Lewis Carroll's brother?) on a velocipede or boneshaker, taken in 1869 by Lewis Carroll (courtesy University of Texas)

noted as a long-distance rider. In August '71, Keen won a one-mile handicap race at Lillie Bridge against Mr J Smith's well-known pony Black Bess and a running man. Keen's bicycle, of his own make, had a 42 inch wheel and was therefore a transitional model midway between the velocipede and the high bicycle (in lay terms - boneshaker & penny farthing respectively).

Interviewed by the *Bicycling Times* for its edition of 1st January 1880, Keen claimed that he had invented the cone-centred steering head, roller springs (1871), the direct spoke, the hollow fork (1876), the lever brake acting on the front wheel, and the 'rat-trap' pedal (so called because somebody said it looked like one) and the toe clip. Not all of that has been substantiated, but Caunter in the Science Museum publication *The History & Development of Cycles* agrees that he built higher and lighter than anyone else had previously thought possible. The spur for his competitive and technical success may well have been that initial defeat on the Fairmile.

TO BE CONTINUED

OBITUARY – IRENE MAY CARTER/BLEACH 1924-2021

MEREDITH SHAW AND HANNAH BOOTHMAN (DAUGHTERS)



Taken (probably) on her 20th birthday in 1944



At the Old Hall residents' afternoon tea at the Old Rectory in 2018

Born in Brighton, our mother, Irene May Edwards, spent time as a child on the Isle of Wight. The youngest of two, she was convent-educated, which influenced her throughout her teenage years and later as a new wife and mother.

She was artistic and sensitive in nature but during the war years she worked at Vickers in Weybridge, which opened up a whole new world to her, as she had previously led a fairly sheltered life.

She married her first love, Ron Carter, shortly after the end of the war and the first of their five girls soon came along. Our father and mother moved to their first owned home in New Haw with four little girls and soon their only boy, Nicholas, was born which meant another house move, to West End, was to follow. After seven years their fifth daughter (Hannah) was born and a further three years on they adopted one more daughter and had to move again, this time to Send.

As the older children became more independent our mother was able to develop more interests outside the home. Church was an important element in her life and she also joined the Women's Institute and the Mother's Union, but there was little time for her later passion for gardening nor for her artistic endeavours.

In Send Mother loved her time working at Little Owls Nursery and took great delight in encouraging the toddlers in the playgroup to develop and reach their full potential. It was in Send too that she discovered a love of gardening, building a rockery and growing alpine plants in the large garden. In the greenhouse on the side of the house she was able to indulge her interest in cacti, grow tomatoes and look after a huge and ancient grape vine originating from Hampton Court. So many delicious bunches grew that there were plenty for family and friends, school and church harvest festivals.

Sunday teatimes were an extra-special happy memory as we would have tea in the lounge watching *Songs of Praise* and *The Antiques Road Show* whilst enjoying the ritual of a formal afternoon tea with salad sandwiches fresh from the garden and newly-baked cakes, all served on the best china; it was a special time for us all.

Their involvement in the Church was a huge part of our parents' social life. Mother would often make cakes for bring and buy sales, coffee mornings or raffles. She enjoyed helping with the village jumble sales for various groups, back in the day before car boot sales came on the scene. The local Guide and Scout troops also benefited from our parents' volunteer spirit as they helped out in various ways - at camps or hosting a bonfire night in their garden.

Mother took up a new interest in stone-polishing in the early 1970s, collecting interesting stones and pebbles from beach walks and using a polisher to bring out their natural beauty. She also enjoyed enamel work, making little dishes and pendants for necklaces. Another hobby was collecting little model houses, bought during holidays at home and abroad, growing into hundreds, which she put on show at a Send Hobbies exhibition held in the Lancaster Hall in 1990.

With the untimely loss of Ron in September 1978, Mother moved to a smaller bungalow where she continued to indulge in her passion for gardening with the help of local gardener Tom Faithful, who was able to do the heavy digging and much of the weed control. She established a large vegetable patch, carrying on our father's passion, as well as larger areas that were planted with small fruit trees and perennial borders and also offered grazing to a lovely couple of ponies, thoroughly enjoying their company.

In 1981 our mother entered a new era of her life, marrying George Bleach, who had lost his wife a few years after the loss of our father. They enjoyed travelling and social activities with friends so that the garden was becoming more difficult to maintain and as they were ageing the decision was made to move to a smaller property at Church Row in Ripley.

George was a churchwarden at St Mary's, Send and Church activities continued to be a large part of Mother's life. One notable achievement was her making two beautiful tapestry kneelers, one featuring a copy of stained-glass windows, the other a barge on the Wey. The kneelers are not only a precious element of St Mary's church history, but also her legacy to the church and future congregations, and woven into her history too. She started watercolour painting courses and enjoyed adding to her large stamp collection, and always had a knitting project on the go, often teddies and little hats for premature babies.

Travelling to see family in Japan and Canada, as well as frequent holidays within Europe and the UK meant they led a busy and active life. Mother contributed articles about her childhood memories to the parish magazine and both were active in the Send and Ripley History



Taken at Old Hall before it closed during the first lockdown, on 10th May 2020

Society. Her love of gardening continued in her little garden, which was just the right size for her to spend many happy hours pottering. She read voraciously, was very interested in current affairs and always had an inquisitive and enquiring mind.

Sadly, in 2003, George died leaving Mother to continue with her life in Church Row on her own. After some years she decided that moving to Old Hall would be a good option as she became a little less active, due to her failing sight and mobility, rather than lack of ability.

She was an active member of the Old Hall community until its closure and the outbreak of the COVID pandemic meant a move to the Old Rectory. Whilst there, she struggled with the COVID restrictions, not being able to see family or friends or attend socials within the home. Although very different for her, she grew to love her new home and those that cared for her.

During her last month of life she was able to meet her latest grandson and hold him at only a few days old and was thrilled to hear that another granddaughter was on the way as well as another great-grandchild. Sadly, she was not to meet them, as she peacefully slipped away ten days after her 97th birthday, knowing she was dearly loved by her vast family and her many friends and carers. We miss her greatly, but she is remembered fondly by us all and we are so grateful for her very long and fulfilled happy life.

OBITUARY – ROBERT ARTHUR DONALD DONN, 1934 - 2021

CHRIS DONN

Rob Donn was born on 1st January 1934 in Send to Ethel, a housewife and Archie Donn, the only child of a piano and music shop owner.

