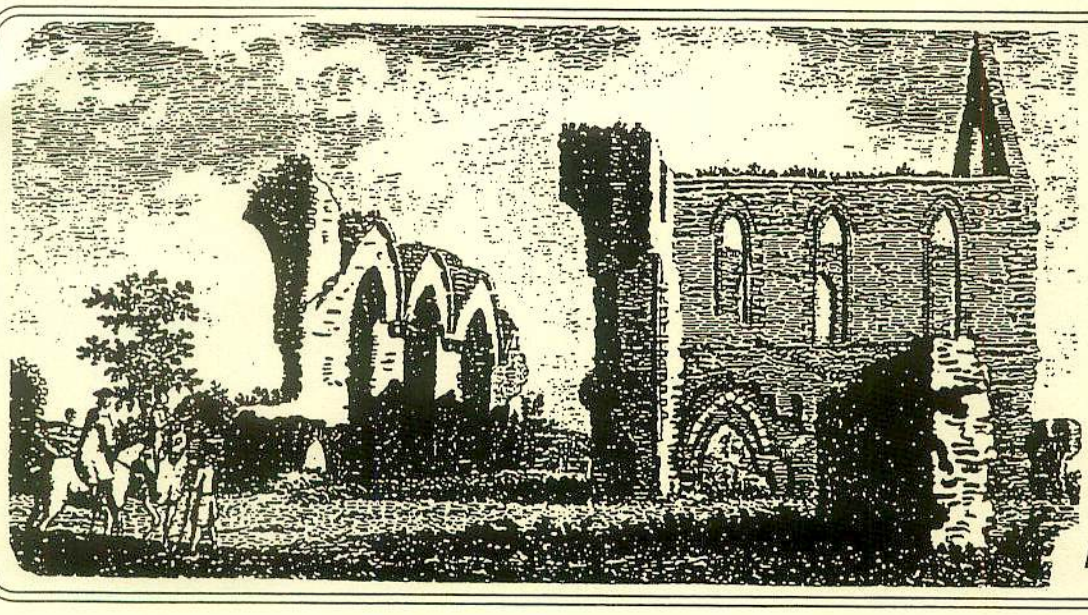
Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



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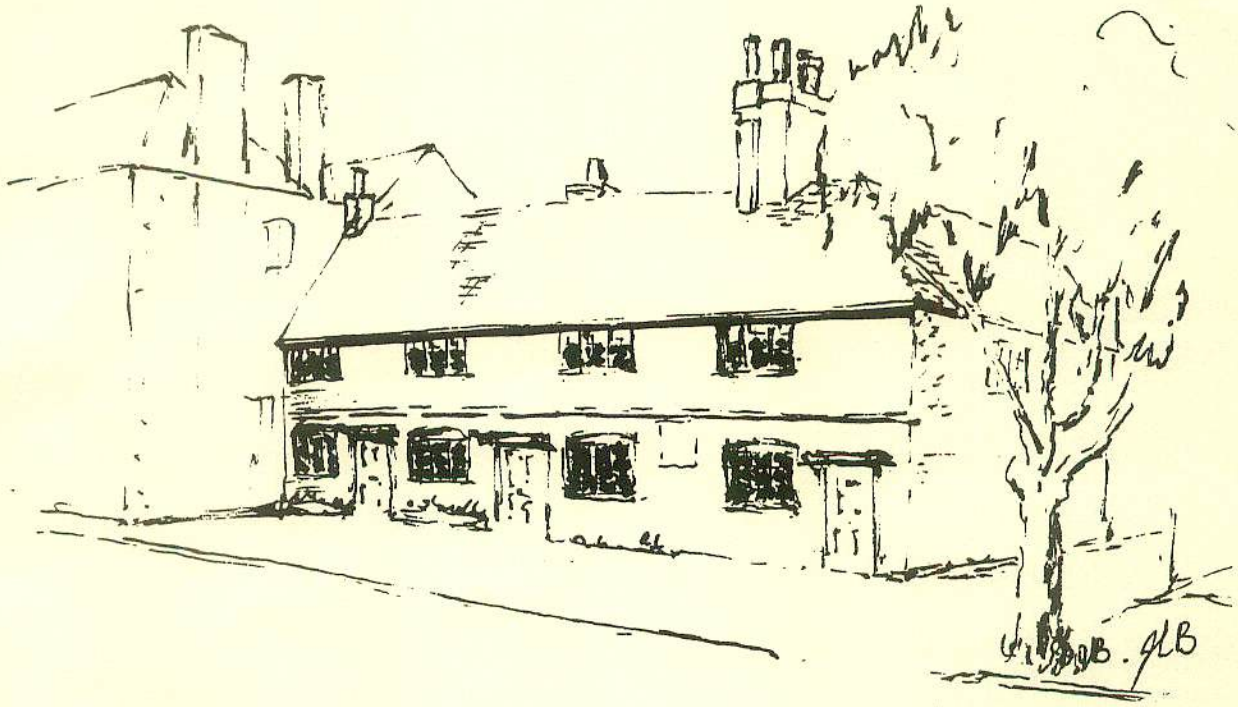
Newsletter No.138 **January/February 1998**



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Send & Ripley History Society

