

L. G. & S. Hecht
Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY
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NEWARK PRIORY

Journal Volume 5 No. 161

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Send & Ripley History Society

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Cover Illustration: *'Tent Dwellers', Walsham Lock Ripley, Surrey, 1908.
Photo by Heatas McLean – See Photographic Report*

EDITOR'S COMMENTS

This issue of the Journal is the first not to be typed by Chris Parker. Chris has typed every issue for the past 26 years other than Newsletter number one (Feb/March 1975) which was typed by our Chairman Les Bowerman who was at that time Secretary and Newsletter Editor. Chris has ceased typing the Journal due to pressure of work and it is appropriate to thank her and Geoff Parker for the excellent work they have carried out for what must be a record period of time, and to wish them both all the best for the future.

May I remind members that subscriptions are due for next year; a renewal form is enclosed with this Journal. Please note that Les Bowerman has temporarily taken on the job of Membership Secretary and all subscriptions should be sent to him.

Distribution of the Journal is now being co-ordinated by Norman Carpenter following an induction period from George Bleach. It is hoped that through the help of our dedicated team of distributors your copy of the Journal should be delivered early in the first month of each bi-monthly period e.g. November, January, March, May, July and September.

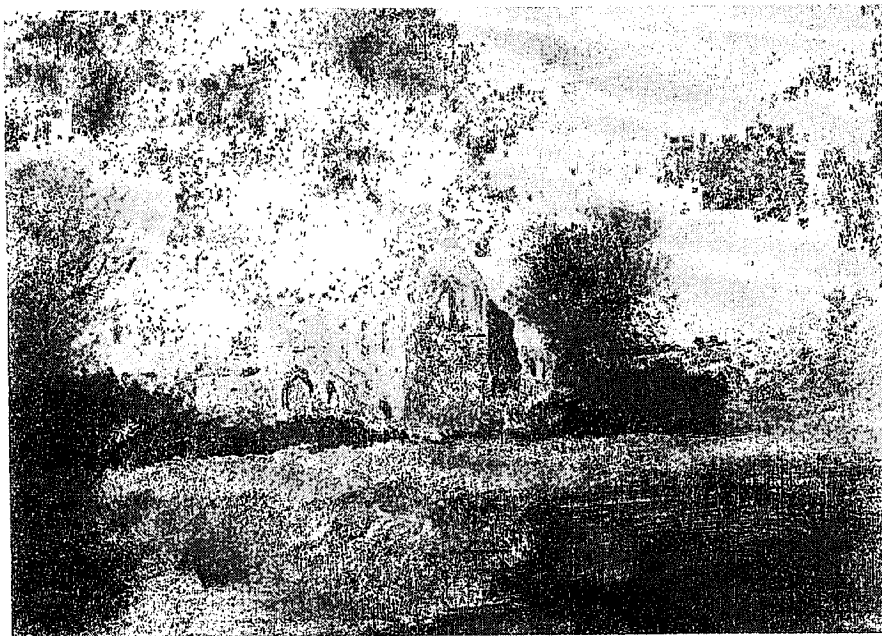
The format required by our printers, Surrey University, for the Journal is Microsoft Word on disc, as reported in Journal No. 157 Mar/April 2001. Having obtained a scanner/printer the next stage is to take the plunge and acquire a computer. Hopefully this will happen and be in operation for the next Journal. In the meantime my daughter Jackie Herring has typed this Journal and has been most helpful in assisting in this transitional period. Future articles will still be welcome in typescript or manuscript but the preferred format will be either a Microsoft Word document on disc or sent as an attachment via the e-mail. (Please see any recent Journal for an example of the layout). Type is Times New Roman, 12pt. Further details in next Journal.

As this is the last issue of the Journal for 2001, may I wish all our readers, contributors, advertisers, Journal distributors, publishers and everyone else who assists in producing the Journal to its consistently high standard, a Merry Christmas and Happy New Year.

TURNER IN RIPLEY

The Society has recently acquired two black and white photographs of oil sketches done of Newark Abbey (Priory) by J M W Turner, which are in the Tate Britain collection. These paintings are dated by the Tate as c.1807, although one expert John Gage suggests they are later, c.1809-10, whilst more recent research by David Hill, indicates that they are earlier, c.1805.

Tate Britain have also told us that there are two other paintings of the Priory, one in the Loyd Collection and one in the Yale Center for British Art in the USA. There are also a number of pencil sketches relating to Newark Abbey. These were done, along with three of the four oils, on a trip along the Thames and Wey on which Turner stopped at Hampton, Ripley, Godalming and St Catherine's. He has even noted down his expenses. The size of the sum spent in Ripley suggests an overnight stay. Of course in his day the Wey was mainly used for trade and he would have been unusual in exploring it for pleasure, but it is about this time that travel for its own sake was catching on.