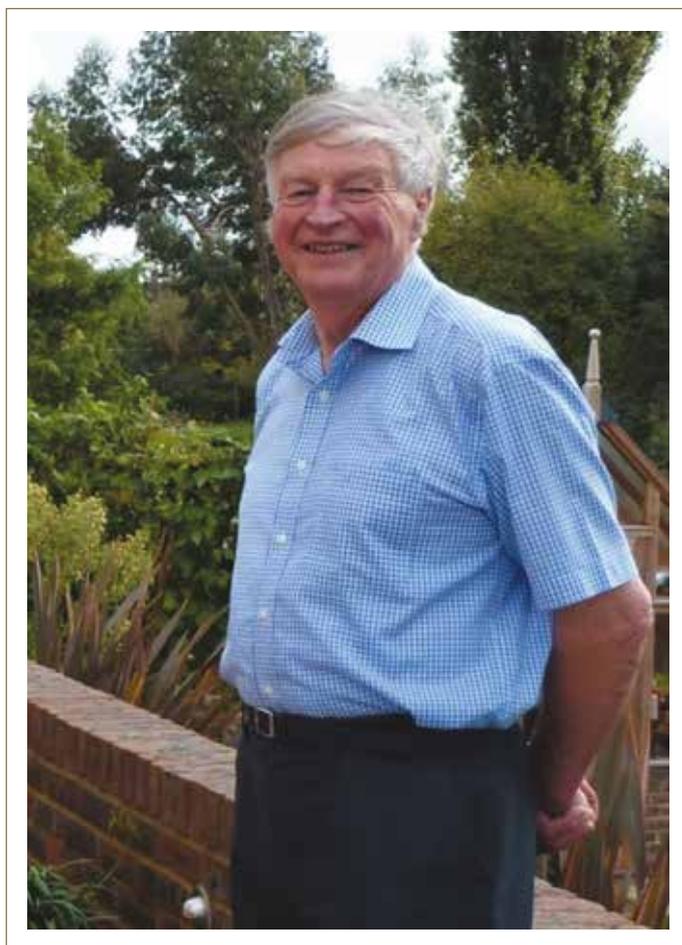
Rob, always known as Robin during his school days, grew up in Send attending both the old school and the new St Bede's school when it finally opened after a year's delay due to the war. It was here he started woodwork and showed a natural talent for it. As a boy he used to ride his bike around the village delivering telegrams, riding down to the post office during his lunch break to pick them up. After St Bede's he attended Clarks College in Guildford where he studied book-keeping.

Rob was an apprentice at Steinway's in London working there from 1951 until 1961, taking two years out to do his National Service. He always loved cycling and would even cycle from Bicester, where he was posted, back to Send when he had a weekend pass. After leaving Steinways he started work at T Andrews, a music business run by his father and grandfather before him, and on 31st July 2021 Rob announced that he had now worked for the company for 60 years.

In 1956 Rob married Jane Bushell, whom he met when she worked for T Andrews, the family music shop in Guildford. Jane would be walking up Jeffries Passage towards the shop and Rob would pass her as he was heading down towards Clarks College, then at the top of North Street, when he was still studying there. They moved into a wooden bungalow in Tannery Lane next to his parents' house, which was built 1922 by Mr French, another Send resident. The house was bought by Ethel and Archie in 1928 and run as a smallholding. In 1960 Rob and Jane moved into a flat above the T Andrews piano shop in Farncombe and with the help of friends they demolished the old wooden bungalow in Tannery Lane and built a new one, which they moved into and where they stayed ever since.

They had five children, Christopher, Stephen, Janet, Sarah and Joanna, and four grandchildren, Grace, Conor, Ellie and Arthur.

Despite working long hours and having a large family, Rob still enjoyed riding his bike, often going out for a Sunday ride or pedalling off to work. He belonged to the Cyclist Touring Club and later the Veteran Cycle Club (Ripley



Road Branch) where he and Jane would attend meetings, help out with cycle jumbles and go off for the summer camp, a week away where they both enjoyed meeting up with the other members and going on organised rides. In 1990 he and Chris set off to cycle from Lands End to John O'Groats, a trip of 874 miles which they completed in 16 days. This was repeated by Rob again in 1996, but this time on his own. He would report back every night to Jane, who plotted his route on a map of Great Britain stuck on the wall. Rob's last big cycling adventure was when he was 70 and he cycled from Cape Wrath to John O'Groats, a mere 114 miles!

He was also a member of the Morgan Three Wheeler Club and Rob and Jane enjoyed trips out in the 1932 three wheeled Morgan his dad had bought him in 1951. Other members of the family also enjoyed going out in the Morgan. One such journey was when he and Stephen

went on a Morgan run from Coventry to Brighton, a bone-shaking journey of 158 miles!

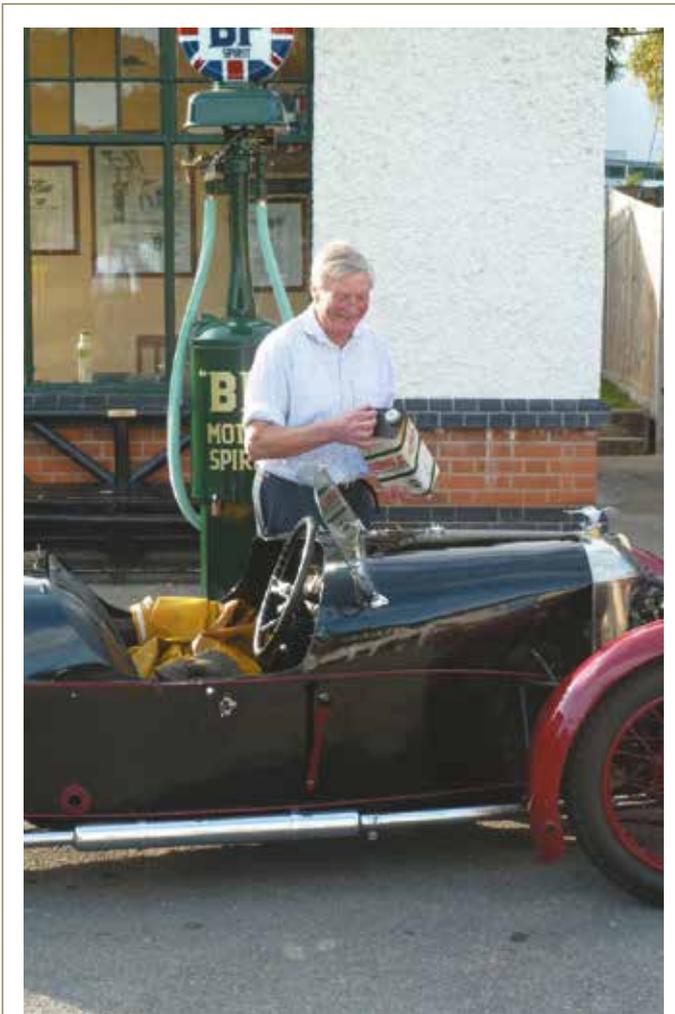
Another interest was history, particularly that of the village he had spent most of his life in, and the surrounding areas. Rob and Jane were both members of the Send and Ripley History Society and regularly attended the meetings when they were held at the home of Les and Ann Bowerman.