Established 1975 as Send History Society
Registered Charity No 296324

President: Mr K H Bourne MSc
Maybankes, Tannery Lane, Send, Woking GU23 7EF. Tel: 01483 211364

Chairman: Mr L G Bowerman
The Manor House, Send Marsh Green, Ripley, Woking GU23 6JL. Tel: 01483 224876

Secretary: Mrs A Sykes
Kevan Cottage, Clandon Road, Send, Woking GU23 7LA. Tel: 01483 222060

Treasurer: Mrs G M Scrace BA
10 Birnam Close, Send Marsh, Ripley Woking GU23 6JH. Tel: 01483 224025

Newsletter Editor: Mr K H Bourne MSc
Maybankes, Tannery Lane, Send, Woking GU23 7EF. Tel: 01483 211364

Newsletter Distribution: Mr G Bleach
2 Church Row, High Street, Ripley, Woking GU23 6BG. Tel: 01483 222233

Typed by Mrs Chris Parker

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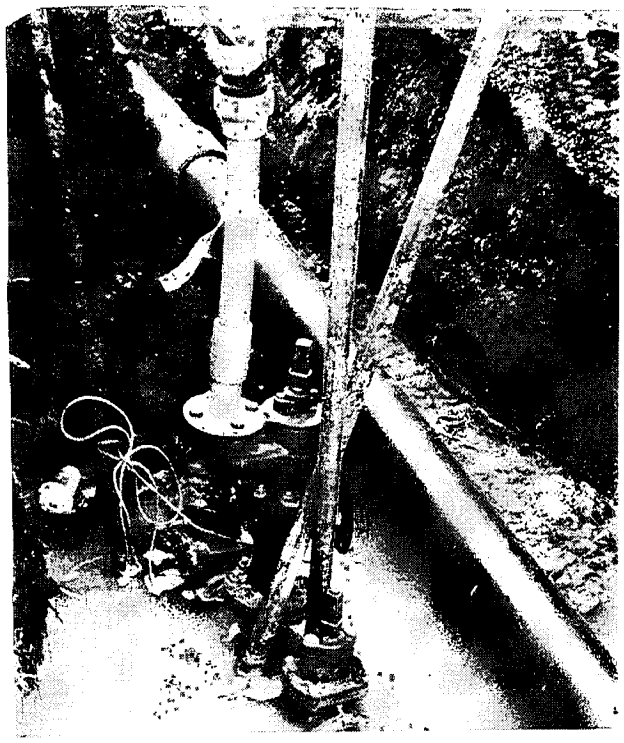
Cover Illustration: Sketch of Cobham Cottages c 1997 - J L Bartlett.

EDITOR'S COMMENT

I like to dictate this Newsletter as it appears in the finished form, without altering the order of the items too much, and therefore, it's always the Editor's Comment that starts it off. I often wish the Editor's Comment came at the end, as by this time I would have benefitted from dictating the various articles, and it would be easier to start the Newsletter with the benefit of having absorbed the facts and wisdom these articles contain. However, from a practical point of view, and time being of the essence, I usually find that it is necessary to scan the articles in order to put them in some form of order, and then rely upon the dictation for the opportunity to enjoy the text in more detail. Therefore it is probably true that there are at least two people who read the Newsletter from beginning to end, namely, Chris Parker, who not only listens to my dictation, but types out the Newsletter as well, and, of course, myself. Before the Newsletter goes to print, of course, the typescript is read by Les Bowerman and also Geoff Parker, who are both on the lookout for typographical or other minor errors.

George Bleach, our Membership Secretary, has asked me to mention again that subscriptions are now due for 1998. He has put a note to that effect in this Newsletter, and there are also additional membership renewal slips for those who have not yet sent in their subscription and may have mislaid the renewal slip.

It has, no doubt, not escaped the notice of the residents of Send that there have been, and, indeed, still are, a great deal of road works being undertaken to renew the water mains supply pipes throughout the whole of the area. The works commenced in November 1997 in Send Barns Lane and Send Road, and in early December started down Tannery Lane. Just for the record, I show two photographs taken when the works commenced in Tannery Lane, and apart from the obvious traffic flow problems and general damage to the roadside verges, the event has now passed off fairly successfully. I believe, however, that the excavators inadvertently cut through an electrical mains cable serving part of Tannery Lane and Send Service Garage on at least two occasions. The third photograph shows the original cast iron pipe and stopcock situated in the road just opposite the pound in Tannery Lane. As a matter of interest, I inquired of Dorothy Challen, via her son, Ray, whether she recalled the original water mains being laid in Send. Mrs Challen could not recall mains water having been laid in Send, and subsequent research revealed that mains water had been laid on to Heath Farm, in Tannery Lane, by 1905, when it was purchased by S Boorman from the Earl of Onslow.

