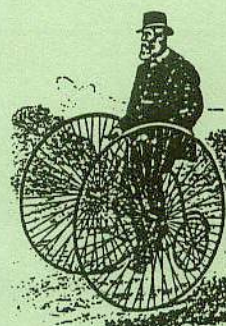
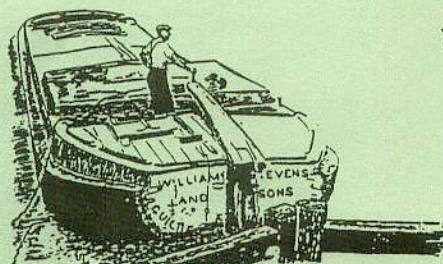
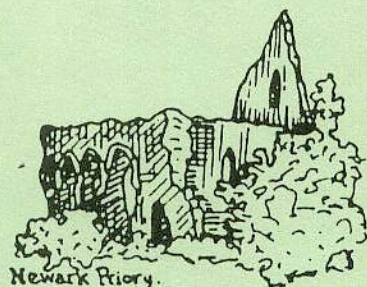
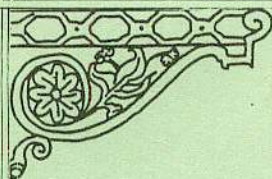
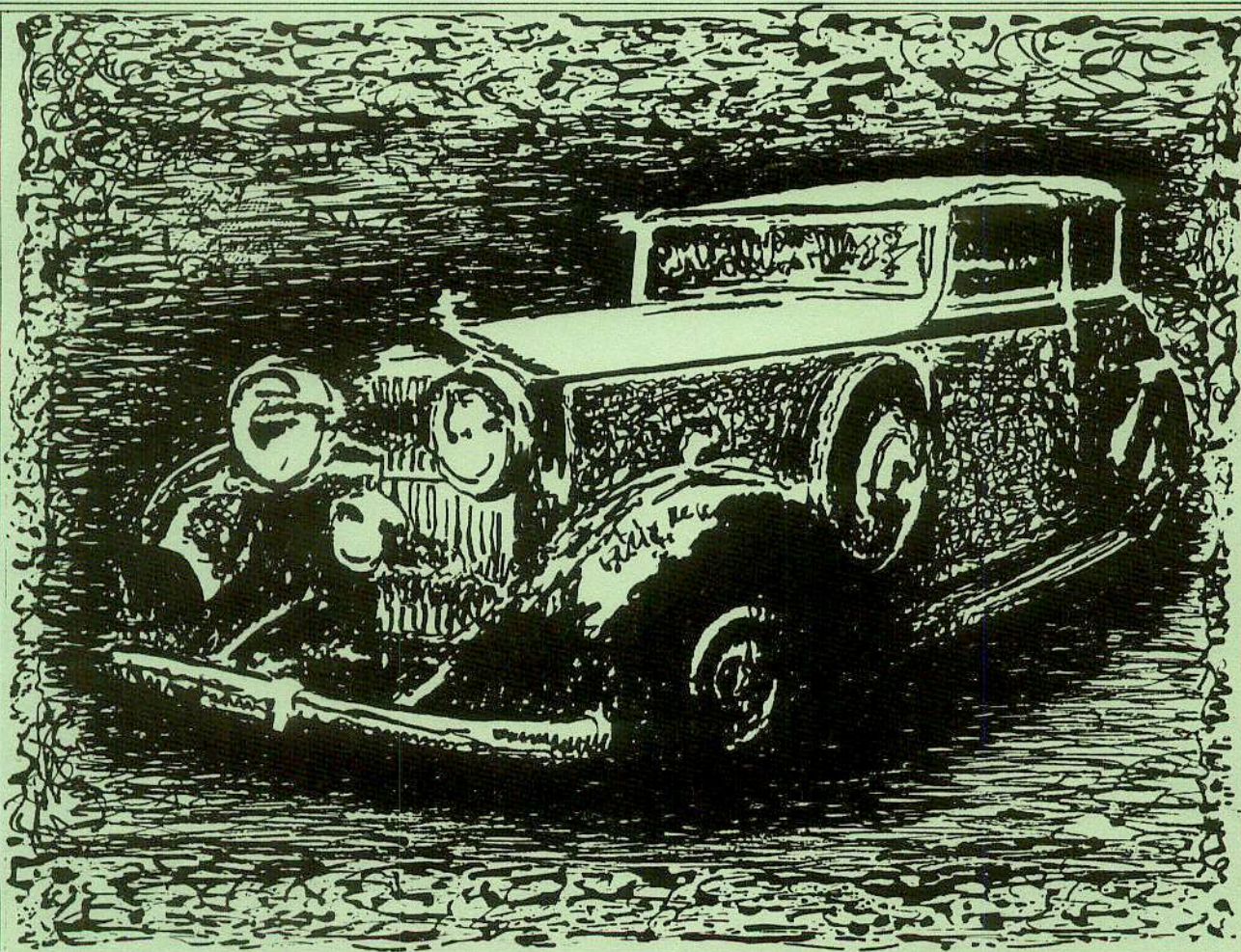


Send & Ripley History Society



Newsletter No. 76

Sept/October 1987



A. H. CONISBEE



Suppliers of fine meat to First Class Hotels and Restaurants
Aberdeen House High Street Ripley Surrey TEL: GUILDFORD 224342