On this trip he did a number of sketches and oils round Godalming and St Catherine's and one pencil drawing suggests he might have stayed at the White Lion in Guildford, before moving on to Ripley. He executed four pencil sketches and three oils of the Abbey (Priory), apparently trying to understand the layout of the walls. The first oil, now in the Loyd Collection, is one of the most highly developed in the series and was unusual in that it did not form part of the Turner Bequest. It was originally in the ownership of the Reverend Dr Thomas Lancaster, perpetual curate of Merton (1801-1827), but his connection with Turner is not known. The light in the painting indicates it was done in the afternoon and the second oil sketch, done later in the day, gives the effect of light across the walls. The final sketch shows the ruins from the west with the sun falling on the gable from the south-east so the time of day must have been morning (after a night at the Talbot perhaps). This is the largest of the sketches and one would imagine that he would have had more time to devote to it. However it remains very broadly painted in parts, almost abstract, presaging the Post-Impressionists three quarters of a century later.

There is one other oil painting of Newark Priory done by Turner and this is in the Paul Mellon Collection in Yale. The experts are once again unsure of the year. The view is from the direction of Pyrford (Newark) Mill and shows a boat in the river as well as the Priory. A pencil sketch for this picture exists in the Thames from Reading to Walton Sketchbook (XCV), whereas the others are in the Wey/Guildford sketchbook (XCVIII).

Although the Society has only been able to obtain these black and white photographs and some rather grey photocopies, I think it is nice to reflect that the great J M W Turner painted here and almost certainly stayed in Ripley.

Clare McCann

Bibliography:

John Gage 'Colour in Turner: Poetry and Truth' - Studio Vista London 1969.

David Hill 'Turner on the Thames: River Journeys in the Year 1805' - Yale University Press 1993

Martin Butlin and Evelyn Joll 'The Paintings of J M W Turner - revised edition Yale University Press 1984.

THE BROADMEAD

The Broadmead is an area of land adjacent to the River Wey, stretching from the Broadmead Road between Old Woking and Send towards Ripley. The area was used for hay and grazing, and was divided into strips for ownership. This might hark back to a medieval strip farming system, but there is no outstanding evidence that it was ever ploughed until World War II, when a Ploughing Order brought the practice to an end. One of the earliest records of the Broadmead is in 1331, when William de Weston held the Lordship of Papworth, which included the Broadmead. In 1560 John Warrynge (Warren) appears in the Papworth (Papercourt) Court Rolls making an application to Court Baron for a licence to let out an acre of the Broadmeade when the 'fine' (fee) was 3s.4d. In 1563 probably the same John Warrenge, Bailiff of Papworth, took 'cattal' from widow Mabbank and Robert Alderton and impounded them in the pinfold (pound) as a penalty. They broke the pinfold and led out their animals 'there impounded', which was an offence. In fact there seems to have been a pound at Papercourt Farm until just before the war. Animals were branded there before being allowed past the lock and onto the Broadmead for winter grazing. Stray animals were rounded up and impounded including horses if they still had their hind shoes on. These had to be removed to prevent other animals from being injured by being kicked. The Broadmead was at one time part of Woking Manor and according to a Customal or Customary of James I (1603-25), the King had 8 acres of it, which the other occupiers were required to delineate before the grass could be cut for hay. The owners were known as Farren-holders. 'Farren' is an archaic dialect word, seemingly only used in Surrey and the West Country. In Surrey it referred to an acre of land, in this case, on the Broadmead, which conferred the right to cut hay and then turn out one horse, two cows or six sheep per acre. Farren-holders could sell their rights if they were not using them themselves. It differed from Lammas Lands, which became common land in the winter months, after Lammas day in August.

Because of the rights applying to the Broadmead it was not subject to Enclosure and the strip system endured. Mr Bayliss, a Send resident, bought a strip from Mr Ryde at auction for £33 early in the 20th Century. The piece was 210 foot long with the frontage on Broadmead Road near the Woking end and everyone had to go over it. It had a bridleway going over it to Tannery Lane and a footpath going to Wharf Lane. He was allowed to pasture one horse and two cows and two and a half sheep (?) and he also had fishing rights on the river. From March to August he grew hay and his daughter Margaret recalled having once raked up hay on the wrong lot. Her father then marked out his lot with staddlestones. Mr Bayliss had to do the hedging on the Broadmead Road and apparently when he grew old and was unable to do the work, he set fire to it instead. Once the hay was harvested, the animals were grazed on the fields from August to March.