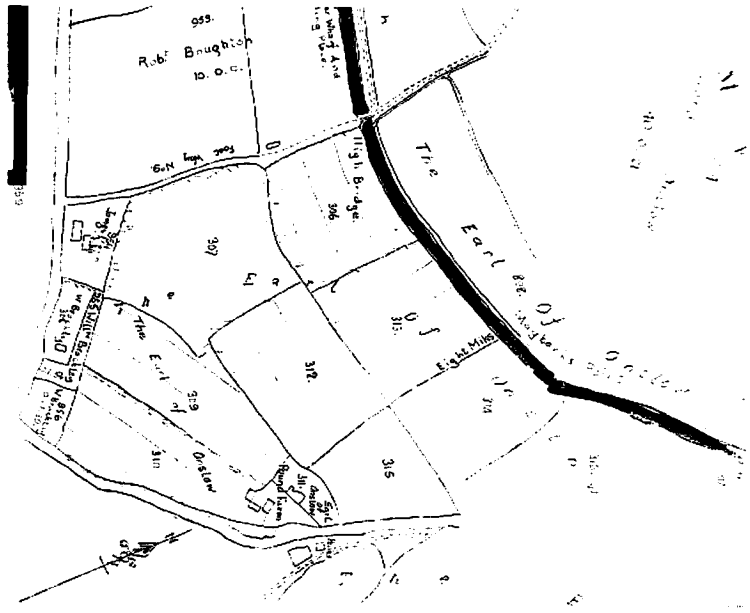


COURT BARON 1798

When Phyllis and I were on duty at the museum recently, we were looking for any reference to events that had occurred 100 years ago, in 1898. Nothing for that year was found, but Phyllis found an entry in the Court Baron for 1798, which reads as follows:

"Court consent that William Brackley may inclose a piece of waste ground on Send Heath at or near a place called **Maybankes Corner** not exceeding half acre for the purpose of erecting a cottage thereon."

As luck would have it, on the wall, forming part of the exhibition on the Wey Navigation, is an excellent transcript copy of a plan of the River Wey Navigation from Parvish's Bridge to Papercourt Lock, in the parishes of Byfield, Pyrford and Send & Ripley, dated 1823. Part of this map is reproduced here, and shows the three plots of land, with William Brackley's name engrossed upon them. The plot of land referred to in the Court Baron of 1798 is about half an acre, and is possibly the land which is now occupied by Challen's garage. Maybankes Corner may well have referred to the junction of Tannery Lane with Send Road, or it could have been further along Tannery Lane, on the bend near Heath Farm, which is shown on the map as Pound Farm. On this map, there is also a reference, on the North side of the Wey Navigation, to



Maybankes Point. These references to Maybankes, which is the name adopted for the cottage adjoining Heath Farm, built in 1991/2, is reasonable evidence pointing to the habitation of the Maubanke family on or near Heath Farm, previously called Pound Farm. The Maubanke family have had long connections with Send, and were responsible for donation of land in the early 12th century to the Augustinian builders of Newark Priory.

Ken Bourne

CLOSURE OF SEND MARSH WORKS

The land comprising Send Marsh Works was historically part of the farm acreage belonging to Send Marsh Farm, also known as Butchers Pond Farm. The 1861 Census gave the name of the main building as Send Marsh Manor House. This is not the time to go into a detailed history, but by 1915 the property was also known as Send Manor.

In about 1920, it was bought by Gordon Stewart, who, through his firm, Stewart & Arden, became agent for the sale of all Morris motor cars sold in South-East England, and thus became very wealthy. He carried out various changes to the house, and the holding became known as Send Manor Estate. On the estate, Stewart started various enterprises, including, most notably, the Great Dane Kennels, the British Poultry Development Company and a film set for road safety films. There was a large display building on the land, where 17-year-old Gracie Fields sang as a protégée of Gordon Stewart.

Stewart died in 1952 and the land was split up by sale the following year. Around this time (I do not have the precise date), the display building was burnt down. In about 1959, the house was divided into five flats, which is how it remained until bought by this writer and his wife in 1977. In the meantime, Ben Turners, agricultural engineers, had acquired a large part of the acreage (which never amounted to more than 31 acres). They ran their business there until about ten years ago, when various firms took over the different buildings and it became known as Send Marsh Works.

Increasingly heavy industrial use was being made of the land in very recent years, with more and bigger lorries coming and going around the clock. One of the businesses operating there was G Jones, newspaper wholesalers. They obtained a Goods Vehicles Operator's Licence for the site in 1996, after objections by the local authority and local residents, but were prohibited from operating between 10 pm and 6 am.

On a different front, innumerable unsuccessful planning applications were made for the works site over the years since about 1959 (something like about 60 applications, I believe), mostly with a view to developing it permanently for residential use, but some of the applications were for office buildings. About a year ago, the local council finally granted consent for a development of 41 houses of three, four and five bedrooms, and the land on which they are to be built has been acquired from the freeholders, Rousillon Holdings, by Alfred McAlpine Homes (Southern) Ltd. During November and December just past, the various businesses have vacated the site, and at Christmas the entrance gates from Polesden Lane were locked.

The mail order sports equipment firm, Petworth House, is still operating from the large flat-topped brick warehouse facing Polesden Lane, but consent has been obtained for a few more houses there. The total number of houses for the whole development has now been reduced to 38. The strip of Green Belt amenity leisure land between the houses in Send Marsh Road and Send Marsh Works lies derelict. Residents believe there are moves afoot by the freeholder to have the local settlement boundary moved to take that strip out of the Green Belt to pave the way for more housing.

Over Christmas, I took the opportunity to photograph the empty buildings at Send Marsh Works as they are.