COLLECTIONS

DELIVERIES

LIGHT HAULAGE

B. N. POAT



THE POST OFFICE, RIPLEY
STATIONERY - TOYS

TELEPHONE : GUILDFORD 398030 or 224688

Telephone: GUILDFORD 222125

SEND SERVICE GARAGE

SEND, WOKING
REPAIRS AND SERVICE
GARAGE ACCESSORIES

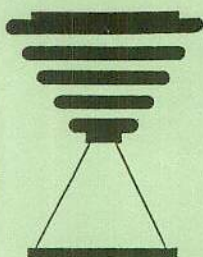
ESTABLISHED 60 YEARS

M.O.T. TESTING
RECOVERY AND ACCIDENT REPAIRS

OADES PLANT

TELEPHONE EGHAM 35555/6

CRABTREE ROAD
THORPE
EGHAM, SURREY
TW20 8RW



KEN BOURNE MSc
PHOTOGRAPHER

BROOKWOOD 6532

Specialist in Archival Copying

OLD PHOTOGRAPHS COPIED
IN BLACK AND WHITE OR
SEPIA TONED AS PRINTS
NEGATIVES OR TRANSPARENCIES

ACCOUNTS - V.A.T. - P.A.Y.E.
ALL PERSONAL TAXATION

MILLAR ACCOUNTANCY

MURIEL MILLAR

5 Farm Lane
Send, Woking
Surrey GU23 7AT

Tel.
Guildford 223174



Motor
Agents Association

C. & C. AUTOS (RIPLEY)



John Cornell, M.I.V.R.
MOTOR ENGINEERS

24 HOUR
RECOVERY



Telephone: Guildford 225003 anytime
Bridge End, High Street, Ripley, Nr. Woking
Surrey GU23 6AX



Send & Ripley History Society

Established 1975 as Send History Society

A Registered Charity No. 296324

Chairman: Mr K H Bourne

1 Victoria Cottages, Gole Road, Pirbright (Brookwood 6532)

Secretary: Mr L G Bowerman

The Manor House, Send Marsh, Ripley (Guildford 224876)

Treasurer: Mrs P Medlen

Muir House, Brooklyn Road, Woking (Woking 60021)

Newsletter Editor: Dr R L Gale

Tudor House, High Street, Ripley (Guildford 225337)

Typed by Mrs Chris Parker. Copyright Send & Ripley History Society 1987

Newsletter No 76

September/October 1987

Contents	Page Number
Tudor House, High Street, Ripley (part of the former George Inn) notes by John Slatford and Les Bowerman	2
The History of Send and Ripley - summary of a talk given by Les Bowerman to the West Surrey Family History Society	3
Ripley Summer Event - notes by Kate Smith	8
"Looking Back - Surrey Village Life and Its People 1890-1940" notes by Tony Medlen on the Society's forthcoming publication	9
100 Years Ago - Extract from "Bicycling News" contributed by Les Bowerman	9
Archaeology - notes by Bob Gale	10
Christmas Social - notification by Bob Gale	10
Secretary's Report	11
Charity Status - report by the Editor	11
Forthcoming Events	11

Cover Illustration: A sketch of Chris Smith's 1933 silver Rolls Royce (chassis and engine), with a 20/25 Thrupp & Maberley Sedanca style body, which graced the Society's stand at the Ripley Summer Event. This car was originally commissioned and owned by the playwright, R C Sherriff.

**TUDOR HOUSE, HIGH STREET, RIPLEY
(part of the former George Inn)**

**Revised Considerations by John Slatford,
with Comments by Les Bowerman**

At various times many of our members have had the opportunity of visiting Tudor House, the home of our Newsletter Editor, Bob Gale.

The basic style of the original house has been clearly identified, that is, as an interrupted or dropped tie beam timber frame of c 1625 (see Newsletter No 46). However, a number of questions have remained unanswered, and recently further efforts have been made to resolve these.

The principal problem concerns the fine staircase, which today is one of the best features of the house. Is it original or a later addition? If it is the latter then where was the original access to the upper floors?

The original timber frame, which is the front part of the present house, was a structure of substance and quality. The extensions to the rear, which contain the staircase, are, by comparison, of much lower quality. It was originally suggested that the main structure and the extensions were contemporary, and that the staircase had always been in its present position. However, the quality of the staircase is far superior to that of the rear extensions, which it is now thought were a later addition.

