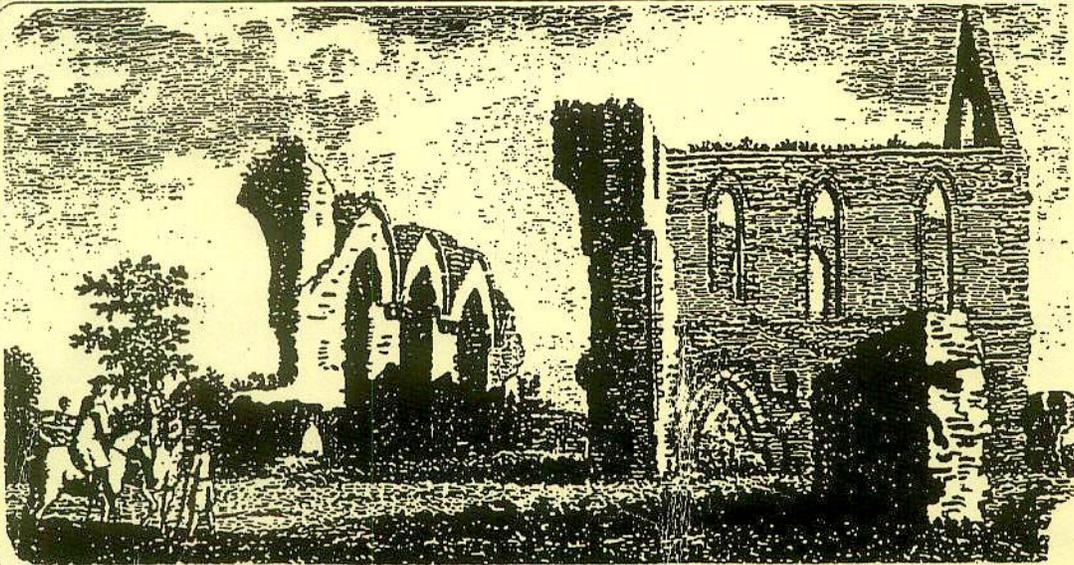


Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY
Registered Charity No. 296324



NEWARK PRIORY

Newsletter No.148

September/October 1999



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Established 1975 as Send History Society

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Newsletter No 148

September/October 1999

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Cover illustration Photograph of May's Corner, taken by Pat Clack August 1999.

EDITOR'S COMMENTS

As will be seen on the front cover, there is a picture of May's Corner, recently occupied by CLM Electrical. This company has now vacated the premises, and it is understood that the building is to be pulled down and the site redeveloped for housing. This Newsletter contains articles by David Porter and Pat Clack, with contributions by Ken French, relating to the early history of May's Corner, and it is hoped that the building will also be surveyed to determine when it was built. May's Corner was once a pair of cottages, similar to those on the opposite corner which existed before the sheltered housing was built, and were known as Box and Holly Cottages.

At the request of the Committee, the Editor had the opportunity to attend an Awareness Day at the Surrey History Centre in Woking, concerning the implementation of Part III of the Disability Discrimination Act (DDA), which comes into force in October, and states that all service providers must take reasonable measures to ensure that their goods and services are accessible to disabled people. This legislation will affect all organisations such as museums and societies which hold meetings in public places. The requirements of the Act will undoubtedly affect the History Society in general and the Museum in particular, to ensure that the Society does not, wittingly or unwittingly, discriminate against disabled members or visitors. There will be more on this subject in a forthcoming Newsletter.

The History Society's plans for a celebratory dinner to mark its 25th Anniversary are now well under way and this Newsletter contains details of how to reserve your place at what promises to be a very pleasant evening.

Finally, a reminder that the next Newsletter, covering the period November/December, will be the last one for 1999. The copy date has been brought forward to Friday, 15 October, so to ensure inclusion, please forward your articles, comments, etc, to reach the Editor on or before this date.

CELEBRATION OF THE 25TH ANNIVERSARY OF SEND & RIPLEY HISTORY SOCIETY AND THE MILLENNIUM - DINNER AT THE HAUTOBOY

Patricia and Tony Medlen have arranged for our celebration dinner to be held on Monday, 24 January 2000, at the Hautboy at Ockham. This is to commemorate both the Millennium and the 25th Anniversary of the formation of our Society. The Oboe Restaurant at the Hautboy has been booked for the occasion and dinner will be priced at £20 per head, bookable in advance. We do hope that as many of you as possible will be able to attend this dinner as we reach this milestone in the history of the Society, which, uniquely, coincides with the turn of the century.

The arrangements are that we meet at 7 pm in the Cellar Bar at the Hautboy, where pre-dinner drinks may be purchased. Dinner will be served at 7.30 pm in the Oboe Restaurant, and the price will include a three-course meal, a glass of red or white wine with the main course, and coffee. There will be a vegetarian main course for those who wish to have it. Additional wine may be purchased by those who wish at, £11.45 for a bottle of House wine.

In order to obtain an early indication of the numbers, it would be appreciated if you could complete the slip on the enclosed form and send it, together with a cheque, made out to Send & Ripley History Society, to Patricia Medlen, Muir House, Brooklyn Road, Woking, GU22 7TJ, as soon as possible. As the restaurant holds about 80 people, please apply early to avoid disappointment. Further information can be obtained by telephone on 01483 760021.

We look forward to seeing you on what we hope will be a memorable occasion.

The present arrangements are for ten tables, with eight people per table, so if anyone wishes to book a table for a group, please let us know on your booking form.

THE RIPLEY PALS

By Peter Spooner

This article is dedicated to the memory of the five Spooner brothers, of Rose Lane, who answered the call of King and country, all but one returning home.

When war was declared in August 1914, it was recognised that, regardless of public belief, it was not going to be over by Christmas and there would be a need for volunteers. This call resulted in the rush to join Kitchener's Army. Volunteers came from assorted backgrounds. Many were to join kindred spirits by making up battalions whose names would identify these similarities- the Accrington Pals, Glasgow Tramways, Hull Sportsmen and the Public School Battalion. Amongst the rush, there were small groups of friends who, because their comradeship was not recognised by unit names, are now unlikely to be identified.

Research carried out by Dr Robert Mesley, of the West Surrey Family History Society, identified seven men from Ripley who appear to form just such a group. Whilst many men from Ripley volunteered and fought, these men stand out because they all served with the same regiment and had consecutive service numbers, all but one serving the 12th (Service) Battalion The Rifle Brigade (Prince Consort's Own), 60th Brigade, 20th (Light) Division.

After a gap of 85 years, it is not possible to be certain what these men experienced, but it is known that they travelled to Guildford to enlist, probably late August or early September. The 12th Bn was formed at Winchester in September and the men may have gone there after enlistment. However, the 12th Bn was formed partly by men already serving at Aldershot with the 7th, 8th and 9th Bns, so they may have travelled from Aldershot to Winchester. The 13th Bn was not formed until October. If it drew on men of the 12th Bn, this may explain why one of the group served with that unit. Having been allocated to the 12th Bn, the men commenced their basic training. This would have consisted of drill, physical training and fieldwork. Rifles were in short supply. When the battalion was undergoing musketry training at Blackdown in January, these were shared amongst the men. One account says that in spite of difficulties and bitterly cold weather, the standard of shooting was high.

In February the Division moved by road to Witley. The weather was cold with pouring rain and blustery winds. The camp was a quagmire and the huts let in the weather. At the time, khaki uniforms had not been issued, their clothing being thin and comfortless. In April the Division moved to Larkhill and Salisbury Plain, where training was to continue.