This brief account was written largely from memory and may therefore contain inaccuracies. I shall be grateful to be informed of any. It is hoped to write a more detailed history of the area later.

Les Bowerman

MUSEUM EXHIBITION

The time has arrived to start planning the next exhibition in the museum to follow the current topic on the Wey Navigation. It has been suggested that a new topic could be concerned with the subject of old toys and pastimes, and volunteers are invited to organise this exhibition and/or assist with its planning and setting up.

Please contact Les Bowerman or Clare McCann.

MR WALTER WAGHORN

A few months ago, in Newsletter 134, I reported the death of Miss Constance Rosena Ayre, the former Deputy Headmistress of St Bede's School in Send. It is therefore with much sadness that I report the death of one of her former teaching colleagues from the 1950s and '60s, Mr Walter Waghorn. Both taught during the time when St Bede's was a Secondary Modern School.

Mr Waghorn was born on 21 September 1908 and passed away on October 30 1997, aged 89 years. He and his wife, Louie, had taken retirement in a bungalow at Burghill, just outside Hereford. Mr Waghorn was middle-aged when he decided to enter the teaching profession full time. His subject was Woodwork and he was appointed from industry into teaching in the mid 1950s by Mr William Short, at that time the Headmaster of St Bede's School. Prior to this, Mr Waghorn taught at Croydon Polytechnic, after gaining his full Technological Certificate through many hours of study, mostly part time at Night School.

About the same time that Mr Waghorn joined St Bede's, he was busy designing his future home in East Horsley. Both he and his wife, Louie, moved into their new bungalow - Woodland Glen, Greendene - circa 1957. By the time I arrived at St Bede's as an 11-year-old pupil in 1961, Mr Waghorn was well established in room 4, a classroom devoted to the subject of Woodwork only. No other subject was ever taught in this room, the carpentry benches replacing the traditional school desks.

Mr Waghorn was a short man and always wore a blazer with grey trousers, similar to the boys' school uniform. He was always neat in his dress, smartly groomed, and wore horn-rimmed spectacles. He drove an equally neat and tidy van to school each day, a blue Austin A35, registration No 4501 PK!

Mr Waghorn was a quiet and patient man, always eager to demonstrate what could be achieved in skilful carpentry. Sawing, planing, and the careful use of various sharp chisels were taught in great detail. The art of joining wood with cross halving and mortice and tenon joints soon arrived on the agenda. Construction of small practical items soon followed. One of my first was making a photograph frame. During these lessons, Mr Waghorn always wore a white dust coat and all the boys wore carpenters' aprons - home made, of course! A pot of glue, thankfully near the window, was boiled on a gas ring and assisted in final assembly of many of the boys' masterpieces.

To one boy Mr Waghorn gave very special attention. John Wade told him he wanted to

Mr Waghorn, Mr Baxter (Headmaster) and Rev Cyril Sylvester

build a boat. To this Mr Waghorn agreed. Soon the vessel acquired titanic proportions compared to the size of room 4! The task was to move it into the quadrangle area in the centre of the original school complex, whereupon it soon became closer to its maiden voyage.

The vessel was completed during my schooldays at St Bede's, and at all times Mr Waghorn took a great interest in John Wade's project. However, in spite of his interest and skills, John never followed this profession upon leaving school, much to Mr Waghorn's disappointment.

Woodwork at St Bede's School was taught to boys not from an individual class, but to a complete year of pupils. For instance, the second year consisted of three grades, A, B and C, and therefore Woodwork lessons coincided on the timetable each week for classes 2A, 2B and 2C. Mr Waghorn, therefore, was faced with a class of between 30 and 40 boys of very mixed ability, often putting his patience to the test. The girls from these classes were taught Domestic Science on the same basis in room 8. Both Woodwork and Domestic Science were taught in double lessons (or periods). Each lesson lasted for 40 minutes.

Mr Waghorn was a devout Christian and was a member of Guildford Cathedral Choir. He was present when the cathedral was consecrated by Her Majesty the Queen, and he was responsible for the construction of the choir stalls, which were erected in the Song Room of the cathedral during the years that followed. These were made at St Bede's School in room 4. Mr Waghorn was assisted by my age group of pupils at the time we formed the fourth year - 4A, 4B and 4C, the highest in the school. A few boys, however, from the fifth year assisted, although this class consisted only of pupils seeking further education for an extra year. Normally they would leave at 16 years of age.

Only those with the best skills in carpentry were engaged on this task (excluding myself). Among Mr Waghorn's prime pupils were Philip Billington, Raymond White, Christopher Barratt, Jeffrey Dunn and Stephen Fenner.

Closely watching the steady progress and final assembly at the cathedral were the Headmaster, Mr Sidney Baxter, and the Rev Cyril Sylvester, the vicar of St Mary the Virgin, Send.

Mr Waghorn was often on playground duty, patrolling the playing field with his hands clasped behind his back - never in his pockets! Like Miss Ayre, he loved to sing hymns during morning assembly. Both were very gifted in this respect.

Our reunions in 1992 and 1993 came a little too late for Mr Waghorn to attend. However, he had not escaped our net, tracing him to Hereford. A well remembered and deeply respected member of staff, well-wishers were eager to sign cards of good will at the door.. The first had over 40 signatures. The second, however, could not cope with 150, in spite of its size! A large sheet of paper was therefore attached.