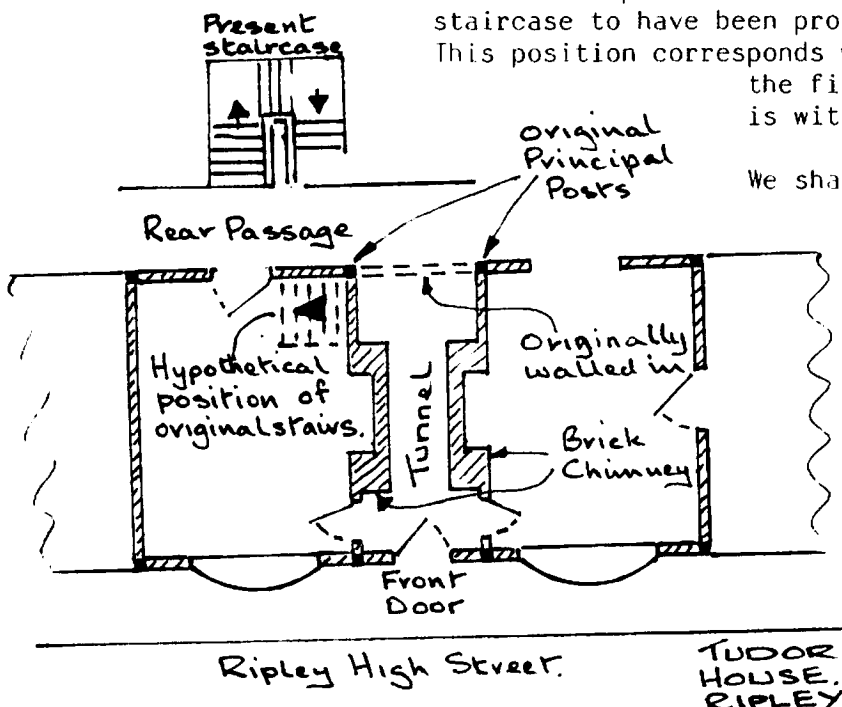
The matter is further complicated by study of the unusual "tunnel" leading from the front door to the passage at the rear. This "tunnel" passes through the massive brick chimney serving fireplaces in the rooms on either side. It is considered that the chimney is original and, by inference, the tunnel also. The chimney is, in fact, contained within a narrow bay of the principal timber frame. In a house of, say, 75 years earlier this bay could have been a smoke bay, but by 1625 brick chimneys were the norm in houses of this quality.

The rear passage is contained within the rear extensions. The "tunnel", in connecting with the rear passage, has to pass through the rear of the narrow bay, but this originally could not have been possible because there was framing at the back of the narrow bay and thus a wall separating the two. There is, however,

sufficient space at the end of the tunnel for a narrow staircase to have been provided behind the chimney base. This position corresponds with the present access from the first floor to the attic, and is within the original frame.

We shall probably never know for sure which theory is correct. It is quite possible that the main entrance and stairway were somewhere else, but were replaced in one of the many alterations to the property. Or is it possible that the present staircase is original after all?

John Slatford



John Slatford has invited me to comment on the preceding notes on the former George Inn. I would add only this. A narrow or winding staircase in the space between the far end of the "tunnel" and the rear frame of the main structure would have been rather poky for an inn of the size and quality of the George. The existing stair would have been far more impressive, but where was the access to it?

The report in Newsletter 46 stated that the tunnel, as we call it, was cut through the chimney in about 1840. One hesitates to offer an opinion differing from that of experts of the stature of Ken Gravett and Jim Oliver, who wrote the original report, but one does wonder why they were so categorical. It would have been some task to drive a tunnel through an existing chimney, no matter how massive, as there would be some risk of collapse. The only conceivable purpose for such an undertaking would be to provide access to a newly installed staircase of some quality. Could it not have been the case that there was originally, as now, simply a chimney serving each of the two main rooms at ground floor level with a space between them, joining at first floor to share a common stack? The implication of that is that the tunnel could always have been the access to the stairs, whether they were as hypothesised by John, or as opined by Messrs Gravett & Oliver.

Les Bowerman

THE HISTORY OF SEND AND RIPLEY
- Summary of Talk Given by Les Bowerman
to the West Surrey Family History Society

The ancient parish of Send, which included Ripley, was bounded on the West and North sides by the original course of the River Wey, on the East side by a stream which led down from East Clandon to Ockham Mill, and on the South side by an apparently arbitrary line passing to the South of Stoughton Ryde (now Send Prison), and Dedswell Manor, and North of Clandon Park.

There has been human habitation in the area since the period 5000-2400 BC, as attested by Neolithic struck flints which have been found. A prehistoric dugout canoe, found by the River Wey at Wisley, and a high quality stone axe head, found near Papercourt Farm, show that some of the first visitors to the area travelled by water, probably from the direction of the River Thames and farther afield on the Continent.

The first documentary reference to Send comes in an Anglo-Saxon land charter of 960-962 AD, in which 20 hides of land at Sendan were sold by Earl Aelfeah to Archbishop Dunstan for £90. There is no precise definition of a hide, but it is generally accepted as having been the area which one family could cultivate, probably something in the region of 120 acres. The area covered by the ancient parish of Send remained virtually unchanged for a thousand years, until 1984, when the area between Dedswell Manor Farm and the Ripley Bypass was awarded to West Clandon. This could be said to mark the final chapter in a 750 year dispute over Burnt/Burden Common which had begun as early as 1242, when Ruald de Sandes and Henry de Bovill of Clandon entered into an agreement to share the common and to limit the number of sheep kept there by the Prior of Newark. Ripley became a separate parish for ecclesiastical purposes in 1978 and for civil purposes in 1933. The Domesday Survey of 1086 shows a settled community with the same area of 20 hides mentioned. There was a church, which would probably have been a wooden building, on the site of the present Send Church, by the river, there was a mill, which was undoubtedly on the site of Newark Mill, the latest version of which was burnt down in 1966, prior to which it had been regarded as holding pride of place among Surrey water mills. The Survey also referred to five fisheries, which was one of the highest number of fisheries in the South-East. These fisheries were probably areas set apart in the meandering River Wey. Around the

Newark area there had been something of an industrial centre with an eel trap in addition to the mill. The mill had been situated in an ideal position, for where the original course of the River Wey meandered past the foot of the mound on which Pyrford Church is built and back to where Newark Lock now is, the early mill builders made a cutting direct through, thereby giving them a considerable head of water over a relatively short distance.