In July 1915, the war service of the Division was to begin on the 21st. The men of the 12th Bn left Larkhill for Southampton, where they embarked on the SS Viper to sail to France, arriving in Le Havre the following day with an establishment of 29 officers and 986 men. The Battalion was now to spend the remainder of the war on active service in France and Belgium, losing 24 officers and 755 men. This figure does not include those who suffered wounds or illness.

The seven men from Ripley were:

2352 Private Frederick Parfitt, 12th Bn. Killed in action 29/6/16, whilst carrying out trench duty. Buried Vlamertinghe Military, Ypres, Belgium.

2353 Private Clarence Worsfold, 12th Bn. Killed in action 25/9/15, in the attack on St Pietre. Although reported missing in September, it was not until the following April that his family received confirmation of his death. Commemorated Ploegsteert Memorial to the Missing, Belgium.

2354 Private Robert Spooner, 12th Bn. Killed in action 25/9/15, in the attack on St Pietre. Commemorated Ploegsteert Memorial to the Missing, Belgium.

2355 Private Andrew Gadd, 12th Bn. Killed in action 24/3/18, during an attempt to

repulse the German attack on Offoy Bridge. Commemorated Pozières Memorial to the Missing, France.

2356 Private James Woolgar, 12th Bn. Killed in action 22/2/16, whilst carrying out trench duty. Commemorated Menin Gate Memorial to the Missing, Ypres, Belgium.

2357 Private Ernest Hyde, 13th Bn. Died of wounds 12/5/18, probably dying in a base hospital. Buried St Sever Cemetery Extension, Rouen, France.

2358 Private Ernest New, 12th Bn. Killed in action 5/9/15, whilst carrying out trench duty. Buried Rue-du-Bacquerot No 1 Military Cemetery, Lavantie, France.

Other men from Ripley who served with the Rifle Brigade, E Clapp and E Grimble, or Gribble, apparently survived the war, and further research may identify them as members of the group. Harvey Tappin and Sidney Viney were both killed. Neither appear to be part of the group.

This article contains supposition and leaves me with more questions than answers. If you can provide information in respect of any of the men mentioned, I would be pleased to hear from you.

Peter Spooner, 6 Wolsey Way, Syston, Leicester, LE7 1NP

Sources *Soldiers Died in the Great War 1914-19.*
 Commonwealth War Graves Commission records.
 The Rifle Brigade Chronicle 1918 and 1920.
 The Rifle Brigade 1914-18, Volume 1.
 Ripley Parish Magazine.

Footnote, by John Slatford

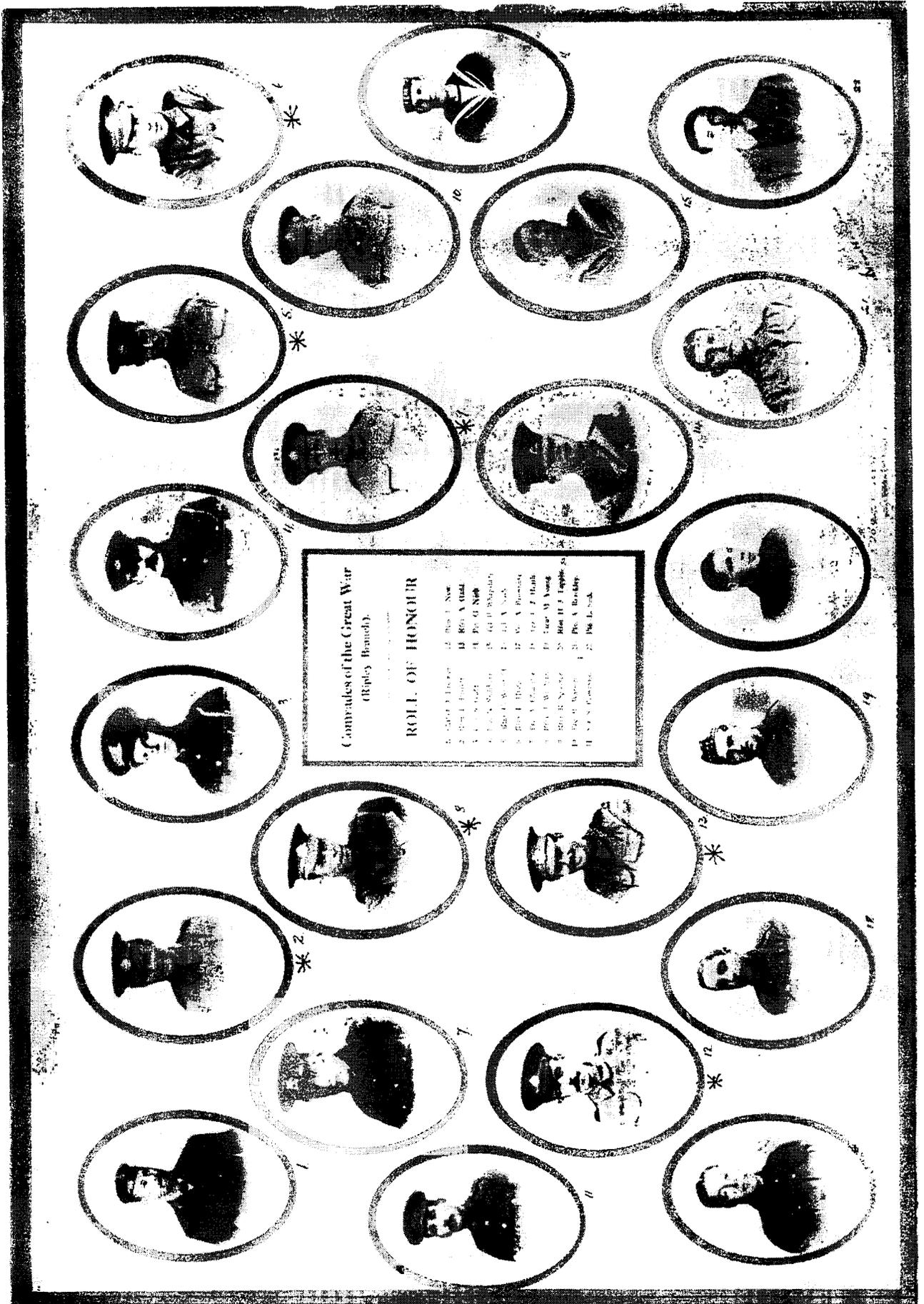
Peter Spooner is the grandson of one of the five Spooner brothers, who lived at Rose Cottage, in Rose Lane, and served during the First World War. Of these, Robert was one of the group of seven Ripley men who enlisted together and were all killed. Peter's father was a cousin of Mrs Ruby Sheppard, who lives at Island Cottages on the Green.

I met Peter last year when he visited the Museum in connection with his interest in his family history and in military history, especially with the 1914-18 War. At the time I thought this would make an interesting item for the Newsletter, and persuaded him to produce a short story around this group of young Ripley men who did not return.