I personally drove to Burghill, taking an old school photograph as a passport, as I was aware he would not recognise me after so many years. I presented the second card to Mr Waghorn early in January 1994. He was overwhelmed. Many of the names brought back personal memories for him. He recalled teaching the legendary rock star, Eric Clapton, and he commented on his love for music, albeit of a different taste!

I shall always remember one of Mr Waghorn's final remarks to me: "When you have your school reunions, I am with you all, in my thoughts and in my prayers."

My journey to Burghill had been very worthwhile and I left behind a very happy man.

With just four years of schoolboy memories (1961-5), I remain very grateful for the additional information supplied to me by Mr Short, and I also thank Mrs Louie Waghorn for the opportunity to write this article.

Footnote: Classes at St Bede's totalled about 25 during the early 1960s.

David Porter

COBHAM COTTAGES, RIPLEY HIGH STREET

In 1992, a bundle of deeds, labelled "Ripley House", was discovered in a basement in Cobham. The earliest deed dates from 1409 AD. An impressive document appended with several seals, it is a lease granted by Newark Priory.

The research linking these deeds to what is now Cobham Cottages is told in Newsletter 56 and covers documentary history spanning 573 years.

The present three cottages were formed from an earlier timber-framed house. Two of these cottages were looked at in October 1984 by Society members. The third cottage (No 3), 13 years later, has been looked at inside, thanks to David Britten and Julie Simmonds, its new owners.

The following is an edited version of the reports in Newsletters 56 and 62, updated to include what we have learnt from visiting No 3.

The external brickwork and tiling to the roof are just a shell, encasing and supporting a small timber-framed house with cross-wing. The regular spacing of doors and windows to the road frontage, which fashion dictated in the 18th century, had required considerable ingenuity to achieve, because of the inappropriate spacing of the posts of the oak framework.

This oak framework survives in large measure with some repairs and replacements. The cross-wing, now No 1, separately framed, projects a few feet (a metre or so) behind the three bays, plus smoke bay, of the main portion (see plan). Part of this projection can still be seen from within a later roof extension (catslide roof), and was not brick covered, but shows one wattle & daub wall panel and another, slightly later, of split lath & daub (plaster). We have not seen the roof structure of this cross-wing, but the roof to the road frontage, instead of being a gable, as normally to be expected, has a roof slope continuous with that of the main building: this is probably an 18th century modification.

Of the three frame bays to the East, that abutting Sage Ltd (formerly the White Hart) is now No 3, with one of its rooms at ground floor level occupying most of the next bay (B-C), the upper part of which also provides one of the bedrooms for No 2, the other of its bedrooms being, together with the main living room below it, in the third bay (C-D), next to the smoke bay. Thanks to a newly provided access trap into the roof space at No 3, we can see that the roof framing is of paired and collared rafters, covering a span of 15 feet, with a steep pitch, suitable for thatch. Unusually, for what is probably a 16th century framework, there are no purlins, crown post system, or other horizontal bracing to give stability. The East end has a gable with timber and panel infill. This was external until the late 19th century, when the White Hart was built forward. The probability of original thatch is supported by the lack of any battens or nail fixings being evident on the outside of the rafters where these can be seen within the later roof spaces. Erosion of the outside surfaces may be the effect of contact with rotting thatch.

A catslide roofed extension to the back (South) was added, and a Southern two-storey extension to the back of No 3. Later this was again extended as a single-storey range of outbuildings in brick. These extensions date from the mid 18th century, through the 19th century and on.

Little of the North wall, facing the street, predating the brick cladding, can be seen, except for the wall plate, and bay posts, which are without jowls (see diagram), indicating a late replacement, as the tie beam ends are notched, as for a jowl.

The South wall, however, has much of its timberwork in place, including the frames of three diamond mullion windows, one of which (in No 3) has a mullion in place and the stumps of the other two still present. All the bay posts are jowled, carrying wall plates and tie beams. The tie beam on line B (see diagram) is well cambered and more substantial than the others. Its lower edges are now obscured by plaster, so no moulding can be seen. Below it is a floor beam relating to end and side girts. The floor over this, but now raised on short props, seems likely to have been an original feature of bays A-B.