Rob also had a love of public transport and was a member of the Cobham Bus Museum. He and Jane used to go along to the open days and see all the old buses, including the London Routemasters, and enjoyed taking rides on them around the local area.

Throughout his life Rob met many people and always took an interest in what they were doing and how they were getting on. Many of his friends and old work colleagues would continue to pop into the shop for a catch-up and to share their news.

Even as his own health was failing he would continue to go over to his piano shop, check on his Morgan, go out for a bike ride and would be asking after others, showing a genuine concern for their wellbeing.

He will be sadly missed by all who knew him, especially by his loving family and his beloved Jane.



Attending to the beloved Morgan three-wheeler



Rob and his bike at age 17

OBITUARY – GRAHAM FIELD, 1936-2021

MARGARET FIELD AND OTHER MEMBERS OF HER FAMILY

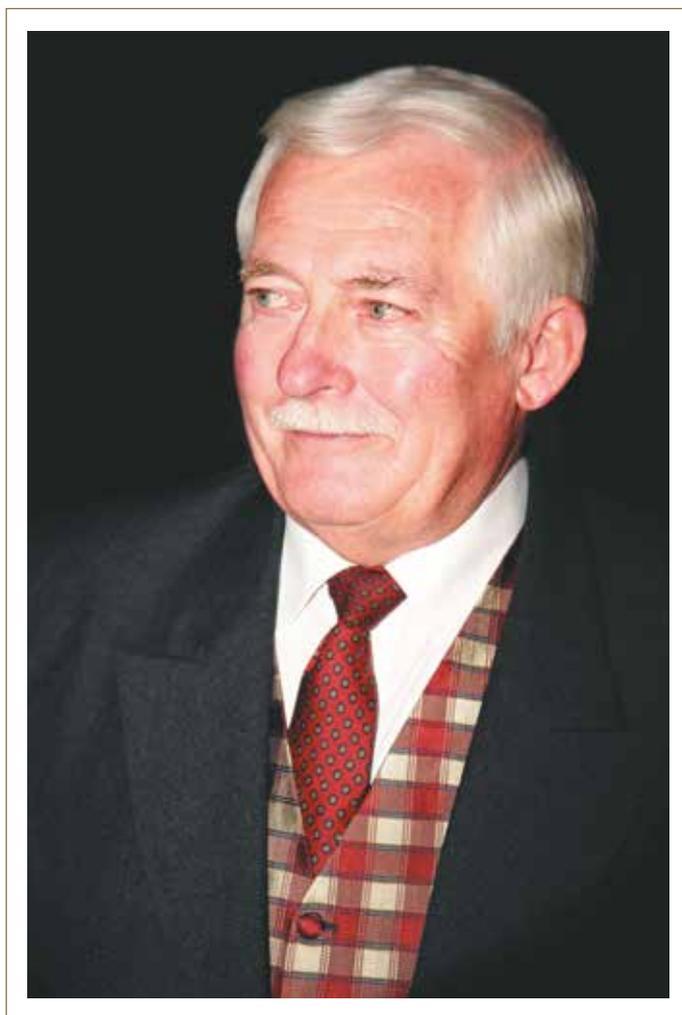
Graham Field was born in January 1936 in Raynes Park. His parents, Dick and Wyn Field, were the landlords of The Griffin public house in the centre of Kingston.

At the outbreak of war in 1939 he became used to the sound of enemy action overhead and was evacuated to the small village of Shere, joining the local school that his granddaughter India was to attend more than 60 years later. Towards the end of the war the family were reunited and moved to Ripley to take over the Half Moon pub. Graham started at Ripley primary school, which was then right next to the church. From the age of eight he went to a grammar school for boarders in Berkshire. Apparently he didn't talk much about those years but the lessons learnt there cropped up from time to time - Graham loved quiz programmes and would often know the answers to questions on Shakespeare plays or Latin phrases and the family would say: "How on earth do you know that?".

Sadly Graham lost his father at the age of 11 and his mother was no longer allowed to run the pub as she was now a single woman. She managed by renting cottages in the village and Graham had to leave boarding school and go to St Bede's school in Send, where he excelled in sport.

At the age of 15 he started his training in the building trade under Tom Middleton who lived in Send Marsh, and became a very talented builder. In 1954 at just 18 years old Graham was called up for National Service and joined the First Queen's Royal Regiment with his initial training at Stoughton barracks in Guildford. He was posted with his battalion to Malaya and Singapore and travelled for eight weeks on the troop ship HMS Windrush. On his return from Malaysia he continued working as a builder before putting his undeniable charm to better use by selling double-glazing.

Graham's whole life was full of his love of sport, both as a competitor and a spectator. He began playing for Ripley Cricket Club from the age of 11 and at school he excelled at hockey and football, was cricket captain, house captain and head boy and represented the school in various competitions. Graham and another boy even trained the girls' netball team which his grandchildren thought he would have greatly enjoyed.



When he left school at 15 he was invited to play football for Woking Football Club youth team which took him to many well-known grounds such as Crystal Palace, Tottenham Hotspur and the Dell in Southampton. The football scouts were watching out for him but unfortunately the army called. In Malaya and Singapore between arms training and jungle treks he always found time to indulge his competitive streak and even played a football match in Changhi jail in Singapore. How he ended up there is still a mystery to the family.

Back in England he played for Ripley Football Club and Ripley Cricket Club and once his two sons came along he transitioned to coaching. He was always on the sidelines for Nigel and Christian's games, passing on his knowledge and love of sport. And it wasn't just the boys he had to cheer

on as his daughter Elizabeth competed in horse shows and cross-country and Graham was always there supporting her too. He continued as a cricket umpire until the last few years and was vice president of Ripley Cricket Club. At the cricket club he put his fundraising skills to good use by helping to organise celebrity charity matches in aid of local good causes. He was a lifelong supporter of Fulham FC and his great friend Will organised a surprise group trip for his 80th birthday to see them play.