Coincidentally, we have in the Society archives a copy of a photo montage of the Ripley Roll of Honour, which is reproduced here. The names on the central plaque (with the group of seven marked with an asterisk) are:

- | | | |
|---------------------|--------------------|----------------------|
| 1) C.P.O. J Fagence | 8) Rfm. J Woolgar* | 15) Tel. E Whapshott |
| 2) Rfm. F Parfitt* | 9) Rfm. R Spooner* | 16) Tel. A Nash |
| 3) Gnr. S Gadd | 10) Pte. R Watson | 17) Pte. A Browning |
| 4) L/c. N Smithers | 11) Sgt. S Plowman | 18) Tpr. F J Heath |
| 5) Rfm. C Worsfold* | 12) Rmn. E New* | 19) Lieut. M Young |
| 6) Rfm. E Hyde* | 13) Rfm. A Gadd* | 20) Rfm. H J Tappin |
| 7) Pte. A Chandler | 14) Pte. G Nash | 21) Pte. A Brackley |
| | | 22) Pte. L Sink |

Editor's note Photographs reproduced here are rather indistinct, as indeed they are in the original, but anyone wishing to consult the original may do so by applying to the Museum.



Comrades of the Great War
(Ripley Branch)

ROLL OF HONOR

- 1. John J. Fisher
- 2. John J. Fisher
- 3. John J. Fisher
- 4. John J. Fisher
- 5. John J. Fisher
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- 30. John J. Fisher
- 31. John J. Fisher
- 32. John J. Fisher

MAY'S CORNER

Tylers' Transport - Memories of Tyler & Co, Wine Merchants

The closure of CLM Electrical at May's Corner brings back memories of those far-off days when the shop was Tyler & Co, the village off-licence. In charge was Mr Parvin, who kept the shop and front lawn in good condition. Tylers' staff, in general, tended to stay with the company for many years and morale was good.

When I left St Bede's School in April 1965, I began a career in the motor trade with the Haslemere Motor Co, then based in Commercial Road, Woking. This former garage is today an Argos store in Commercial Way and the offices above are known as Morris House, no doubt due to the fact that we were BMC agents, which included Morris cars (Boormans, in nearby Guildford Road, had the Austin franchise).

In those days, vehicle contract rental was in its infancy, and it is worth recording that Cartbridge Laundry was one of the first local firms to operate this system. Doug Painter was in charge and dealt directly with Haslemere Motor Co's Head Office in Waterlooville, Hants. The two diesel-powered Morris J2 vans were painted and sign-written in the Cartbridge Laundry colours of orange and white. Today this is everyday practice, coupled with agency drivers, and transfers have replaced the traditional sign-writing. Tyler & Co were an entirely different kettle of fish!

The small shop at May's Corner was typical of Tylers' operation. Jack Lepper was the regular driver of the van, for many years a Morris J2 diesel (7108 PH), which was allocated new, c1962. This 15 cwt van (no EU kilograms in those days!) was kept in its garage at the side of the shop, now demolished as part of CLM's car park. I recall in the 1950s an earlier JB van being kept in this garage. Tyler & Co were long term operators of Morris Commercial vehicles and the last van to be housed in the garage at Send was a Leyland Sherpa.

From the outset in 1965, commercial vehicles were to play a large part in my formative years in the motor trade and the fleet of vans operated by Tyler & Co featured strongly in this. All the vehicles were owned by the company, at that time controlled by Allied Breweries, whose name appeared on all job sheets.

The Send van only appeared for regular servicing and was very reliable. There was no shop in Ripley. However, Tylers had a shop in East Horsley and like Send, the van was kept in a nearby garage. The Horsley van was a Morris J4, similar in age to the Send vehicle, and again diesel-powered. During the cold winters of 1965 and 1966, this van was a poor starter, and many times had been towed well down Ockham Road North before bursting into life. The Horsley van had its regular driver, a mature man, and he always wore a dustcoat, so typical of Tylers' staff in those days. This, of course, was a great advantage when problems arose with a vehicle, as there was direct contact with the regular driver. Had this been a rental vehicle with an agency driver, the former would have been replaced, with little chance of one to one contact with the other, repair not replacement being the order of the day.

Wentworth and Camberley had branches and vans outstationed at the shops. The former had a vehicle identical to Send, and equally reliable, and I never had cause to visit the premises. Camberley, however, had a 30 cwt LDO4, which in my view was the most neglected vehicle of the fleet. Woking town centre had two shops and I believe there was a branch in Knaphill, the latter and Goldsworth Road both having diesel J4 vans. The shop based in Commercial Road, Woking, on the opposite corner of Church Path to the Sports House, kept a very clean Morris LDI van. Again this was kept in a garage, and its elderly driver treated the vehicle as if it were his own. This LD van was elderly and dated from the late 1950s. Powered by a 2-litre petrol engine, the carburettor had no air filter, and when idling, the engine ran like a gold watch, only the hiss of the air intake being heard! With the exception of the Camberley van, Tylers' fleet was not body damaged in any way. All vehicles were regularly washed by the drivers and the wooden floor of the old LD was polished by the driver. I was told he used black boot polish - possibly Kiwi or Cherry Blossom, both on the market at that time!



Regular visitors to Woking will today have noticed the proposed redevelopment in Guildford Road, adjacent to the former Railway Hotel, in later years renamed The Cardinal and The Sovereigns. The derelict office block, due for demolition, has been used by System Industries in recent years. During the 1960s, this was Tylers House, and access was gained via the archway through its two large wooden doors, still to be seen today. The present access, next to the archway, was constructed after the demolition, several years ago, of the shops which occupied this site. Next to the Railway Hotel was Noel's Pantry, a small cake shop. (*Noel's Pantry was set up by Noel Church from Knaphill in the '60s - Editor.*)

The Christmas period of 1965 and 1966 saw the yard of Tylers House full of elderly vans to cope with the increased sales during the festive season (no car parks full of company cars those days!) - Mecca for today's commercial vehicle enthusiast, as every one was British! This was to increase our work load at Haslemere Motor Company, in particular, that of Mr Arthur Jewell and myself, who kept the wheels turning at Tylers. A hard frost meant a list of registration numbers given to Arthur by the foreman, Mr Leonard Eggleton, or the Service Manager, Mr Neale (whose son, Peter Neale, once owned the ladies' hairdressers shop in Send Parade!).

This list was the vans that would not start in the yard at Tylers House, and up to two hours could be spent on this task in freezing conditions.

These vehicles were all company owned and time-expired, having been replaced by later models in the BMC range. Some had their depots of origin sign-written on the rear doors, and the Morris Minor quarter-ton vans were painted green and white; the latter colour was not used on the 15 and 30 cwt vehicles.

Storrington Wine Stores was such an example of the quarter-ton Minor van, and Bognor Regis and Haywards Heath used JB 15 cwt types which had been converted from petrol to diesel engines. Such conversions were normally associated with pre-war days and Tylers must have been one of the last fleet operators to consider this option. There were three of these conversions, at least known to me, though there may have been more. This is a clear indication that the company intended to keep the vehicle for a long time, possibly extending its working life. The

diesel engine used was a Perkins 499 unit, totally reliable, unlike the BMC exhaust system attached to it, which was never intended to cope with the increased vibration.

In the 1960s, the motor trade had changed little since the war years, and many older practices were still being used and, in my case, taught! Such things as aerosol cans of Easy Start were not on the market. I gained a great deal of diesel knowledge from the Tylers fleet, and, of course, my lifelong friend, Mr Arthur Jewell, now retired. Arthur was trained at Dennis Brothers and had worked for Wincanton Transport. Together we have had many frustrating hours in Tylers' yard, struggling to get a diesel to fire up. Some of their old 30 cwt LDs had so little compression (due to wear) that it was a hopeless task, and we turned to our last resort: "Have to get a petrol rag, boy!" was my instruction. I returned to our breakdown vehicle (an Austin Gipsej) and reached down the neck of the fuel tank (almost dropping the rag on one occasion). This was duly held over the inlet manifold (the air cleaner disconnected) and the engine turned over, drawing petrol fumes into the engine. This had to be done with great care in order to avoid damage to the fuel injection nozzles and the crankshaft bearings, due to the rapid combustion of the fuel. Success was instant and the yard was totally engulfed by white smoke! My hands were sore, due to the freezing temperature and the combination of petrol and diesel fuel. The next day could see a repeat performance!