The earliest surviving building in the ancient parish of Send is the chancel of Ripley Church, constructed in about 1160 by monastic builders, probably of the order of Augustinians from Merton Abbey, farther up the London Road. Other local priories of this order were at Reigate and at Sandown, near Esher. There is evidence that the Abbot of Merton sent one of his legates to Rome via Portsmouth, and it may well be that he travelled through what is now Ripley village and perhaps had occasion to be thankful for a stop at the minor crossroads where the road from Chertsey Abbey to the North Downs crosses the main trunk road. The original intention may have been simply a small wayside hospice, or it may have been intended to be a somewhat grander building, as the high quality string course in Caen stone suggests. Whatever the intention, the original plan was changed in about 1189, when Ruald, mentioned above, and his wife, Beatrice de Send, made a grant of property to the Augustinians, including the area of Newark at that time known as Aldebury. The columns in the chancel of Ripley Church, which were clearly designed to take a stone vaulted roof, witness the change of plan, because that roof was never completed. In the period 1189-1200, a priory was constructed at Aldebury which was usually known as Priory De Novo Loco, meaning the Priory of the New Place. This later contracted to Newark, ie the new work. The grant of property by Ruald and Beatrice was expressed to be to God, the Blessed Virgin, the Blessed Martyr, Thomas, and to the canons there. Once constructed, the priory clearly loomed very large in the lives of the local inhabitants for the long period of 350 years up until the Dissolution by Henry VIII in 1539. After a visit in 1807, the romantic poet, Thomas Love Peacock, described "these gray unlonely walls". After construction first of the hospice at the crossroads and then of the priory, traffic doubtless increased, and in 1204 we have the first reference to Ripley in the form of Rippelia, possibly meaning Rippa (a personal name) and lea, meaning a clearing in the forst. There would have been much coming and going to the priory and it may be that trading stalls were set up either side of the main road, later followed by some form of storage for goods behind the stalls and later still by buildings. This would account for the unusually wide verges either side of Ripley High Street, which can be contrasted with the narrow footpaths of Godalming, another settlement along the Portsmouth Road. The chancel, which is the earliest part of Send Church, dates from about 1220, and perhaps reflects a further endowment by Ruald and Beatrice at about that time. The oldest domestic building in the area is Vintage Cottage in Rose Lane, Ripley. Dating from about 1400, it is a typical Chaucerian house, as described in the Nun's Priest's Tale: "Full sooty was her hall and eek her bower." The oldest building known so far in the present parish of Send dates from about 1450 and is Old Manor Cottage at Send Marsh Green. Most of the characteristic timber-framed houses of the area date from the great rebuilding which took place in the 16th century after the Black Death. The Yeoman's Hall House near Send Church is one of the best examples in South-East England of what an open hall house would have been like originally at this period. April Cottage, at Send Marsh Green, is characteristic of a small relatively poor house at the end of the period.

Documentary sources for the history of Send and Ripley are plentiful. There are some 300 years of church registers, there is the Inclosure Act of 1803 with the accompanying map of 1804 and the Inclosure Awards of 1814-15, there are the Tithe Map and Tithe Apportionments of 1843, there are census returns at ten-yearly intervals from 1841 until the latest to be released under the 100 year rule, ie

the 1881, there is the detailed list of property granted by the original Deed of Grant of 1544 by Henry VIII to Sir Anthony Browne, and there are, of course, the Manorial Court Rolls. Those of the manors of Dedswell and Papworth are intermittent, with the earliest Papworth Roll dating from 1425. We are exceptionally fortunate with the Rolls of the Manor of Ripley & Send, in that these run in almost unbroken sequence from 1533 to 1733 in Latin, and from that date up until the 1920's, when the property reform laws brought the system of copyhold property to an end. The Court Baron concerned transfers of copyhold property and the View of Frank Pledge was the system whereby minor misdemeanours were dealt with within the manor. The latter provide a wealth of detail as to the daily lives of ordinary people. For example, in the time of Elizabeth I, in 1575, the inhabitants were given one day to "make the Buttes", ie presumably to repair the archery range. In 1577, George Stanton was reported to have dug on the Lord's Common for bricke earthe and he was given one day to fill in the hole thereby caused. This was at Abery Green, which was on the corner of Grove Heath Road with the Portsmouth Road. The hole, later a pond, is still basically there! In 1579, four unknown men were reported to have made an affray with swords, sticks and daggers. In 1580, John Barnarde, at the time of Divine Service, took Apples of his neighbours, a mean trick if ever there was one. In the time of James I, in 1613, it was reported that the manor had no tumbrell, or whipping post, and the homagers were ordered to make one. The Buttes were reported once more to be in decay. In 1620, Humphrey Goddard made an assault upon the Ale Taster, John Chapman, with a 4 lb weight and drew blood. In 1621, Stephen Hunt was reported to have been drunk at the time of Divine Service and "carried his candlestick badly", a give-away if ever there was one. Also in that year there is a reference to "le frame Plott", ie the area where sections of timber-framed buildings were prefabricated. It is highly unusual to be able to pinpoint such a spot as we are able to do in the centre of Ripley. In 1633, John Stiles could hardly have been popular with his neighbours, if any, because he was reported to have erected a dung hill near the Highway to the injury of the liegemen of the Lord King. The rolls of the 1680's are full of excuses for absence by the ale taster, the pinfolder and the tithing-man. At one stage it was reported that there were no weights and balances, and later that Robert Fairbrother, who was often transgressing, had kept them.