Graham met Margaret at Ripley British Legion live band dances in 1973 and they were married two years later. He was a founding member of Ripley Bowls Club - a sport which he and Margaret could at last enjoy together. His other great sporting passion was horse racing and one of his most memorable days was when he and his daughter Elizabeth were invited onto the set of Channel 4 Racing.

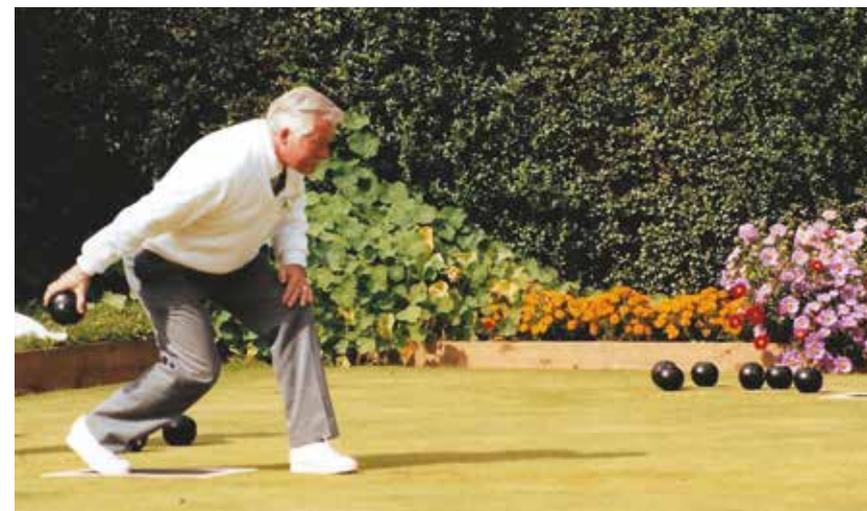
Another of Graham's passions was his love of travel and if you knocked on the house door during the summer you would quickly notice that he was also a bit of a sun-worshipper. Other than his military postings Graham didn't travel abroad much in his early years but he soon made up for that. After holidays in Florida, California and many of the Greek islands he was keen to visit other parts of the world and together with Margaret he explored Malaysia and Singapore where they enjoyed returning to some of the places he remembered from his national service. Other memorable holidays were to Sri Lanka and Dubai taking in a visit to the Meydan Racecourse, the home of the Dubai World Cup. More recently he hesitantly agreed to take a cruise but he loved it and that became the first of many trips. He liked the idea of experiencing so many new cities in such a short time and



'Elvis Field' collecting at the Ripley Bonfire, with son Christian

in just one trip. Closer to home some of Graham's fondest memories were those shared with friends from the village, probably with a glass of something in his hand, and with whom he visited many towns and cities across Europe as part of the Ripley Travel Club.

His grandson said at the funeral that Graham had a huge heart for both his family and his friends in Ripley, something which was clearly demonstrated by all the people who attended the celebration of his life at St Mary's. Graham and Margaret both loved the village of Ripley in which they spent almost all their years. Recently, when the village needed Christmas lights, Graham and Margaret were the first responders, out selling raffle tickets as they've done for over a decade. Graham liked dressing up and he often used fundraising as an excuse to do this. One of his grandson's fondest memories of his grandfather was at the Ripley bonfire when he was surprised to find the Elvis impersonator shaking the bucket was in fact his granddad. He collected for the bonfire for over 40 years, a feat perhaps only surpassed by his wife Margaret, and Vernon Wood.



In action at Ripley Bowls Club

Graham was a real family man and adored his three children Nigel, Elizabeth and Christian and his seven grandchildren, but most of all Margaret, whom his family said was the love of his life.

WHAT IS IT?

ALAN COOPER

AN UNUSUAL LOOKING VEHICLE. WHAT IS IT AND WHERE WAS THE PHOTO TAKEN?



WE ASKED IN J282 WHICH PROFESSION WOULD USE SUCH A THING

The answer is: a taxidermist. No-one got this.



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JOURNALS INDEX

CAMERON BROWN

A reminder that all but the most recent 12 journals are available to view on our website and there is an index back to volume 1 in 1975.

Go to the website, click 'Journals', then 'Index' in the drop-down box. Click on **DOWNLOAD WORD INDEX DOCUMENT**.

- Open the **WORD** document once it is downloaded
- At the top right hand corner of the document there is a box with a magnifying glass symbol and the words 'Search in Document' and enter what you are searching for
- Let's say you want to research the Ripley Event. Start with 'Ripley Event'; the search function doesn't care about capital letters. But you could try 'fair' or 'the Green' etc. Be imaginative
- The results show you where articles appear but do not provide an automatic link, so you need to write down each Journal reference before going to the next stage

The most recent Ripley Event article is in Journal 263, pp 12-14. We abbreviate that to 263/12-14. To find it:

- On the website click **Journals** at the top
- Within the drop-down box hover over **Journal Archives** – a further box appears to the right with a series of dates. Hover over these to see the numbers of the journals within each batch. If you hover over the last one you'll find a final box offering several batches, with their numbers. You'll see that J263 is within the last batch (258 – 263). Click on that and the six journals in that batch will appear
- You have to work out for yourself that 263 is the 6th of these
- **Double click** on the image, then use the arrows on the side to get to page 12, 13, 14
- Once you are finished **single click** the **X** at the top right to get back to your batch (258-263)

To find another batch go back to the home page and repeat.



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HISTORY OF SOE (WWII SPECIAL OPERATIONS EXECUTIVE) AT WANBOROUGH MANOR, SURREY

PAUL KENDRICK



SOE training section at Horseguards, Whitehall

This is a précis of a talk given in January 2022 by Paul Kendrick, military historian and author of several books on the SAS and secret operations. His talk focused on activities involving Surrey, Hampshire and Sussex.

SOE's founding charter was signed and circulated to the war cabinet by the former prime minister Neville Chamberlain, on 19th July 1940. SOE was to conduct espionage, sabotage and reconnaissance in occupied Europe against the Axis powers and to aid local resistance movements. SOE having been founded, Churchill then ordered it to 'set Europe ablaze'.