My memory clearly recalls a hot summer's day in 1966 or 1967 when we were once again called to the Camberley van, the vehicle requiring a lift tow or a suspended tow back to Woking. The 30 cwt LDO4 (597 RPE) was a heavy van (partly due to its diesel engine) for our Austin Gipsej to tow. Today's tow trucks, with hydraulic spectacle hoists, would have made the task for Arthur and me easy - a one man operation, in fact. However, in the 1960s the job was done pre-war style! On arrival at Camberley, the van was hand wound up (by myself, as usual) by the wire rope on the Harvey Frost crane, until the front wheels were well clear of the ground, at which point the front of the Austin Gipsej was trying to "sit up and beg" in the same manner. Arthur and I then placed the ambulance (the name for a towing vehicle) beneath the front axle of the disabled Tylers van and securely anchored it by means of chains upon the release of the van from the crane. It was now possible to tow the van via the ambulance, upon which it was placed.

The latter was an old and primitive piece of equipment on solid tyres, with plain bearings in the axle. The maximum speed we could tow was 20 mph! Frequent stops every two or three miles were essential. This involved lying beneath the van and screwing down large grease-filled caps to keep the ambulance wheel bearings cool and well lubricated.

It took Arthur and me about three hours to collect the van from Camberley that hot afternoon. Clearly this was pre-war motor trade practice, unaltered over the years. Such practice is illegal today, and equipment such as ambulances have passed into the history books. To the best of my knowledge, this was the final occasion upon which the Haslemere Motor Company ambulance was used. The loss of Tylers' former shop in Send and the demolition of Tylers House in Woking is another part of local history soon to be swept away.

Footnote Maintenance of Tylers' vans ceased in 1968 when Allied Breweries terminated the contract. Haslemere Motor Company moved to its current premises in Goldsworth Road (now Wadham Kenning) the same year. Tylers' vehicles were never brought to Goldsworth Road.

David Porter

MEMBERSHIP

I notice from looking at my records that the membership now stands at its highest level since August 1986. The total membership is 283, made up of 101 doubles and 70 singles, plus 2 honorary members, and the remainder are complimentary, eg museums, history centres, etc. The subscription rates are £6 per individual or £8 per couple, plus £2 for postage if you live beyond the areas of Send and Ripley.

George Bleach

VISIT TO WHITELEY VILLAGE - TUESDAY, 27 JULY

On a warm summer evening, about 26 members gathered in the Board Room of the Management Committee of Whiteley Village (Seven Hills Road, Walton-on-Thames) and were given by the warden, Tony Ward, a brief résumé of the creation and building of the village.

William Whiteley was one of the pioneers of the large department store movement and founded Whiteley's Stores in Bayswater in 1869. He became a wealthy man and upon his death in 1907, he left £1,000,000 to purchase land and build houses for the use of aged poor persons. This was one of the first completely planned sheltered housing schemes in the country.

The administration of such a large sum of money - setting up a trust, the acquisition of a suitable site, the appointment of an architect and agreement of a suitable design for a new village - took some years to accomplish. It was not until 1911 that the project got under way and 1914 before building works commenced. In fact, the project was built through the whole of the First World War, and by 1917 the first few houses had been built and a number of successful applicants had taken up residence. Due to food shortages, a temporary kitchen was set up, where, for a small charge (6d), a complete meal could be purchased, and there was also a small shop. In 1918, there were nearly 100 residents and each was required to contribute 7s 6d a week, but each resident, subject to a means test, was given 12s 6d a week living allowance, which was in addition to their accommodation. Very soon, an Anglican church, to the design of Sir Walter Tapper, in c13th Century Gothic, was built.

Today the village, which is laid out in an octagon, the centre part of which contains a memorial to William Whiteley, and is landscaped, the outer part of the octagon containing 260 cottages, two churches, one Anglican and one Roman Catholic, a community centre and a sports centre, plus an administration block and staff living accommodation. The total area occupied by the village is 260 acres.

After a walking tour of the village, the evening concluded with a visit to the residents' bar for refreshment. The group's thanks for a pleasant evening was conveyed by our Chairman, Les Bowerman, to the warden. Our thanks are also given to Tony and Patricia Medlen, who organised the visit.

The Society has bought a book by the Whiteley Homes Trust which gives a very good history of the founder and this unique village.

MAURICE BROWN - OBITUARY

We were sad to hear of the death of our member, Maurice Brown, who died on 27 April, aged 79 years.

Although originally from Pyrford, he had links with Ripley from his schooldays. He went to Woking Grammar School with many of the Ripley boys, sang in Ripley Church Choir and belonged to the Youth Club.

It was at the Youth Club that he met his future wife, Audrey Chandler. After their marriage in 1945, they lived in Ripley: first for 29 years in Durslea, on the West side of the Green, then for over 22 years at Avon House, on the East side.

Not only was his house central to the village, Maurice also took an active part in its activities. For 30 years he was Clerk to the Parish Council when John Paul was Chairman. He was therefore involved in the maintenance of the Green, employing and paying Green Keepers, and for allotting and recording the grave plots in the extension to the churchyard. He saw to the street lighting, amongst the various functions of the Council.

Maurice was an active player in the Ripley Cricket Club and also held various positions as Fixtures Secretary, Secretary, Treasurer, from 1947-89. He was also the President from 1947-89. It was during his period as Secretary that the agreement was drawn up with Major Priston, of Ryde House, to let them use the stable block of Elm Tree House as a Clubhouse, with the option to buy it at a later date. Many a weekend was spent by Maurice, with others of the Club,

converting and doing up the building.

His active participation in Ripley affairs will be missed by the many friends he made and our sympathies go to his widow, Audrey, and his two children, Jeff and Jenny.

Jane Bartlett

ELMSLEIGH FARM, SEND

By Bette and John Slatford

This property, which is situated some 150 yards into Send Barns Lane from Mays Corner, was first briefly described by Jim Oliver in Newsletter No 15. He concluded that the central part of the present house was all that remained of an end-smoke-bay house of a standard form dating from the late 16th century.

An opportunity has arisen to visit the house again for a further inspection, and some research has been carried out to determine the history of the people who lived there.

The present house appears L-shaped in plan and appears to be mostly of late Victorian construction, with only a small part of the original timber framing being still visible on the North-West side by the main entrance. The timber framing is in between a late extension adjacent to the road and the main Victorian part of the house to the rear (see photo). Internally, this original part is now the dining room with a bedroom over and the smoke bay adjacent. The dining room has an exposed oak central bridging beam, chamfered with plain stops, and exposed ceiling joists. The smoke bay was adjacent to this room, and within the present-day space is part of the kitchen on the ground floor, the original enclosed L-shaped staircase rising in one corner, and spacious cupboards off the bedroom above. The bedroom has exposed framing, including three struts rising from the tie-beam for the roof truss. The bedroom floor has original wide oak boarding.