Ripley owes its existence to being on the main road highway from London to Winchester, the former capital of the country, and beyond. Gough's map of 1360 shows the route through Ripley and Guildford. It is intriguing to think of convoys of waggons carrying the King and his ministers and papers through Ripley en route to Winchester. After the importance of Winchester declined, Henry VIII ensured the continuing popularity of the road by building up his naval dockyard and his navy at Portsmouth. Doubtless traffic increased at this time, bringing more prosperity and further building. The three inns with naval connections remind us of this period. They are, of course, the Ship, the Anchor and the Jovial Sailor. Ogilby's Road Map of 1675 shows that the general impression of Ripley at that time was of a straggling village with houses built end on to the road on the South side. Building on the North side developed spasmodically and haphazardly, due to encroachments on the green. Manorial Court Orders to demolish such encroachments appear to have been usually ignored.

A very different chapter in the history of the parish began in 1653 with the construction by Sir Richard Weston, in the short space of three years, of the Wey Navigation from the Thames at Weybridge as far as Guildford, with a view to making the river navigable. This was the first such major canal undertaking since Roman times. Two miles of the canal section passes through Send. The latter was a relatively poor neighbour of Ripley, but doubtless the canal brought some increase in prosperity. The 19th century was a period of stability, which is evidenced by the fact that W Groves remained lock keeper at Triggs Lock for 59 years from 1856 to 1915. During that time he brought up a large family in the

tiny lock keeper's cottage, which is still there. The carpenters' shop at Worsfold Gates is remarkable also, due to being built at about the time of the canal and then remaining in use for its original purpose, ie primarily for the making of lock gates, until the last few years. Typical cargoes on the Navigation were coal and timber, fruit and vegetables, and even gunpowder from the mills at Chilworth. From the ecological point of view, canal traffic was remarkably efficient. One horse, consuming only natural produce of the fields, was able to tow a barge of 60 tons. The Wey Navigation barges were large and broad beamed, unlike the narrow boats of the Midlands. The last commercial barge passed through Send in 1969. Both the New Inn at Cartbridge and the tannery a little farther down were built as a result of the canal being there. For further details of the canal, members are referred to "The Lost Route to the Sea", by P A L Vine. There are also many more or less untapped sources on the Wey Navigation in Guildford Muniment Room.

The ancient trunk road through Ripley, which gave rise to its existence, has already been mentioned. According to Manning & Bray's County History, published in 1814, travellers by coach at one time had to allow a whole day for the journey from Guildford to London, owing to the shocking state of the road surface. In 1749 the Turnpike Act was passed "to amend the road from Kingston to Petersfield". This soon led to a vast improvement and a "Rocket" stage coach was able to complete the whole journey from London to Portsmouth in eight and a half hours. The Talbot, with its imposing new frontage and coach arch, was a post house where travellers could hire horses. One of the turnpikes was on the road, just to the Guildford side of the "Jovial Sailor". Additional traffic and custom, brought by the turnpike, resulted in more prosperity, and the front elevations of many of the older houses in Ripley were raised at about this time to bring them more up to date. During the stage coach era, Ripley became the post town for a wide area, including Woking, then a sleepy country town, which is now called Old Woking.

A short-lived incident from the 18th century which will be of interest to family historians was the setting up by Earl Ligonier of Ripley, the Commander-in-Chief of the British Army, who lived at nearby Cobham, in 1759, of an army camp at Send Heath. It was to house, during the summer months, for four years, part of Ligonier's reserve of regulars against the French threat. He supervised the laying out of the camp personally. The parish registers of the time had relatively few entries of marriages and baptisms, but for the period 1795-62, suddenly among the local marriages were no less than 61 of soldiers to ladies who were described as being "of Sand Heath Camp", literally the camp followers. Not that that term is necessarily derogatory. During a two-year period, there were 48 Christenings of the children of army personnel. The soldiers came from as far afield as Nottingham, Devon and Lancashire. It is not known how many, if any, of the ladies were local and, therefore, whether the incident had any lasting effect on local history. An event which had a lasting effect on the appearance of the ancient parish was the passing of the Ripley & Send Inclosure Act of 1803, leading to the Inclosure Awards of 1814-15. Under this legislation, some 650 previously unenclosed acres, which had been available for commoners' use, were enclosed and allotted to local landowners. Burnt Common, from the main road down to West Clandon, was enclosed, as was Send Heath. Smaller areas included many of the previously wide verges, such as along Send Marsh Road, from the Green to Aldertons. Fortunately Ripley Green, one of the largest in the country, and the much smaller Send Marsh Green were left unenclosed. Woking Broadmead, within the parish of Send, over which specific people had specific rights, was also left unenclosed. Some of the ancient rights of common were preserved for residents by the setting aside of specific plots of land, such as, for instance, a 3 acre plot near Mays Corner, where residents of Send and Ripley were given the specific right to dig sand for their own use, but not for sale. That right still exists today.

The very fact that the name of the ancient parish was Send implies that it was renowned early for the existence of sand, and there is evidence that extraction of this mineral continued for a very long period. The sand was dug by hand and transported by horse and cart up until after the First World War, when the advent of petrol driven lorries and, a little later, mechanical excavators, enabled the quantities being excavated to be enlarged considerably. This activity then had a great effect on the appearance of the parish of Send in particular, for instance the large ponds on Send Heath and in the Papercourt area. The latter are now a particularly renowned area for ornithologists.