For security purposes it was often known as the 'Inter-Service Research Bureau' and its staff referred to it as 'the firm', 'the racket' or (in French) '*la maison*'. SOE operated in all countries, or former countries, occupied by or attacked by the Axis forces, except where

demarcation lines were agreed with the Soviet Union and United States. It also made use of neutral territory on occasion, or made plans and preparations in case neutral countries – such as Spain – were attacked by the Axis. The organisation is traditionally said to have directly employed or controlled just over 13,000 people, including some 3,000 women but more recent research suggests more like 30,000 staff were involved.

SOE's headquarters were at 64 Baker Street, London NW1, with other offices elsewhere in Baker Street and in Northumberland Avenue. Its training section's headquarters were in room 98, Horse Guards, Whitehall, London SW1, still a military establishment today.

SOE was initially not well-regarded by Britain's existing Secret Intelligence Service (SIS – better known as MI6) and was seen as a competitor and a threat to SIS, being able to go about their business quietly. From early 1941, when SOE began to requisition stately homes for use as

Special Training Schools (STS) SIS officers used to say that SOE stood for ‘Stately ’omes of England’.

SOE’s STS training regime normally consisted of:

Preliminary school: Wanborough Manor, Surrey (STS 5), was one of an initial six such schools in large country houses

Paramilitary training (Group A): a group of schools (smaller properties, often hunting lodges) in the Arisaig area of Inverness-shire, Scotland

Parachute training: STS 51 RAF Ringway (now Manchester Airport)

Finishing school (Group B): a group of schools in large houses on the Beaulieu estate in Hampshire

Operational Schools (Group C): specialist training in skills such as sabotage

W/T (radio operator) training: STS 52, Thame Park, Oxfordshire; the loneliest and most dangerous role because of the danger of detection by the enemy

The country benefitting from the highest level of SOE attention was France, with a number of specialist activities, taught in various parts of the UK, some working closely with General de Gaulle’s intelligence services. Wanborough Manor was established as the preliminary school for F Section, operating in Vichy and German-occupied France.

Wanborough Manor gave basic military training (many trainees had no prior military experience) and

assessment for the role of an agent for F Section. The first 18 trainees arrived in February 1941 and several nationalities were involved, chiefly British and French, but also Canadians, Americans, Belgians, Swiss and others – the only pre-requisite being a facility with the French language. Trainees were given a fictitious training name, usually with the same initials as their own. They were driven from London, or travelled by rail to Guildford to be picked up by a lorry from Wanborough Manor. In the early days, security was very strict and trainees would be driven by a circuitous route to the school. One trainee recalls the lorry journey from Guildford to Wanborough taking an hour. Locals were told to keep away as ‘commando training’ was taking place. Security standards were later relaxed and trainees were allowed to visit Guildford on Thursday afternoons and to go to the local pub and the nurses’ dances. But all mail was censored.

The preliminary course at Wanborough Manor lasted from two to four weeks and involved physical training; fieldcraft; weapons training; explosives and demolition; signalling and communications; reports; map reading; riding or driving (bicycle, motor cycle, car); assessment of French language skills.

All of the early intake were men and they included some who went on to become well-known, along with many who remained unsung or did not return at all.

Captain Willie Grover-Williams, previously a Grand Prix champion racing driver, was caught while

serving as a circuit leader and executed at Sachsenhausen concentration camp.

Lieutenant-Colonel Francis Cammaerts, a former pacifist, was flown into France in March 1943 and later established his own circuit. He survived two missions as one of F Section’s most successful, and senior, agents.

Captain Harry Rée, a circuit leader who survived the war, was credited with introducing sabotage



Wanborough manor during the war years



Left to right: Lt Gavin Maxwell, later the author of *Ring of Bright Water*. Noor Inayat-Khan, commemorated on a 1st class stamp



Michelangelo's *Madonna of Bruges*

of factories through persuasion or blackmail of their owners.

Lieutenant André Bloch who was captured by the Germans in December 1941, becoming the first F Section agent to be executed, at Mont-Valérien, Paris, early the following year.

Captain James Menzies MBE *Croix de Guerre*, (christened Jean Mennesson) was captured in November 1943 on only his second mission to France. He was executed at Flossenbürg concentration camp in March 1945.

Captain Georges Bégué, MC MBE *Croix de Guerre*, was the first French Section agent to parachute into France; he survived the war.

One of the instructors at Wanborough was Lt Gavin Maxwell, later the author of *Ring of Bright Water* about his pet otter, 'Mij'.

The first woman agent at Wanborough arrived in January 1943: Ensign Vera Leigh, formerly a successful and well-known milliner in Paris. She was caught and executed at Natzweiler concentration camp and is commemorated at Brookwood. Recently she had a roundabout named after her in France. One of the better-known female agents was Noor Inayat-Khan who was caught and executed at Dachau concentration camp. She was awarded the George Cross.

Perhaps less well-known was Section Officer Yvonne Cormeau. Over a period of 13 months she sent over

400 radio messages back to London, one of only two radio operators to send that many in F Section. She survived and lived in Farnham in her later years.

By summer 1943 Wanborough had changed its role and was being used as a holding house for trainees awaiting missions and taking revision courses in radio operating and other specialities. One example of the changed use of Wanborough Manor was exemplified by Sergeant Jacob 'Jaap' Beekman of the Dutch Section of SOE. In the spring of 1943, whilst undergoing his initial radio operator training at Thame Park in Oxfordshire, he met a Swiss fellow trainee, Yolande Unternährer. Yolande had undertaken a course with F Section at Wanborough Manor in early 1943 and flown into occupied France that autumn. Jaap wished to do similar work, attended revision training at Wanborough Manor in December 1943 and was parachuted into occupied Holland in August 1944. He survived the war and died in 2010, aged 90. Yolande was caught, tortured and executed at Dachau concentration camp, Germany, in September 1944, aged 32.

Of 110 agents of F Section who trained at Wanborough and were sent to France 60 survived and 50 did not return. This was a far worse casualty record than F Section's overall position during the war: 104 of around 400 agents did not survive.

By June 1944 Wanborough had become a school for German and Austrian anti-Nazi trainees, code-named BONZOS, who had been recruited from prisoner of war camps by the German and Austrian Section of SOE. Several were subsequently parachuted into the Reich in 1945 with varying results. Albrecht Gaiswinkler, an Austrian, was one of the BONZOs. In 1945 he and three colleagues were parachuted into Austria where they organised a resistance force of some 300 men. They succeeded in having the Altaussee salt mine blocked up, enabling the rescue by a US Army team of a horde of looted art treasures that had been stored there by the enemy, including the world-famous Ghent Altarpiece and Michelangelo's *Madonna of Bruges*.