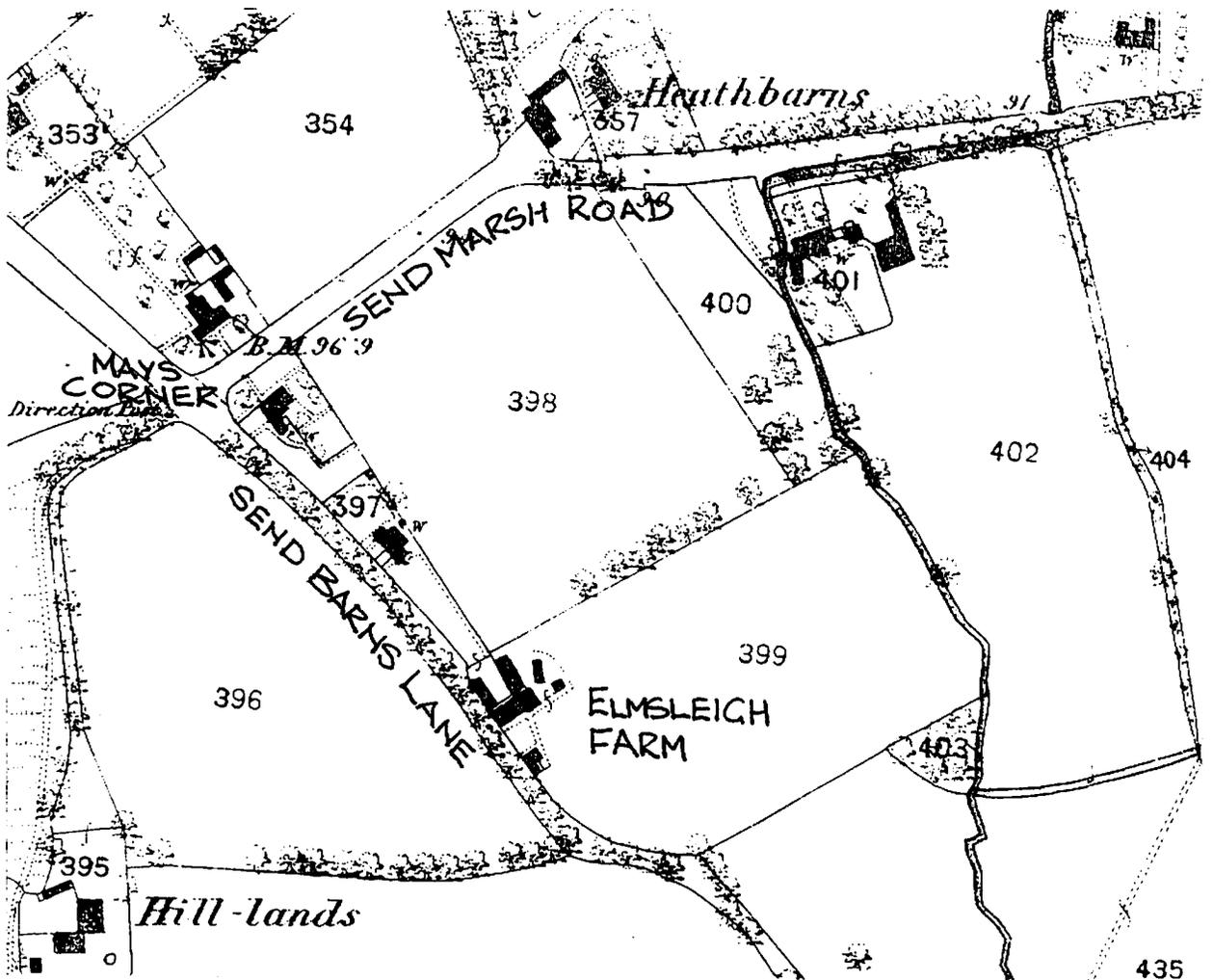
A plot of land which goes with the house originally included the plot on which the adjacent present-day Elmsleigh House was built. The area of this plot, according to the 1843 Tithe Apportionment, was then just over 3½ acres, the land extending to the stream which then flows alongside and under Send Marsh Road. The present-day plot is about 1½ acres, with a further piece of land beyond the stream. The Tithe Map and the 1871 Ordnance Survey Map both show various farm buildings adjacent to the house, but these have mostly gone or have been replaced by modern buildings.

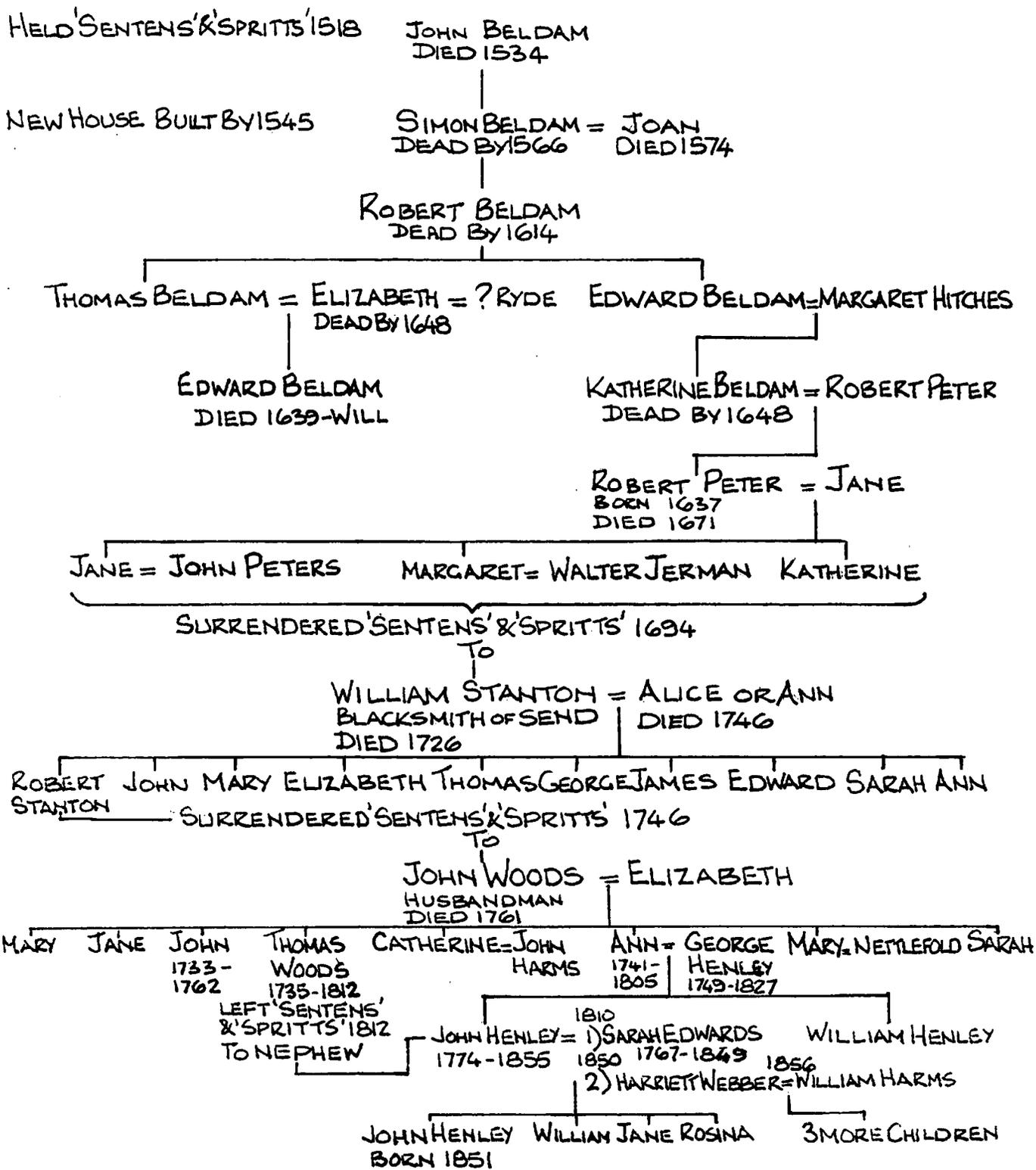
The first clue to the ownership of the property in the 19th century is in the 1843 Tithe Apportionment and the associated large scale map. At that time, the farm was not identified as Elmsleigh, but the owner and occupier is clearly shown as John Henley. From this detail, it is possible to further identify the property from the Census Returns and from the records of the Manor of Papercourt or, Papworth. Papercourt Manor was one of the two lesser manors associated with the Manor of Send & Ripley. Although its earliest record was in the year 1424, the subsequent records are very intermittent and finish in 1878.