To return to the trunk road through Ripley, stage coaches were at their peak in the early 19th century, but unfortunately no pictures of the original coaches in Ripley seem to survive. The Victorian diarist, A J Munby, writing in the early 1860's, states that back in the 1820's some 27 coaches per day had passed through Cobham. Ripley was the post town for Woking from 1830 to 1865. The completion of the railway to Portsmouth in 1847 killed the coach traffic dead, and Munby recorded that there was only one carrier per week to Ripley from London. The turnpikes ceased to operate at about this time.

With Munby's "Great White Road" deserted by the coach traffic, its magnificent surface was ideal for the early bicycles which began to appear on the roads in the 1870's. Few of the wooden-wheeled Boneshakers would have reached as far as Ripley from London, but the development of those machines up into the graceful, if dangerous, High Bicycles resulted in this new form of traffic finding its way to Ripley in ever increasing numbers. For the period from the early 1870's up until 1900, the High Bicycles, and later the smaller-wheeled Safeties, were the fastest vehicles on the road. By the early 1880's, Ripley was being described as the "Bicyclist's Haunt" and the road was being described as the "Greatest Cycling Highway in the World". In 1887 the Earl of Albemarle, then President of the Civil Service Cycling Club, described Ripley as being "the Mecca of All Good Cyclists", and at about this time, exactly one hundred years ago, he was escorted to Ripley by members of his club. Initially the Talbot, the Hautboy at Ockham and the Anchor were all equally popular with this new form of traveller, but over a period of years the homely rural charms of the Anchor and the hospitality dispensed by the widowed Mrs Harriet Dibble and her two daughters, Annie and Harriet, ensured that the latter was the favourite haunt, pictured in so many cycling periodicals of the time. The police at Kingston were concerned about the vast throngs of cyclists passing through that town on their way to Ripley and instituted a campaign of persecution to try to reduce their numbers. In 1891 at Whitsun, for instance, they reported that no less than 20,000 cyclists were en route to Ripley, but it is believed that this figure was exaggerated to prove a point. Ripley Church contains a memorial window and plaque to Herbert Liddell Cortis, the first person to ride a bicycles 20 miles in one hour. This was in 1882 at the Crystal Palace track on one of the old High Ordinary Bicycles. There is another window and plaque on the South side of the South Aisle of the church, which was subscribed to by their admirers, to the Misses Annie and Harriet Dibble when they died in 1895 and 1896 respectively. Their deaths, coinciding with the development of the motor car, effectively spelt the end of the cycling period for Ripley.

The final phase in the history of Ripley could be said to be from 1900 to 1976, when ever increasing motor traffic virtually split the village into two, the dividing line being the main road. The early motor cars, with their pneumatic tyres driving against the untarred road surface, drew huge clouds of dust behind them. The Parish Council Minutes of about 1900 record that an experiment was carried out at about that time in spraying tar on the surface, similar to what had been done at Cobham, with a view to laying the dust. It was not until some time shortly before or after the First World War (the precise date is still

unknown) that a tar macadam surface was laid. The early motoring ensured the development of garages and teahouses. This traffic brought more prosperity, but there was still a good deal of poverty, as witnessed by the garrets, unlit and unheated, in the roofs of some of the buildings fronting Ripley High Street which the Buildings Group of the Send & Ripley History Society have found. Some of the sites developed as filling stations still survive as garages today. The former George Inn became a teahouse in the 1920's, run by Mr & Mrs Howard.

The eventual construction and completion in 1976 of the Ripley Bypass eased the traffic flow and reunited the two halves of Ripley, making it once more a civilised place for shopping and relaxation. The opening of the M25 Interchange at Wisley in 1983 had another marked effect on the area, attracting again a good deal of traffic through Ripley on its way to the motorway. The early bicyclists who waxed so eloquent about the charms of the narrow pine-scented road through the woods to Lake Boldermere and Ripley would have been horrified at the six-lane approach to the motorway, where the lonely little Hut Inn once stood.

This marked the end of the talk to the West Surrey Family History Society. It might be an interesting exercise to expand these notes at a later time into a full scale history of Send and Ripley.

RIPLEY SUMMER EVENT - Notes by Kate Smith

In the middle of this year's British monsoon season, the village of Ripley held its annual Summer Event. Fortunately for the resolute History Society team, the rain held off while the tent was pitched and, indeed, for most of the afternoon. The Event, which consisted of the usual successful ingredients, including a fruit and vegetable show in the marquee, many stalls run by local organisations, an arena programme and a live Country & Western group, was well attended.

The Society's stand presented a display covering the known history of Ripley, ranging from the time of Domesday to the current era of the motor car, with the aid of old documents and photographs. Motor transport, in fact, was represented by Chris Smith's 1933 silver Rolls Royce with a 20/25 Thrupp and Maberley Sedan style body. The display also featured Charles Thurbin's beautifully constructed scale model of Newark Priory. This model never fails to attract a lot of attention, usually causing some astonishment regarding the size of the original priory and stimulating many queries.

On the financial side, this year's Event can legitimately claim to be the most successful in which the Society has participated. Our stand attracted a constant flow of people throughout the afternoon, and as a result, we took more than £40 for publications and two new memberships.