At the end of the war in Europe in May 1945 Wanborough Manor was no longer needed as a training school. In 1946 SOE was disbanded, SIS (MI6) having successfully lobbied that there was no peacetime role for them. The house was returned to its pre-war owners, the Perkins family and is now divided into three residences.



Jaap Beekman and Yolande Unternährer

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THE DIBBLE DOZEN

CLARE McCANN

Recently a visitor to the museum, Mervi Cadman, brought us some previously unseen photos of the Dibble family, landlords of the Anchor from 1853 to 1930 (save for a break of a few years at the turn of the century), and famously associated with the huge growth in popularity of cycling at that time.^[1] Unfortunately most of the photos were not annotated and Mervi was unsure who they were. However, she kindly let us scan those that she was able to name. I had not realised that Alf Dibble, landlord of the Anchor, and

his wife Mary (née Pullen) had twelve children – known in the family as the Dibble dozen. They were: Harriet (1888-1978), Ann (1899-1954), Mary-Leigh (1891-1982), May (1893-1958), Baron (1895-1977), Loris (1897-1981), Gertrude (1899-1994), Maud (1901-1990), Alfred (1902-1969), Evelyn (1905-1990), Scott (1907-1979) and Joan (1912-2003).

Mervi's grandmother was Evelyn who she thinks met her husband Fred Dorey in Ripley as he was a local bus driver. Mervi's father did not grow up in Ripley but later



LEFT TO RIGHT: Alf Dibble senior in uniform, presumably WW1. Alf and Mary and one of the children, date unknown. Evelyn Dibble, date unknown. Joan Dibble, the youngest of the twelve



The Anchor, date unknown



The whole family



Watercolour of the Anchor



Watercolour of the Manor House

in life his mother (Evelyn) returned to Ripley and lived at the other end of the village opposite the Half Moon.

Alf and his wife rented the Manor House opposite the Anchor to house their large family. Mervi brought in a watercolour of the house which she has generously

donated to the society. Unfortunately we do not know who the artist is. There was a second painting, of the Anchor, which despite some damage has a certain charm.

[1] There are numerous references to Alf Dibble and his family in early journals, including numbers 115, 119, 120, 123, 126, 130, 131, 143, 146, 156, 171

Pinnock's
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A VILLAGE STUDY OF RIPLEY, SURREY BY MARALYN WONG - PART 1

ALAN COOPER

It was whilst at teacher training college that our member Maralyn Wong (née Wood) decided to compile a study of Ripley, illustrated with her own drawings and expressing her reactions to and opinions about the buildings throughout the village. Started during the late 1960s and completed in 1969, this charming and unique document will be published verbatim over the next few journals; it represents one individual's views, both appreciative and scathingly critical, about the architecture of the village and the surroundings she grew up in.

Maralyn very kindly met me and allowed full access to her wide and varied collection of photographs, postcards and, of course, the *Village Study*. Rather than simply publishing an exact copy of the original I discussed with Maralyn the possibility of enhancing the text with suitable extra photos from the period and she agreed that this would be an improvement.

The study covers distinct areas of Ripley, numbered 1 – 5. High Street (Eastern side); High Street (Western side); Newark Lane; Rose Lane and connecting roads; Papercourt Lane and connecting roads; with links, where relevant, to the *Surrey County Council List of Antiquities in the Administrative County of Surrey (Ripley)*.

We start here with Maralyn's introduction, followed by the first part of 'Area Number 1: High Street (Eastern Side)'.

INTRODUCTION:

The village of Ripley stands on the A3 London to Portsmouth Road. The nearest towns are Guildford and Woking which are approximately five miles away from the village, Guildford to the south-west and Woking to the north-west.

The village appears in ancient records as 'Ripelia' meaning 'a strip of woodland' and it grew up as a village around an old hospice built about 1160.

The village itself was built on an old, very lonely way from London to Portsmouth. The monks of the priory ran the hospice and also an almshouse for travellers. In the sixteenth century the chapel of the hospice was given

to the parishioners of Ripley for their use. The earliest mention of the manor of Ripley, called 'Rippelege' in the thirteenth century, seems to be in 1279. In 1220 Henry III granted the Prior of Newark the right of holding an annual fair at the feast of St Mary Magdalen. This has been held annually right up to the present day. In 1279 the Prior also claimed the right to hold a market in Ripley, which he had received by charter from Henry III, but it was of no value, as no one went to it!

Although the River Wey forms a part of the parish boundary, the village has not been built on its banks. In fact, it is a good half-mile from the village centre to the river. The plan of the village is odd also in that beside the main street on the west side is a long wedge-shaped green on which the village has turned its back completely.

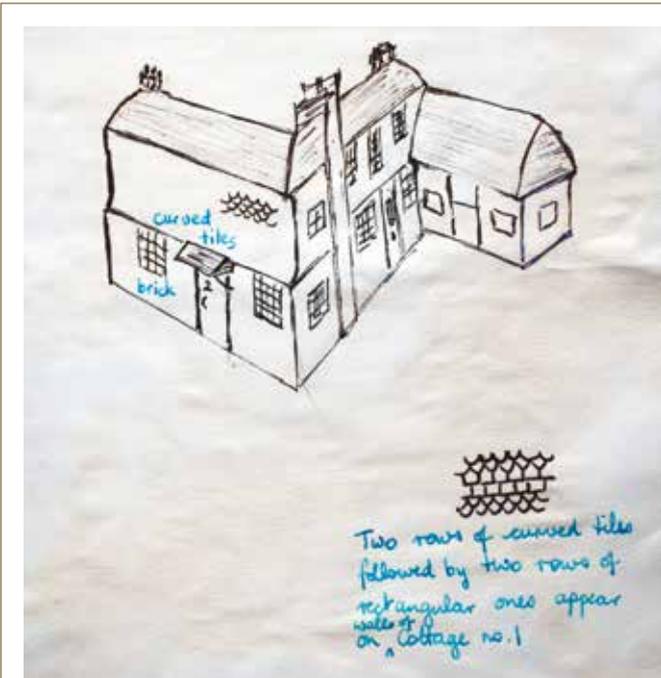
Surrey is poor in good building stone. One which has proved to be most satisfactory and durable is the so-called Bargate Stone which is quarried mainly near Godalming. This is a hard-grained yellow sandstone and has been used in some of the original Norman work in Ripley Church. The gravelly heaths of north-west and south-east Surrey seem to have been used in the ironstone rubble or masses of pebbly mixture also used in the church. Ripley and the north of the parish are on the sand and gravel of the Wey Valley.