Using these records, it has been possible to trace the history of the ownership of the property back to 1518. In that year, Simon Beldam is recorded as being the holder from the Lord of the Manor of two parcels of land. One was called Okryde and the other was Sentens with a meadow called Spryttes. A further record of the court held in 1545 states that "Simon Beldam and Joan his wife ... held from the Lord by Copy amongst others a parcel of land called Sentens containing 2 acres by estimation where now is constructed and built a new house ...". This, part of the original house, now Elmsleigh Farm, can be positively dated to around 1540.

The Beldam family owned Sentens until around 1648, when it passed, through marriage, to Robert Peter, a great-great-grandson of the original Simon Beldam. He died in 1671 and his three children later sold the property to William Stanton, a blacksmith in Send. After his death in 1726, and that of his widow, Alice, in 1746, the eldest son, Robert Stanton, sold it to John Woods, a yeoman of Send.

Still described as "a messuage, barn ... two crofts called Sentens and ... a meadow called





OWNERSHIP OF 'SENTENS' PLUS 'SPRITTS', SEND, 1518-1855.
(LATER ELMSLEIGH FARM)

J.S. FEB 99.

Spritts", the farm passed to John Woods' eldest surviving son, Thomas. He died in 1812 and, in his will, left his property to his nephew, John Henley, the son of his sister, Ann. This John Henley was still there in 1841 and in 1851.

John Henley, born in Send in 1744, married Sarah Edwards, a widow. They did not have any children and, after Sarah died in 1849, he remarried a year later, aged 75, a younger woman, Harriett Webber, then aged 28. They are shown on the 1851 Census with John as a farmer with 25 acres, their son, John, aged two months, and her son, George, born before her marriage. The house was not identified on the Census. She very quickly produced three more children before he died in 1855.

Harriett was soon remarried to William Harms and they are shown on the 1861 Census as living in Spritts Farm with Harriett's children from her marriage to John Henley and three more with William. He is shown as a farmer with 22 acres.

There is no known record of what happened to the ownership of Elmsleigh after John Henley died. Harriett and William Harms had left Send by the time of the 1871 Census and it has not been possible to identify the farm on that record.

By 1881, the farm was occupied by Josiah Watts and his wife, Jane. He was born in Essex and was a threshing machine owner employing 14 men and a boy. He died in 1890 and his widow carried on the business, according to the 1891 Census. The farm was then called Henley's and Jane had her nephew, Thomas Henry Watts, living with her. Elmsleigh (House) was also named as next door and unoccupied, probably still under construction.

In the early Society Newsletters, "old" Mr French, Ken French's father, recorded his memories of Send as a boy in the late 1800s. In Newsletter No 21, he recalled that "Tommy Watts of Elmsleigh Farm used to have an old type threshing machine, before Elmsleigh House was built."

The first reference to Elmsleigh Farm, named as such, is to be found in Kelly's Directory for 1909, when Mrs Smart was the occupier. Elmsleigh House was first mentioned in Kelly's for 1899, when the occupier was Captain Gilbert T Munro. We have found no record of how the name, Elmsleigh, came to be used.

We are indebted to Ian Oades, who first approached us about the history of Elmsleigh Farm and prompted this study of the property. His family, who have been members for many years, acquired the house from Mary Milner, also a long-standing member, in the early 1970s.

Sources	Send & Ripley History Society Newsletter Nos 51 and 21
	Send & Ripley Parish Registers
	The Court Rolls for the Manor of Papworth
	The Census Returns for Send & Ripley
	Kelly's Directories for Surrey

MAY'S CORNER - COMMENTS BY PAT CLACK

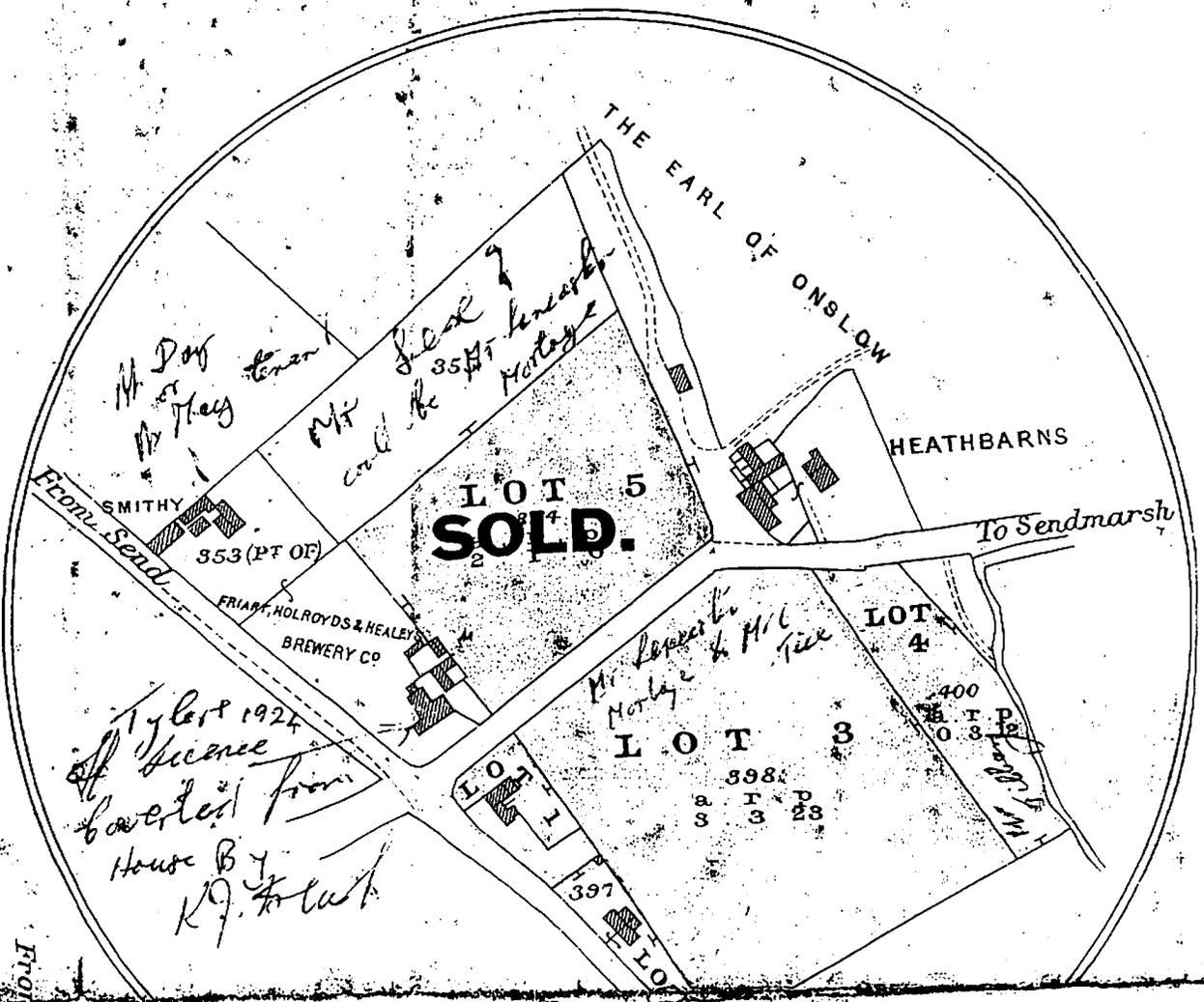
It is very sad to think that yet another well-known building in Send is to be demolished - the electrical shop on May's Corner, CLM Electrical. This was previously a wine shop, first called Tyler & Co, then Tylers, and subsequently taken over by Victoria Wine Stores.