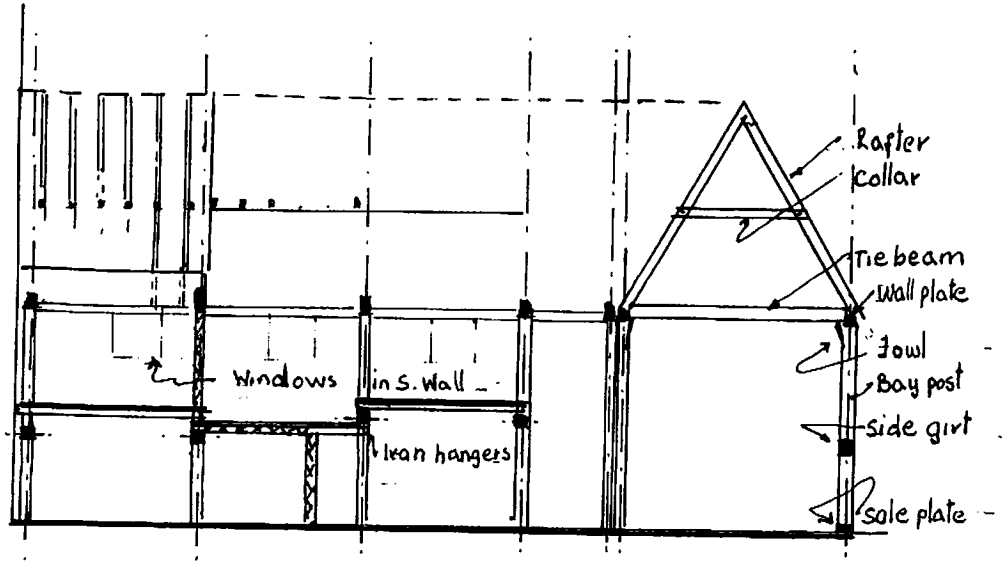
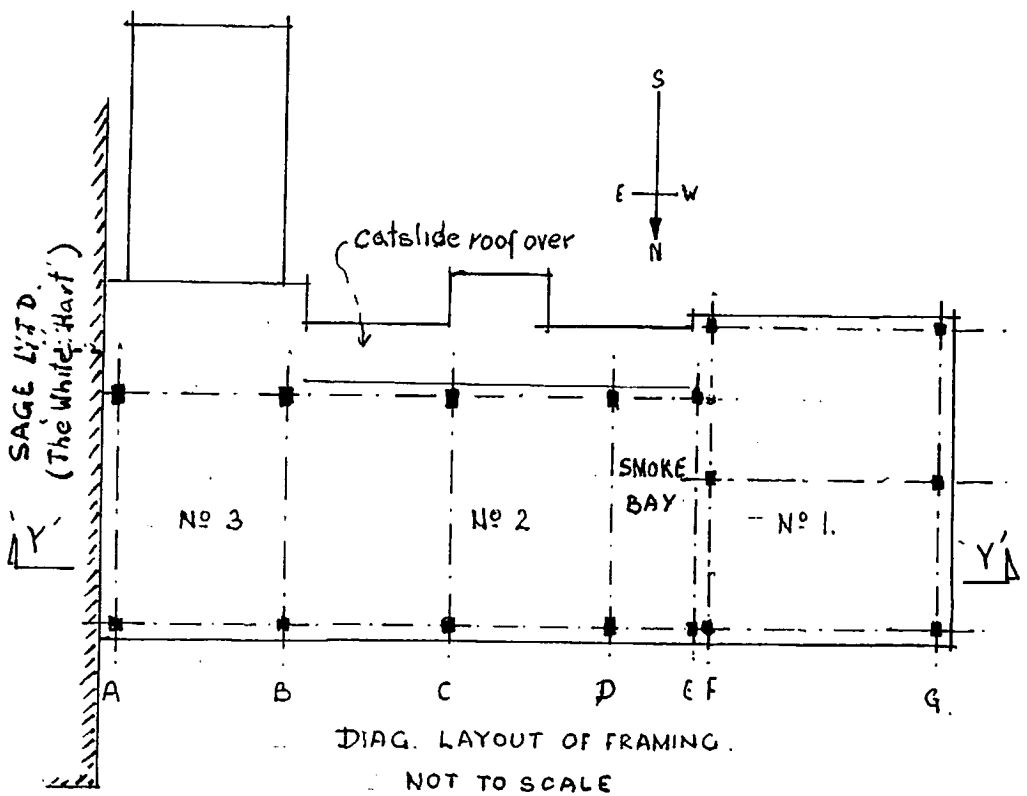
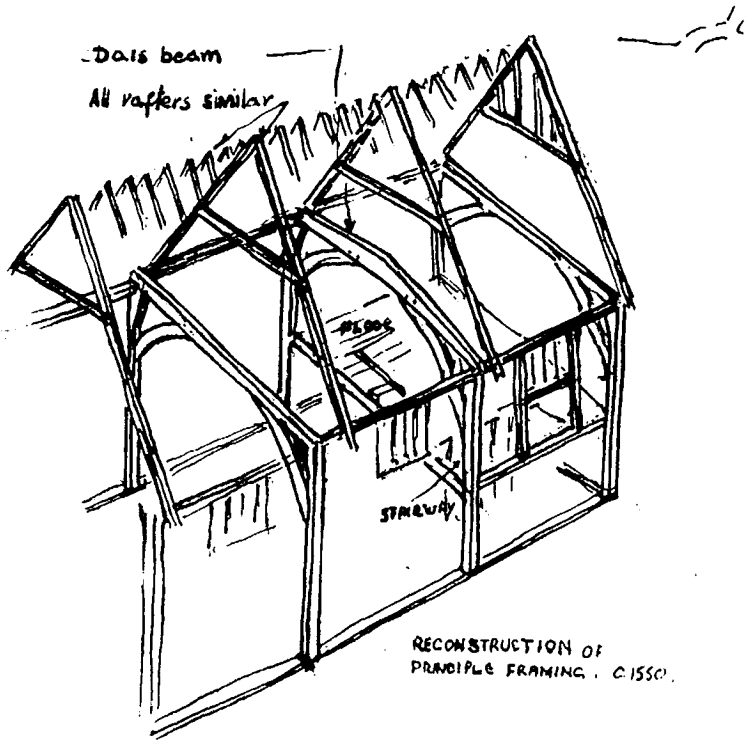


DIAGRAM. SECTION 'Y-Y'



DIAG. LAYOUT OF FRAMING.
NOT TO SCALE



RECONSTRUCTION OF PRINCIPLE FRAMING. C.1550.