Ripley became well-known as a coaching village and the Talbot was famous for its stabling facilities; it took two minutes to change coach teams at the hotel. In the nineteenth century bicycles were the most common mode of transport on the Portsmouth Road and in 1895 Charles G Harper in *The Portsmouth Road* wrote: 'The Portsmouth Road, from London to Ripley has, any time during these last twenty years, been the most frequented by cyclists of any road in England.' He goes on to say in his book that: 'It must be acknowledged that the Ripley Road is as much favoured by a singular freak of fashion in cycling and, as illogically, as a particular walk in Hyde Park is affected by Society on Sundays'.

In 1895 the 'Ripley Road' was the 'stalking ground of self-advertising long-distance riders, of cliquy and boisterous club-men, and of the immodest women who wear breeches awheel'. The coaching men hated cyclists as they made the highway dangerous for all other travellers. However, cycling brought prosperity to Ripley



Bridgefoot Farm



Bridgefoot Farm Cottages



Ockham Park gates

village and its two inns, the Talbot and the Anchor. There is a memorial window in the church inserted to the memory of an early cycling hero, Herbert Liddell Cortis.

Unfortunately, the development has sprawled somewhat between the wars, and it is difficult to see the boundary between the village and the next village, Send Marsh. At one point three houses on one side of a stream are in Ripley and those in the same road, but on the other side of the stream, are in Send Marsh. However, the village has not been developed a great deal to the north and there is a stretch of open farmland which provides a pleasant change from the noise of the heavy traffic on the main street. Although Ripley is within the Metropolitan Green Belt, it stands in danger of becoming part of the urban landscape as the amount of traffic increases steadily. However, very few new houses have been built in recent years and there is a plan for a Ripley bypass which would take the bulk of the traffic away from the village centre. Unfortunately though, this new road is to be constructed through some of the most beautiful stretches of farmland within the parish.

The parish of Ripley covers 5,182 acres and in 1769 land was let at fifteen shillings an acre. The population doubled between 1801 and 1901 when the number of inhabitants was 1,024 and 2,301 respectively. However, in the last sixty years the population has remained static. At the 1961 census there were 2,284 people living in Ripley. This figure is rather surprising as Georgelands estate was built after 1901, but presumably families are smaller than they were sixty years ago.

The five areas into which the study is divided will be published as a series of articles in this and forthcoming journals. Unless otherwise noted the photographs were taken in the late 1960s, at the time of writing. We start with the first part of the longest section of the study.

AREA NUMBER 1: HIGH STREET (EASTERN SIDE)

Strictly speaking, Bridgefoot Farm and the Farm Cottages on the other side of the road are not in the parish of Ripley, as the stream forms the boundary between Ripley and Ockham. However, they are such a way from the main part of Ockham that I have decided to include them in this study. The farmhouse was built in the seventeenth century with later additions and is listed. The charm of the old building has been kept by lawns, flowerbeds and a vegetable plot in the front, facing the road, and also some



Footbridge House



Yew Tree House in the early 1970s (after the time of writing)



Ellard's antiques shop

fruit trees. The brick wall which divides the farm from the path has fallen down in places and it would ruin the beauty of the whole site if this was rebuilt.

The farm cottages opposite are also very attractive, but appear to be of a later date. The pattern of the curved and rectangular tiles is repeated on a row of Victorian houses some way down the road which will be described later. Although these cottages are not listed, they are worthy of preservation as cottages belonging to the farm opposite, which is listed.

The farm and the cottages form an attractive beginning to the village for people travelling from London. The gates next to the cottages lead into Ockham Park (also not in the parish of Ripley). These were repainted a few years ago and are of a pleasing design. It is a pity that the park has been allowed to become overgrown and that now the gates lead into undergrowth and bushes. The lodge is also now falling down and needs to be repaired and an occupier found for it, as it is an attractive building.

From the stream onwards is a high brick wall which continues as far as Yew Tree House. There are several old houses behind this wall. The first one is Footbridge House, an attractive building with pale green walls. The main part of the house was built in the seventeenth century with some later additions. It is a pity that the wall is so high around the grounds as one can only see the building through a pair of well-designed, wrought-iron gates, painted in black and gold.

All the buildings from here to Ellard's antiques shop were built during the sixteenth to eighteenth centuries and together form a pleasing strip of attractive, though individual buildings. Next to Footbridge House is a cluster of houses, also hidden behind the high brick wall, built during the eighteenth century. These are numbers 1 to 4 of Ripley House and also Yew Tree House. Unfortunately, the latter building has been painted a bright blue with white outbuildings attached. The house would look better either painted a paler blue or, preferably, white if the outbuildings are to remain white.

The next strip of buildings consists of an agricultural spares shop (BHBT (Ripley) Ltd), an Antique Shop (J Hartley) and an Estate Agents (Goodrick-Meech and Williams). The building belonging to BHBT Ltd could be attractive, but the windows and outside walls have been almost completely covered with advertisements and notices which spoil its beauty. These need to be removed, or moderated, to make an attractive village shop. The antiques shop and the estate agents are housed in one



Trident Garage

building (previously a bakery with a house attached), divided into two shops. The old-world charm of the building has been kept by leaving the brickwork unpainted and all the paintwork is either black or white. There are also very few advertisements on the building itself. The house joined on the end is of a slightly different style as it was built about 150 years before the other building. The brickwork of this house has been whitewashed and a rambler rose grows over the walls. There is a date of 1630 painted on the side of the building.

The Talbot Hotel was mainly built in the seventeenth century, though it has later additions. Although the postcard shown here must be about fifteen years old (I was informed by shopkeepers in the village that new postcards



Talbot Hotel, Ripley

of Ripley are not printed very frequently because they have to order stocks in amounts of 10,000 and these take many years to sell. It is a pity that the village cannot attract more visitors), the building has not altered in any way. The hotel is well-known throughout this part of Surrey and has become a very popular restaurant. The Talbot often entertained Lord Nelson when he rested there on his journeys between London and Portsmouth. As this was a coaching-house, the arch leading the way to the stables at the back

of the hotel has a prominent position in the centre of the building. It is a pity that a later addition of 1898 (the AA and RAC advertisements are joined to this extension on the photograph) does not blend with the rest of the building. Perhaps if the ivy was encouraged to grow over it, it would help to hide the ugliness of this Victorian addition. There are also blue and white awnings over the door and windows which need to be removed.