I have known this building for many years - since we moved here in 1928, in fact, but it goes back much further than that. Peter Parvin, whose father managed Tylers, now lives at Bramley, but came out to have a final look at the place. Peter was a small boy when he lived there, just before and during the war. His father joined the Air Force, but his mother continued to manage it while he was away, and her father, Mr Andrews, who was a gardener, kept the grounds in magnificent shape. Peter has the idea that it may once have been two cottages, because of the peculiar shape of some of the rooms - ie one had to pass through a bedroom to get to the toilet, and the rooms were of varying sizes and heights. It has, in later years, been redesigned - for instance, the stairs are outside the building and some of the doors have been blocked off, or new ones made. There are several old beams.

SEND, RIPLEY & WOKING, SURREY.

Plan of the Outlying Portions of THE BOUGHTON HALL ESTATE.

For Sale by Auction by
MESSRS HEWETT & LEE,
1907.



Peter's theory about the two cottages is possibly borne out by Ken French, who says his father converted the house many years ago and believes this cottage and that on the opposite side of the road, known as Box & Holly Cottages, similar in age and style, but pulled down in 1978, were situated either side of the road leading to Boughton Hall and were used as staff cottages. Connie May, who kept the shop next door to me, originally lived on the site with her family; her father was the predecessor of Mr Sex at the forge.

Mr May kept animals at the back of the house on the corner and Connie milked the cows. They also had a "cow boy", Bob Webb, who eventually took over May's Stores when Connie and her friend, Beatie (Bob's sister), were dead. See my reference in Newsletter No 99, July/August 1991, page 10.

Previous managers of Tylers I recall, were Mr May (no relation to Connie), Mr Ford, Mr Mason and Mr Alldis, and there were three local lads employed as van and yard boys - Jim Styles, John Webb and Jack Lepper, the latter being there for many years.

With all its associations, I am surprised it is not a Listed Building.

Editor's note There is a photograph of Box & Holly Cottages taken in the '70s, a copy of which is in our archives, and is also shown in Newsletter No 121, on page 12, March/April 1995, re Ken French's article on Boughton Hall.

I have received an interesting document from Ken French as to the property as it stood in the early 1900s. Ken says the Friary Brewery owned the land from May's Corner to the blacksmith's, including the corner stores, and all this was originally part of Robert Boughton's estate. He believes that the old Tylers Brewery in Old Woking was bought from Boughton Smith (who inherited the estate from Robert's widow), and thus became part of Friary when Tylers was sold or taken over. Enclosed with Ken's document is part of the sales particulars in 1907 of the Boughton Hall Estate, showing May's Corner and ownership of that part of Send by Friary, Holroyd & Healey Brewery Company. Ken French also says that the 1881 Census shows "Vine Cottage" - James May grocer, aged 44, which was also most certainly Connie May's father.

My next-door neighbours have a clause in their Deeds stating they are not allowed to sell liquor, and also that they cannot store more than a certain amount on the premises. I presume this is because it was May's Stores at one time, after the corner premises became Tyler & Co, and may only have applied to the May family after they sold out the business, or it may be a restrictive covenant on the land owned by the brewery in the vicinity of that particular shop.



Mrs Parvin and Peter c.1970

JAMES GRIFFITH (BORN RIPLEY 1840 - DIED AUSTRALIA 1884)

By Bette and John Slatford and Alison Griffith

Amongst the many Ripley families that we have researched has been that of George Griffith, the famed England cricketer of the 1860s, who committed suicide in Guildford in 1879. He was born in Ripley in 1833, the eldest son of George and Ann Griffith, who were then publicans at the Talbot Tap.

Alison Griffith, who lives near Brisbane, Australia, approached us last year for help with research into her husband's great-grandfather, James Griffith, who emigrated to Australia from Ripley in 1864. We were able to show that he was the younger brother of the George, the cricketer, and to provide Alison with a great deal of information about the Griffith family in Ripley.

Alison had a tragic story to tell about what happened to James, who became a locomotive engine driver with the Queensland Railways. We are grateful to Alison for the details of his family and the account of the accident in which he was killed, which she has produced from the very long and detailed newspaper reports at the time, and which we reproduce here. By the time of his death, James was married with eight young children. In Australia today, there are many descendants of the Ripley Griffith family. In Ripley, so far as we know, there are none, although there may be in the Guildford area.

JAMES AND MARGARET GRIFFITH

James Griffith, born in Ripley on April 26 1840, the son of George and Ann Griffith, emigrated from England at the age of 24 on the ship, Golden City, which departed from Plymouth on October 12 1864, arriving in Moreton Bay on January 3 1865. He had been recruited to join the staff of the fledgling Railways Department as a locomotive engine driver. It is believed that he worked as an engine driver in England at the time of his recruitment.

James married Margaret Hilliard on April 11 1866 in the Ipswich (Queensland) Registry Office. They lived for a time in Ipswich before moving to Toowoomba on the Darling Downs. They settled in Mort Street in the "Mort Estate", which was the first suburban estate to be developed in Toowoomba.

There were nine children born between 1867 and 1882. One of these, William, died in his first year. Some of the children attended for a time what was then called the "Mort Estate School", which opened in 1869, one of the first schools in Queensland. It is now known as "Toowoomba North State School". For around ten years, the family lived in Toowoomba and then moved back to Ipswich, where James continued working as an engine driver on the railways.

The Darra accident

In October 1884, James Griffith was still an engine driver with the Queensland Railways. At that time, trains working on the Southern and Western Railways in Queensland were subject to rules controlling the ways in which regular trains could operate (on single track lines), subject to carrying a staff or ticket, giving authority for the train to enter particular sectors.

There was a loophole in the rules, however, which allowed special trains to work without this authority. A simple expedient was adopted, so that specials, rather than having to stop to collect the staff or ticket before entering a new sector, could travel straight through the sector passing places. A train (if there was another) coming from the opposite direction would be made to wait in a loop at the sector passing place.

A special train had been introduced in September 1884, which would leave Brisbane on

Mondays, travel to the then terminus at Mitchell and return to Brisbane on Fridays. Driver Bowron was the rostered driver for each of the runs.

On Friday, October 3 1884, the special (No 49) was due to cross a regular train (No 64) from Brisbane (James Griffith being the driver) at 6 pm at Oxley. However, due to delays caused by (a) inefficient rostering, and (b) the fact that the water hydrant, from which the tender on the special train was to have been replenished, was inoperable, the special left Wolston some 20 minutes late. This was at 6 pm, the time that it should have been crossing the regular train at Oxley.