COBHAM COTTAGES
RIPLEY HIGH ST.

The floors in bays B-C and C-D would appear to be later, with that in the centre bay (B-C) not being fitted until the 18th century, as it is suspended by ironwork below the beam on Line C. Above this, the tie beam has sockets on one side that indicate a floor or ceiling at this level.

To sum up:

The portions of the framework that we see today are those of a three-bay plus end smoke bay house, with cross-wing at the West end, the indications being that the East, or "high", end bay was floored at girt level with a simple "dais" beam. Cleaning of the roof timbers for recent wood preservation treatment has removed most soot, so that we can only assume the smoke bay to be the original fireplace site.

We know from the deeds that following the dissolution of the priory in 1539, the "messuage and tenement" and three acres of ground, after being leased out by the priory for more than 130 years, passed into private hands. It seems likely that the new private owner, having acquired a house already about 150 years old, demolished it and built the house that forms the structure of the present three cottages. Doubtless any suitable bits of the old would have been reused in the new.

We also know that the property was in poor condition by 1748 (some 200 years later) when John Chatfield (of Ripley Court) leased it from the Churchwardens of Cobham, and was given permission to demolish the barn and use the materials for repairs. We also know that from before 1409 and up to circa 1748, the site was occupied by only one tenant. It may well be, therefore, that it was at this time (circa 1748) that it was altered, as from then on the property is referred to as four habitations and names given of four or five occupants, later three only.

The cottages and 3 acre field behind Cobham Field/White Hart Meadow continued to be leased by various owners of Ripley Court up to 1844. By 1898 Mr Green had the lease, and then in 1973 W B Green Ltd (now Wyllie & Marr Ltd) acquired the freehold from Cobham Combined Charities. Cobham Field was later acquired by Guildford Borough Council to build sheltered housing and then the day centre. Two of the cottages are now freehold.

J L Bartlett

TALK BY MISS AMANDA DEVONSHIRE, THURSDAY, JANUARY 22 AT SEND CHURCH ROOM

On a very cold evening, there was a good turnout, in excess of 20 members and friends, when Amanda Devonshire, Director of the Galleries, Chobham Road, Woking, gave a talk on the new Woking Museum, which will also include arts and crafts, and its possible location opposite the Post Office, on the site of the existing toilets and market offices. Amanda Devonshire was until recently the Curator of Chertsey Museum, and has taken the post of Director of this new museum in Woking, which offers considerable potential for a centre to represent Woking and its surrounding villages with collections of artefacts and exhibitions.

The project is in its very early stages, and until a permanent base is established, the museum's programme will concentrate on exhibitions and talks.

There is a good programme already set up, which will be presented at the Galleries, Woking, which is just inside the main entrance of the Peacock Centre, opposite the bandstand. The programme for February covers such diverse topics as a proposed walk around Brookwood Cemetery on Sunday, 1 February, a guided tour of the Shah Jehan Mosque on Saturday, 7 February, and workshops on Celtic Design and Calligraphy on 11 February. For a full list of events, telephone 01483 725517, or write to The Galleries, Chobham Road, Woking GU21 1JF.

Amanda Devonshire explained that this new museum, because of its proposed location near the Victoria Arch, across Victoria Way, opposite the end of Goldsworth Road, is often mistaken for the new Surrey History Centre, which is to be built on the old school site in Goldsworth Road. There is no connection between the two, as the Surrey History Centre will

bring together the archives and records at present deposited with the Kingston Record Office and Guildford Muniment Room, and any documentary records pertaining to Woking.

As the museum and arts and crafts centre is in its very early stages of development, the public are being invited to complete a questionnaire and voice their opinions as to how they would like to see this museum developed. Again, please contact the centre at the above address and telephone number for further information.

Ken Bourne

THE LAST GREENLINE COACH TO LONDON

From 22 November 1997, Guildford & West Surrey Buses, operators of the 415 service from Guildford to London Victoria have terminated this route at Kingston Bus Station. This decision spells the end of the former Greenline service via Ripley to the Capital, formerly operated by London Transport Country Services. Passengers who intend to travel into the City of London now face changing buses in Kingston.

National Express operate a coach service from Guildford to London. However, this is not a stage service, whereupon tickets are purchased from the driver/operator. Advance booking is essential from the local travel office. There are just six journeys each weekday and the coaches depart from outside Curry's superstore in Woodbridge Road - not the Friary Bus Station!

The familiar Greenline livery is still evident on a few vehicles still operating our local bus services. However, this, too, will soon disappear with the proposed change of colour of all our buses in 1998.

It is worth recording that the final Greenline coaches are rapidly becoming part of our transport history. With their true identity obscured by the fitting of Irish number plates, the vehicles are of Leyland manufacture and over 20 years old. The fitting of new engines and bodies in 1993 gave these vehicles an extended life span in public service, and no doubt one day they will join the ranks of preserved buses which faithfully served our local community.