York Cottage, the Trident Garage, the chemist's shop, houses attached and the antiques shop (W Ellard) were all built during the sixteenth century. Trident Garage was originally a saddle and harness maker's shop with a livery stable attached. Until about two years ago, this was a small village petrol filling station with very little to detract from the beauty of the building. There are now five large petrol pumps, two stands for cans of oil, a showcase containing sweets and one stand for air. There are also five large advertisements on the walls and five on the pavement. As can be seen from the photograph, this could be an attractive building if more care was taken by the owners of the garage in the use of advertising matter and the size of the petrol pumps.

TO BE CONTINUED...

Photos and line drawings c/o Maralyn Wong collection

Ockham Park Gates, Footbridge House, Yew Tree House and Ellards antiques shop c/o SRHS archives

MUSEUM NEWS

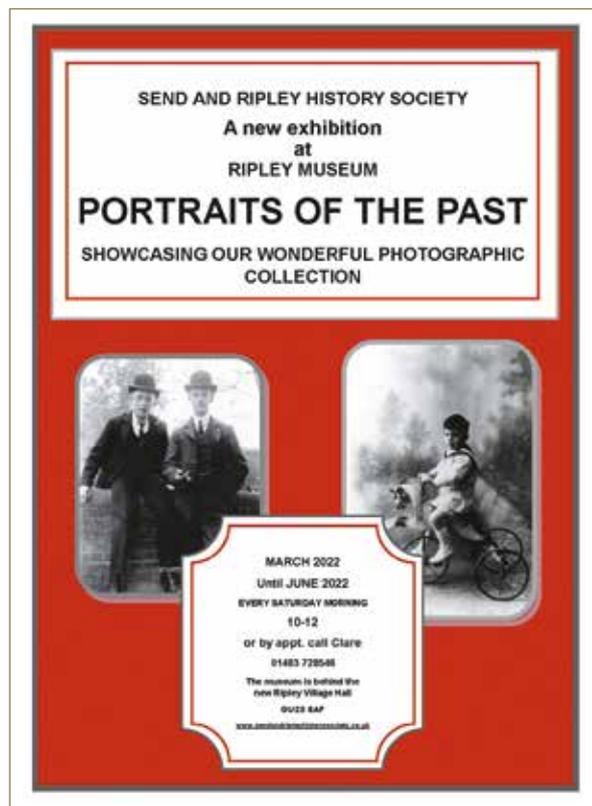
CLARE McCANN

We have been soldiering on, working round the building site and all those who visited the museum to see **HERE BE DRAGONS - THE MAGIC OF MAPS** found it to be a really interesting exhibition, but it has now come to an end. I would like to thank Helena Finden-Browne for her help and even more her inspiration.

The new exhibition, **PORTRAITS OF THE PAST**, has also been a collaboration, this time with Ditz Brown who has helped both with her photographic skills and her artistic eye. Amongst the photo collection we have many portraits, some taken by amateurs but many taken in photographic studios. These images don't often get showcased and this is what we have aimed to do here.

We have even managed to include our own little 'studio' for contemporary portraits and the exhibition is now open for visits until June.

Opening hours continue to be from 10-12 on Saturdays and by appointment – just ring Clare at 01483 728546 or email me at cricketshill@hotmail.com



FORTHCOMING EVENTS

Meetings will be held on the second Wednesday of the month at Ripley Bowling Club in Rose Lane, GU23 6NE. Doors open for all evening talks at 7.30pm for an 8pm start. Tea/coffee and wine available. NB - payment by cash only.

DATES - 2022	EVENTS
Wednesday 13th April	Mike Page talk: <i>Tudor Gentleman of Surrey – Sir William More of Loseley</i>
Tuesday 17th May, 1pm	Trip to Loseley
Thursday 16th June, 6pm	Trip to Hogs Back Brewery
July/August	BBQ (date TBC)
Wednesday 14th September	James Dickinson talk: <i>Margaret Beaufort</i>
Wednesday 12th October	Margaret Taylor talk: <i>Update on Clandon Refurbishment</i>
Wednesday 9th November	Roger Heard talk: <i>History of Denis Brothers</i>
Wednesday 14th December	Christmas Social (members only)

Further details can be obtained from Helena Finden-Browne helena_findenbrowne@compuserve.com

SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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HISTORY SOCIETY PUBLICATIONS

History Colouring Book (price includes felt tips and a carrier bag)		£5.00
Ripley & Send Then and Now; The Changing Scene of Surrey Village Life	Reprinted 1998/2006	£10.00
Guide to The Parish Church of St Mary The Virgin, Send		£1.00
Then and Now, A Victorian Walk Around Ripley	Reprinted 2004/07	£2.50
The Straight Furrow, by Fred Dixon		£1.50
Ripley and Send – Looking Back	Reprinted 2007	£9.00
A Walk About Ripley Village in Surrey	Reprinted 2005	£2.50
Newark Mill Ripley, Surrey	Reprinted 2012	£4.00
The Hamlet of Grove Heath Ripley, Surrey	Reprinted 2005	£4.00
Ripley and Send – An Historical Pub Crawl in Words and Pictures	New Edition 2017	£5.00
Two Surrey Village Schools – The story of Send and Ripley Village Schools		£10.00
The Parish Church of St Mary Magdalen Ripley, Surrey		£2.00
Memories of War		£5.00
Map of WW2 Bomb Sites in Send, Ripley and Pyrford		£2.50
Memories of War and Map of Bomb Sites		£6.50
Send and Ripley Walks (revised edition)		£7.50
Newark Priory: Ripley's Romantic Ruin		£5.00
Special Offer: Purchase Newark Priory and St Mary's Ripley		£5.50
Heroes All		£20.00

All the publications are available from the museum on Saturday mornings, from Pinnocks Coffee House, Ripley, or via the Society's website www.sendandripleyhistorysociety.co.uk or email angie77@live.co.uk



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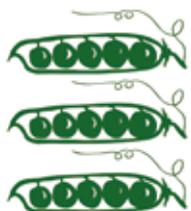
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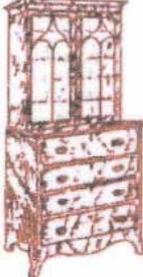
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