Meanwhile, the No 64 regular train, driven by James Griffith, had departed from Brisbane on time at 5.30 pm with some 30 passengers and it left Oxley on time at 6 pm. The Oxley Stationmaster, Mr Bunting, sometimes delegated the duty of starting trains to an 18-year-old porter, one Curran, who had only been in the railway service for six months. This afternoon happened to be one of those times. Bunting realised Curran's mistake in letting No 64 proceed before the special, No 49, had arrived. He tried to telegraph to have the special stopped, but the wire was engaged. Meanwhile the accident happened.

No 64 climbed the 1-in-80 gradient out of Oxley and had travelled one and a half miles to near Darra when it came into view of the special in a deep cutting and rounding a sharp curve. Driver Griffith immediately reversed his engine, applied the steam brake and activated the whistle. He told his fireman, Daly, to apply the tender brake. Daly was doing so when he was thrown from the engine by the impact.

Driver Bowron, on the special, applied both his steam and tender brakes, and then he and his fireman jumped clear just before the impact. Driver Griffith, however, stayed with his locomotive, endeavouring to save the lives in his charge. Tragically, he was the one who was killed.

The *Brisbane Courier* described the result of the accident: *"The force of the collision was so great that several carriages of the passenger train were completely telescoped. The Yankee locomotive on the passenger train fared the worst and was a complete wreck. The English locomotive on the special was a heavy one and had kept on the rails ... The driver of the passenger train was fearfully mutilated ... and the upper part of his body was scalded with boiling water. He died four hours after the collision on the way to Ipswich Hospital.*

"The passenger train contained about 30 passengers. The three carriages next to the engine were literally broken up ... The Yankee locomotive ... had mounted the buffers of the special and the four parts of the engine and their chimney stacks were interlocked and it was difficult to see where one loco ended and the other began ... Several passengers were injured."

The dying Griffith thought he was to have met the special at Riverview and the guard of his train, an acting guard who had not passed his examination, had not seen the special train notice.

At the subsequent inquiry, criticism was made of the imperfect railway system. An earlier Royal Commission had recommended the complete adoption of a more efficient system, including telegraphing "line clear" before trains could enter various sections. It was said at the inquiry: *"the introduction of the new system had been delayed whilst awaiting new timetables"* and *"It is unfortunate that Driver James Griffith had to lose his life to show that the new system should have been introduced without the new timetables."* The Stationmaster at Oxley was held responsible for the accident, having allowed driver Griffith's train to proceed before the arrival of the special.

James Griffith was aged 44 years and 6 months when he died. He was buried in the Church of England Section of Ipswich Cemetery. His widow, Margaret, was left with eight young children to raise on her own. Probably around 1900, she is thought to have moved to North Queensland, where two of her sons also worked on the railways.

A memorial to James reads:

In Memoriam: JAMES GRIFFITH
 who was mangled to death in a railway accident near
 Oxley on Friday, October 3rd, 1884. He was Engine
 Driver of the train and stuck to the locomotive manfully in
 the endeavour to save the lives under his charge. His last
 words were: "*I have done my duty*".

FORTHCOMING EVENTS

Wednesday, 22 September - Surrey History Centre

An invitation from the Centre is open to all volunteers associated with museums in the Surrey Museums Group to visit the Centre on this day and have a conducted tour of its record storage, research facilities, etc. This may be of particular interest to the Museum Stewards and any other volunteers, and is intended to formally acknowledge the tremendous work done by volunteers in museums.

As numbers are limited and it may therefore be necessary to repeat the visit at a later date, please contact Les Bowerman, on 01483 224876, to let him know you wish to attend. We do hope as many of our stewards as possible will take advantage of this occasion.

Thursday, September 23 - 8 pm, Send Church Room

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

Saturday, October 30 - 10.30 am - Chertsey Hall, Chertsey

Surrey Local History Society Symposium - Communications in Surrey - "The Web We Weave. There will be many exhibits by local history societies, and speakers' topics include "The Early Postal History of Surrey", "Admiralty Telecommunications in Surrey" and "The Web and the Surrey Local History Council". It promises once again to be a very interesting day. Tickets are available for £10 at the door, or for £9 by prior booking through Anne Milton-Worsell, Hon Sec, 62 Harriotts Lane, Ashted, Surrey, KT21 2QB. Tickets for block booking of five or more are £8 each.

Wednesday, November 17 - 8 pm, Ripley Annex

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

Monday, January 24 2000 - 7 pm - the Hautboy Hotel, Ockham

The Society's 25th Anniversary and Millennium Dinner. This must be booked in advance. Please see separate announcement in this Newsletter.

Thursday, 24 February 2000 - 8 pm - Send Church Room

Society's AGM. There will also be a short talk by one of our members on a topic of local interest.

Thursday, 13 April 2000 - 8 pm - Ripley Village Hall

A film by the Circle 8 Film Group. The film is entitled "Guildford, This Is Guildford!". It covers the period from 5 May 1845, when the newly formed Guildford Railway Junction opened its branch line to Woking, and continues up to the present day.

Monday, 1 May 2000 - Send Recreation Ground

May Day Fête and Dog Show. It is hoped that the Society will have a book stall at this event.

Current exhibition - Museum

There is an exhibition commemorating 250 years of cricket in Send and Ripley. This is on for a limited period and is well worth visiting, not only for the interesting photographs and memorabilia, but there is also a first class publication commemorating the 250th Anniversary.

Newsletter Contributions

The closing date for contributions to the next Newsletter is Friday, 15 October 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 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 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

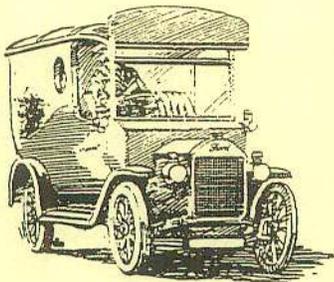
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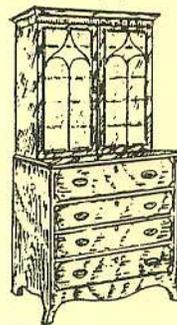
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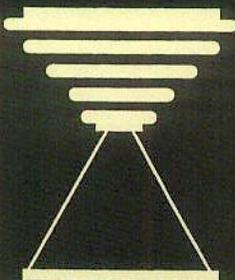
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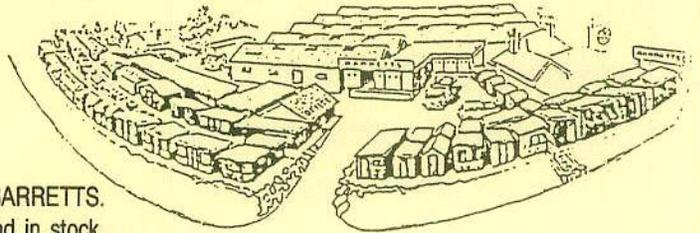
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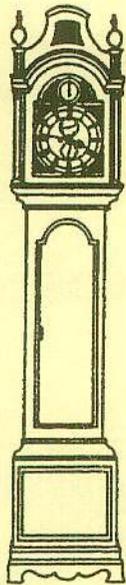
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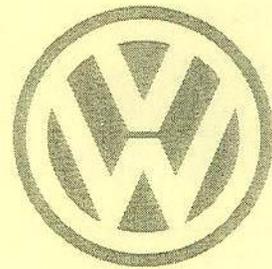
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