A Mrs Bedford, who lived at the corner at Old Woking dealt with the gates. She took them down for haymaking and then they were put back up again on August 15th. These were probably the same gates that Reg Giles recalled. Apparently the Hart family bought a piece of the Broadmead (presumably adjoining the road) and, ignoring all the rules applying to it, built two 'villas' on it. They were punished by being made to supply and fix a new pair of iron gates at the end of the Broadmead.

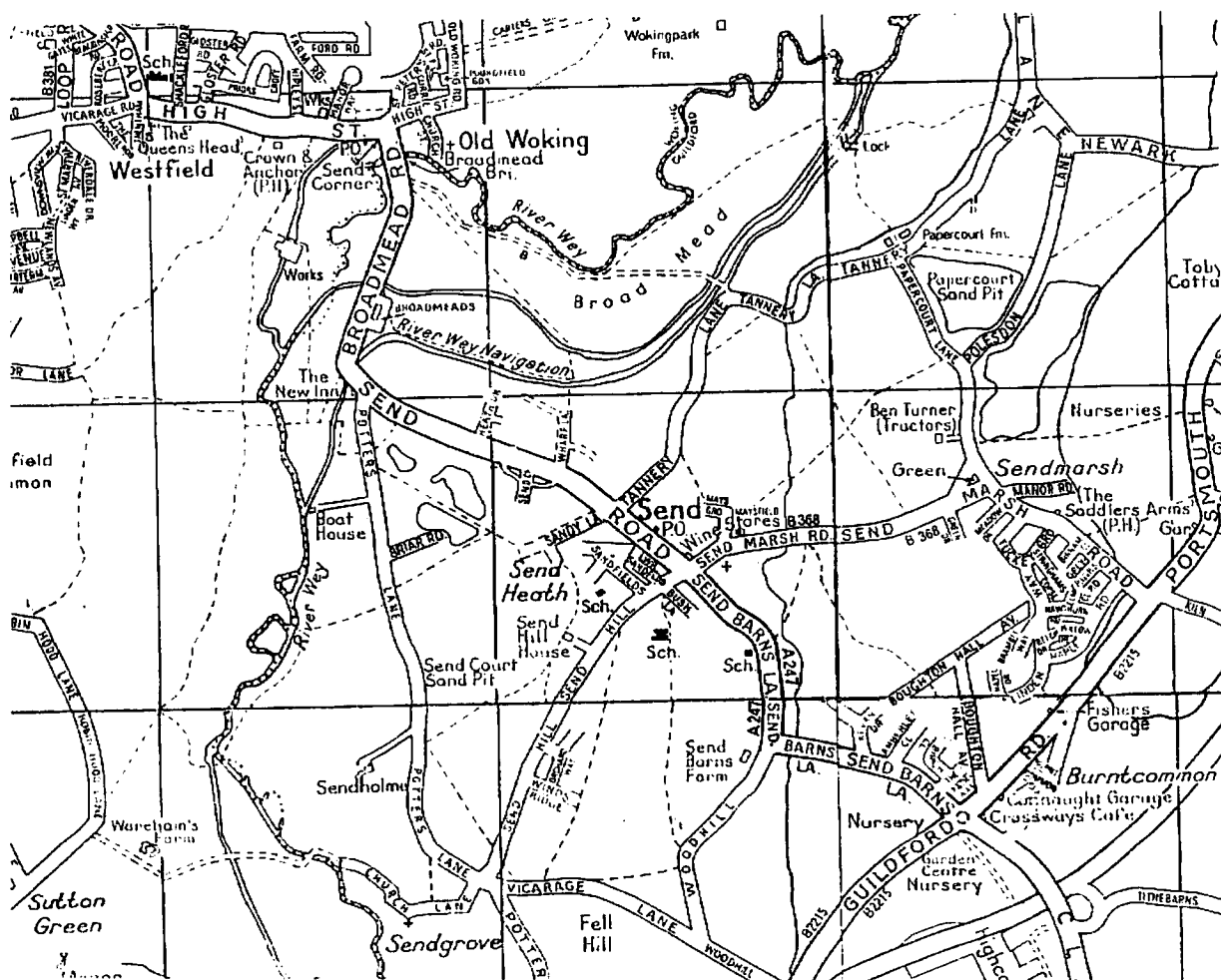
Miss Bayliss also remembered that there were occasional meetings of the approximately 60 owners. Each owner had to brand their animals BM so they could be identified as from the Broadmead and that this was done at the little cottage at Send Marsh near the Green.