It is worth repeating that the Society's presence at local fetes both creates goodwill and effectively promotes its activities and interests. For those involved in manning the stall, it can be both enjoyable and satisfying, while admittedly requiring some dedicated hard work, not least in the preparation prior to the actual Event.

The Society's thanks should be extended to the team of stalwarts responsible, comprising Bob Gale, Eric Ferris and Kate Smith, ably assisted by Tony and Patricia Medlen on the day. These stalwarts were there at the finish helping to dismantle the display and the tent following a torrential downpour, which closed proceedings only ten minutes prematurely.

"LOOKING BACK - SURREY VILLAGE LIFE AND ITS PEOPLE 1890-1940"

Notes by Tony Medlen on the Society's Forthcoming Publication

Aware of the general interest in a further publication of selected photographs from the Society's archives, the Local Memories Group, and in particular its Secretary, Jane Bartlett, had felt for some time that a companion volume to the "Then and Now" book would be an excellent way of using the considerable photographic material collected over the last ten years. Cataloguing this material was a daunting task which Jane undertook and accomplished with commendable care and patience.

The first mention of a target date for projected publication was made at a Local Memories Group meeting held in April 1985, the intention being to have the book ready in time for Christmas 1987. Naturally we are extremely pleased to announce that the book is now almost ready and we hope that members and friends will find much in it to interest them. Indeed, we feel it will make an excellent Christmas gift for anyone who knows the local area or is interested in the social development of village life.

That the book has been published at all is largely due to Jane Bartlett. Many new contacts and friends have been made as a result of the slide talks that Jane has given in both Send and Ripley over the last two or three years. She has also spent very many hours talking to several of the older residents of Send and Ripley. Throughout this she has been ably assisted and encouraged by her husband, John, and by Mavis Lake, who has patiently completed all tasks given to her, from photocopying to typing the text. Our Chairman, Ken Bourne, who also happens to head the Photographic Group, has spent much of his valuable time skilfully copying many of the photographs shown in the book. Often this required special treatment to enhance the original if it were damaged or faded.

Several of our members have now gained considerable experience in writing and publishing ... but they will also have acquired some insight into the multitude of problems that inevitably arise. We congratulate all those who have contributed to the production of this admirable and richly illustrated publication, and in particular we wish to thank everybody who has helped by sharing with us his or her local memories and by lending us photographs.

Book launch

We hope that members will find this book a worthy companion to the earlier volume, which has proved so successful, and will again be prepared to support the Society in its latest enterprise. Those members who order the book in advance at the special pre-publication offer price (see accompanying form) are invited to collect their copies at a Book Launch to be held at the Manor House, Send March Green (the Society is grateful to Anne and Les Bowerman for making their house available for this event) on 31 October 1987, at 3 pm (for 3.30 pm) until 5 pm. We hope the local press will be in attendance to publicise this event, and that County Sound will broadcast an announcement on the publication. So, why not come along to toast its success and collect your copy?

Editor

100 YEARS AGO - EXTRACTS FROM "BICYCLING NEWS"

8 October 1887: "It was reported that the West Roads Cycling Club had held a handicap race on the Ripley Road on Saturday, 1st October. There were 70 starters and the actual fastest machine was an 'ordinary' ie high bicycle, followed by a 42" geared 'Facile'. The Hon. Sec. of the Ripley Road Club enquired why the

West Roads could not race 'over their own ground instead of competing on a road dedicated to wearers of the yellow silk handkerchief' (a 'trade' mark of the Ripley Road Club). The affair became known as the 'Ripley Road Scramble', and led to the banning of road racing by the National Cyclists Union. The winning post was 2 1/2 miles past Ripley towards Guildford. An observer, having seen most of the riders complete the race, had to say: 'A few more of the scramblers having come in, some very near half dead from their exertions, return was made to the Anchor, where a splendid repast was provided, quite 200 sitting down at that famous hostelry's festive deal board.' Two hundred at 1s.9d. per head - a nice little sum for an evening's takings. Where would this house be, I could not help wondering, if it were not for the patronage of cyclists? Who can, after this, say that cycling does not make it salubrious for country inns?"

15 October 1887: "The last of the Ripley cyclists' services was held on Sunday, and was attended by about 25 visitors who had previously dined at the Anchor. H. J. Swindley read the lesson, and the Rev. H. Hooper gave his usual short address, which he ended by announcing his intention of again holding the gatherings next year. We were sorry to hear that of those who have visited Ripley during the summer the larger number have not thought fit to spare the twenty minutes out of a long day, which is about the time occupied by the little service. We hope next season this will be changed, for cyclists have gone up in public estimation in consequence of these services, and we have no wish to see them descend again."

Contributed by Les Bowerman

ARCHAEOLOGY

The History Society used to take an active interest in local archaeological matters, but this lapsed several years ago. Prompted by a letter from the Surrey Archaeological Society requesting suggestions for strengthening liaison with local societies, the History Society Committee, at a recent meeting, discussed the possibility of rekindling that interest. It was decided to appeal to the membership for an indication of potential interest and perhaps an active commitment from a few individuals. This need not be onerous: as a minimal effort, it might only amount to a watching brief on known archaeological sites in the area, eg Newark Priory. With inclination and time, this could be expanded to some documentary studies and, possibly, attempts to locate new sites and perhaps preliminary field studies.

The Surrey Archaeological Society's experts would be available for consultation - that is where the liaison work would come in. Would those interested in exploring the matter further please contact Les Bowerman (Guildford 224876).