David Porter

CHARLIE SHELLEY

We are sad to report the death, on 10 December 1997, of Charlie Shelley, husband of long-time member, Sheila Shelley. He would have been 78 the following Saturday.

Charlie moved to Cartbridge, Send, with his parents in 1934. He worked for Unwins for 50 years and was on active service in the RAF for the duration of the war. He married Sheila, daughter of the Send newsagent, J W Gardner, in 1952, when they moved to Greenmeads, Westfield. However, Charlie was often to be seen helping in the shop, which Sheila ran with her sister and her husband, Audrey and Ron Wilkinson (see Newsletter 126/7). All four were enthusiastic members of the Send Old Time Dance Club. Charlie was much into bowls and tennis, but it was as a fellow member of the Guildford-based Charlotteville Cycling Club that I came to know him. He was a member of that club for 60 years.

The funeral service, conducted by Pat Cartledge, took place at Send Church on 18 December, followed by cremation at Guildford Crematorium. I was one of several members of the Society at the church.

Our sincere condolences to Sheila and Audrey.

Les Bowerman

COACH AND HORSES AT THE ANCHOR, RIPLEY

At Newsletter 106/9, I contributed a sketch of a coach and horses arriving at the Anchor. It had appeared in the September 17 1892 issue of "Cycling", and I speculated that it might have been the New Times coach which operated from Piccadilly to Guildford from 1879 to 1891.

I have now discovered that my speculation was misguided. It was, in fact a coach and four hired by members of the Catford Cycling Club to bring a party of Dutch racing cyclists down to Ditton and Ripley, where they were dined at the Anchor. Details of how the Catford wined and dined their guests at the Alhambra, in London, and in Ripley appear in the 3 December 1892 issue of "Cycling".

Les Bowerman

RENEWAL OF SUBSCRIPTIONS 1998

There has been a gratifying response to our 1998 subscriptions reminder with the last edition of the Newsletter, and the information given on the slips returned with your cheques has enabled us to correct and update our records - many thanks.

But, there are still a number of members who have not paid and we must politely point out that if we do not receive these outstanding subscriptions by early February, we shall have to regretfully assume that you wish to cancel your membership of the Society. At £6 for a single member, £8 for a couple, with an additional £2 in each case for members living outside the reach of our volunteer distributors in Send or Ripley, to cover postal costs, we think you will agree that this is good value. Hoping to hear from you soon, please use the additional renewal slips enclosed with this Newsletter.

George Bleach

FORTHCOMING EVENTS

Thursday, February 26 - Ripley Village Hall - 8 pm

This is the Society's Annual General Meeting, and following the normal business there will be a talk by our Chairman, Les Bowerman, on Ripley - "the Mecca of All Good Cyclists". The quote is by Lord Bury in 1884.

Thursday, March 19 - Send Church Room, 8 pm

A talk on "Mediaeval Surrey", by Dr Peter Edwards.

Sunday, May 3 - 2 pm

Terry Hewitt is arranging a walk around historic Roehampton, concentrating on the early buildings and history of the original settlement. Meet at Roehampton Gate car park in Richmond Park at 1.45 pm. Please contact Terry on 01483 224128 to book your place on what promises to be an enlightening and entertaining afternoon.

Newsletter Contributions

The closing date for contributions for the next Newsletter is Friday 13 March.

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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

"Then and Now, Changing Scene of Surrey Village Life"	Reference copy only
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, a Victorian 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

The reference copies are available at the museum, and all the others are available from the museum on Saturday mornings, or from Ripley Post Office.

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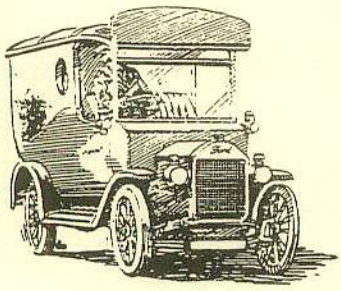

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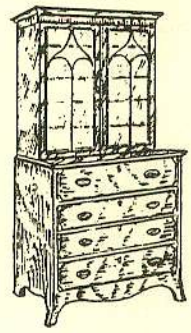

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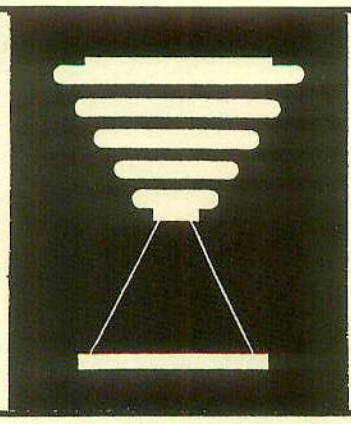

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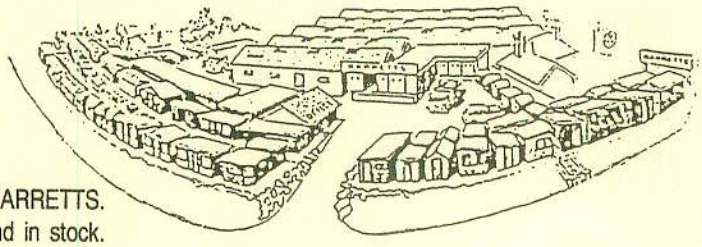

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