The late Joe Baigent was the last official herdsman on the Broadmead. He was appointed in 1921 at a sum of £8, paid half-yearly. He was responsible to Lord Onslow's agent. He gave the society the branding iron, which was used with hot tar to mark the animals that were eligible to be grazed on the Broadmead. He also supplied the copy of the 1906 Regulations, which are also in the exhibition.

During the war the army commandeered it without compensation. They did away with the gates, built gun sites and on the Bayliss' property they built six huts for the men with concrete footings, which are still there. Pat Clack remembers that the Canadians were originally based there but it was deemed too damp so the WAAF were moved on to the site instead! After the war Jim Oliver, from Send Court Farm, farmed the land but since his retirement the it has lain fallow and has suffered occasionally from squatters and gypsies and of course flooding!

Clare McCann

The above article is compiled from notes from earlier issues of the Newsletters. There are also items on display in the museum's current exhibition 'Rural Surrey – Send and Ripley.'
Editor.



Map of Broadmead

PUBLIC TRANSPORT

July 2001 witnessed the removal of the last *London Transport* bus stop *flag* in Send. The stop concerned was on the Guildford bound side of Send Barns Lane opposite the school and had been re-sited in 1952 when the road was re-aligned between Mays Corner and the entrance to "Willow Haven", a few yards beyond the school in the direction of Send Barns.

The London Transport flag was of the heavier double metal skin type normally fitted to the larger concrete posts as found on all former *Green Line* routes and can still be seen at Ripley Post Office, Grove Heath North and Kiln Lane with modern *Surrey County Council* flags attached. The flag opposite the school was fixed to the telegraph pole - one of three to be found in Send during the heyday of London Transport.

With the forming of the National Bus Company in 1969, all the bus stops on London Transport country area routes were covered with a large paper sticker depicting a simple bus logo. During the very wet winter of 2000/2001 the paper on the stop in Send Barns Lane had peeled revealing the red and white *London Transport request* stop underneath. This has now been replaced by the smaller standard *SCC* flag.

All the bus stop posts in both Send and Ripley are gradually being replaced. The posts that remain in Send from the London Transport era are the standard type of bus stop where the timetable is bolted onto the post. Those that remain on the Portsmouth Road in Ripley are of a more robust construction with the timetable forming a part of the concrete post. Two different designs of *street furniture*.

Send Barns Lane today has only a two hourly service (463) between Guildford and Woking. When the *Tillingbourne* Company called in the receivers in March 2001 the 463 service fell into the hands of a small operator and the service was almost halved. The current operators have no livery of their own and all the buses used on this service are on contract rental.

Fifty years ago the scene was very different. London Transport purchased many new vehicles that replaced many pre-war buses including the ST L types.

RT, RF and RLH types were to serve Send and Ripley for many years right throughout the 1950s and '60s until the formation of the HBC National Bus Company. Only the RT never saw service through Send due to the height restriction of Victoria Arch in Woking, hence all routes through the village were destined to be worked by the *lowbridge* RLH types. Unfortunately when the Send and Ripley History Society paid a visit to the Cobham Bus Museum in 1998 there were no examples of the RLH in evidence. Only 76 were built during the years 1950-1952 and only four UK examples survive today - all in private ownership.

All known survivors of the second batch saw service in Send and Ripley. These are RLH 23, 32, 44 and 48 MXX223, MXX232, MXX244 and MXX48. RLH45 (MXX245) resides in a museum abroad and RLH18 (KYY518) lies derelict on salt flats in the USA, one of the first batch introduced in 1950.

Thankfully a good friend of mine filmed these somewhat rare buses in action weeks prior to their withdrawal and I will submit another article in due course giving these vehicles the recognition they deserve having served our local community so well.

David Porter

Surrey Archaeological Collections Vol. 87, 2000

Local Matters.