Editor

CHRISTMAS SOCIAL

With the arrival in early September of lavishly and seductively illustrated catalogues, the count down to Christmas is already well under way. It is therefore time to note in your diary that the Society's Christmas Social will be held on Saturday, 12 December 1987, at the Lancaster Hall in Send Road, commencing at 8 pm.

This event, which now has an established place in the local calendar, will follow the traditional formula, including a running buffet with wine, a quiz, raffle and some form of entertainment. Tickets, which will cost £3.50, will be available in advance from the Secretary and members of the Committee. To avoid disappointment, book your tickets early (friends of members welcome). Remember the Christmas Social is too good to miss.

Editor

SECRETARY'S REPORT

Membership

We are pleased to welcome the following new members:

Mr & Mrs A Machin, 19 Linden Way, Send Marsh, Ripley.
Mr G Mansell and Miss J Thorpe, The Cottage, Rose Lane, Ripley.
Mr B L Wilkes, 8 Birnam Close, Send Marsh, Ripley.
Mr & Mrs R E M Davies, Rowanley, 47 Amberley Drive, Woodham, Weybridge.

Paid-up membership amounts to 106 double and 79 single subscriptions.

The SLHC Symposium

This year's Surrey Local History Symposium will take place at Surrey University on Saturday, 14 November. The theme is "Surrey at War". Exhibits will be ready for viewing at 10.30, with the first lecture at 11.00, the subject of which is "Mediaeval Warfare and Castles in Surrey". We are told that the speaker is a Dr Fenn, but wonder if this is a mistake for Dr Derek Renn, who spoke to us on a similar subject about 18 months ago. The lunch break will be from 12.00 to 2.45, which should give plenty of time for viewing exhibits, talking and browsing round the book stalls, in addition to lunch, which is available at the University for £2 per head. The first afternoon talk is on "Civil War in North Surrey", by Mr Milward, and the second is "Newdigate at War 1914-1918" by the Newdigate Society.

Tickets are £5 at the door or £4.50 for members of affiliated Societies, if purchased in advance. Orders to me, please, by the end of October.

CHARITY STATUS

We are pleased to announce that the Society has been freed from any potential tax liabilities by being granted charitable status following application, earlier this year, which required some minor amendments to our constitution. As sharp-eyed members will have noted on the title/contents page, our registration number is 296324. According to our new constitution, the Society's main objective is "to educate the public", a process which we hope will not prove too painful to our members, but instead, stimulating and entertaining.

Editor

FORTHCOMING EVENTS

Tuesday, 27 October ... Open meeting at the Red Cross Centre, Sandy Lane, Send, commencing at 8 pm, when Mr Paul Larkin, Curator of Chertsey Museum, will speak about Chertsey Abbey.
Saturday, 31 October ... Book Launch for "Looking Back", at the Manor House, Send Marsh Green. Official launch at 3.30. Open house from 3-5 pm. Refreshments provided.
Wednesday, 4 November ... Local Memories Group meeting at 8 pm at Little Ripley House, High Street, Ripley.
Saturday, 14 November ... Annual Surrey Local History Council Symposium, at Surrey University. For details, see Secretary's Report.
Tuesday, 17 November ... Open meeting at 9 pm at Ripley Village Hall, when Mrs Vivienne Ettlinger will speak about the History of Dorking.
Saturday, 12 December ... Annual Christmas Social at 8 pm at the Lancaster Hall, Send Road, Send. Tickets £3.50, available from the Secretary in advance.

Sage Antiques & Interiors

*Furniture · Paintings · Objects · Restoration
Fabrics · Wallcoverings · Carpets · Sofas · Tiles
Specialist Curtain Makers & Upholsterers*



HIGH STREET, RIPLEY, SURREY GU23 6BB

Telephone: Guildford 224396

Hours of Business

Mon-Fri. 9.30-12.30 2.00-5.30 Sat 9.30-5.30

Other times by appointment



NOTICES

Surrey Local History Council Symposium: The Society will mount a stand at the Symposium, at the University of Surrey, on Saturday, 14 November, on "Surrey at War". Since our display will include the Second World War, we would be grateful if any member could help us obtain memorabilia of this period, such as helmets, gas masks, posters and photographic material specifically related to Send and Ripley. If you can help, please contact the Editor (Guildford 225337). Tickets for the Symposium, which starts at 10.30, are £4.50 in advance from our Secretary, or £5 at the door.

Next Open Meeting: Tuesday, 27 October 1987, at 8 pm, at the Red Cross Hall, Sandy Lane, Send, when Mr Paul Larkin, Curator of Chertsey Museum, will speak on Chertsey Abbey.

Book Launch: Members should by now be well aware that the Society's new book, "Looking back - Surrey Village Life and Its People 1890-1940", will be published shortly. There will be a book launch to mark the publication at the Manor House, Send Marsh Green, on Saturday, 31 October, at 3 pm (for 3.30) until 5 pm. Members who have subscribed to the pre-publication offer will be able to pick up their copies and toast the success of the book. If you have not already taken advantage of the pre-publication offer, which closes on 27 October, an application form will be found with the Newsletter.

Christmas Social will be held on Saturday, 12 December, at the Lancaster Hall, commencing at 8 pm. There will be a buffet with wine, a quiz, a raffle and some form of entertainment. This event has in the past proved very popular. Tickets (£3.50) are available from the Secretary or members of the Committee.