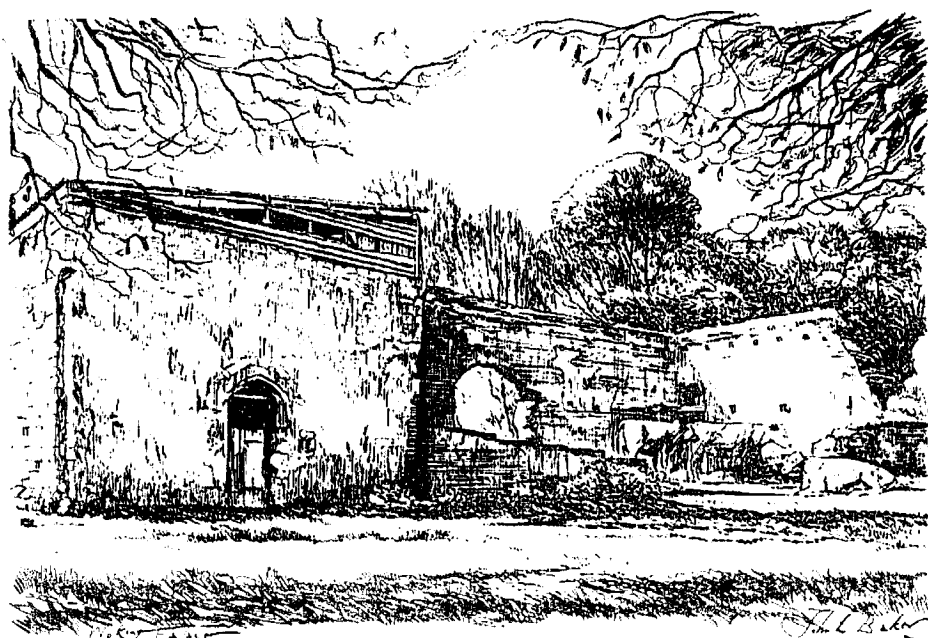
The above Volume, for the year 2000, contains some items of interest to Send & Ripley History Society

There is a comprehensive archaeological and historical survey on the Polesden Lacey and Ranmore Common estates by Christopher K Currie. I mention this partly because we have some months ago had Denis Walker's talk and then his conducted tour of Polesden Lacey. Members may be interested in the more detailed earlier history of the area. The other reason is that there is a very brief mention of Send in the survey. The relevant paragraph reads (in part):

The (de Polesden) family had other landed interests in the county outside Great Bookham manor and Effingham hundred. In 1235 Robert de la Ford and his wife brought a writ of warranty of charter against Reynold de Polesden and Dametta, his wife, concerning a virgate of land in Send manor (Surrey Eyre, 318-19).

It is perhaps reasonable to assume that this is the "Polesden Field(s)" (1530 Onslow papers) which is included as a minor name in Send in *The Place Names of Surrey* (1969). It is then surely fair to make the further assumption that the virgate in question (c 30 acres give or take) bordered what has long been called Polesden Lane, linking Send Marsh Green with Newark Lane. The Tithe Map and Apportionments of 1843 give one field bordering Polesden Lane as Poulton Lane and the adjacent field as Great Polesden. Both of these fields are part of the area recently back filled after have been quarried.

Woking Palace, being just north of the Wey east of Old Woking, is not of course part of our area, but it is as near as dammit, and we have always taken an interest. Indeed, the Society's first outing, on 20th April, 1975, was to view what remains of the Palace (and the adjacent Romano-British site). The original manor house may have been there as early as 1189, and it



Woking Palace

was certainly listed as a 'Capital Mansion House' in a survey of 1272. Henry VII spent time there with his mother, Margaret Beaufort, who lived the latter part of her life there. Henry signed several statutes there, including the Triple Alliance in 1490. Henry VIII also spent time there (for greater detail see Newsletter No. 3).

The reason for mentioning the Palace at this juncture is that our member, Helena Finden-Browne has had published in the above mentioned Volume 87 a "Vegetational History of Oldhall Copse" which is part of the grounds of the Palace. She took sediment samples from the moat surrounding the site and from the stewponds within and compared the resulting pollen evidence with the documentary evidence in order to identify major land use changes. Parts of the report are very technical and not easy for the lay mind to absorb, but there is much to interest even the most non-technical of local historians.

In Newsletter (as it then was) No. 147 I drew attention to an item in the SAS Bulletin about a "Palstave and a Palaeolith from Ripley" (both apparently from very close to the Send/Ripley boundary, the former in Brook Lane and the latter in the quarry east of Papercourt Farm). The definitive account of these now appears in Volume 87 of the Collections. There is just a little more detail, but I will not give it here since the main relevant facts were detailed in 147.

The account of these finds is given factually as related recently to somebody unidentified in the Archaeological Society report, but a degree of caution needs to be exercised as there is no way of corroborating the account which concerns finds claimed to have been made by individuals thirty to forty years ago.

Les Bowerman

MUSEUM ROTA - HELP!

Having circulated my very last Museum Stewards Rota and in spite of having tried very hard to find someone else to take over this not very onerous task with absolutely no success, I now appeal to all members of the History Society.

Is There Just One Person

out there who would undertake making up the rota
just three times a year?

Please contact me on (01483-222233) if you would be prepared to
have a go and I will explain how the simple rota works.

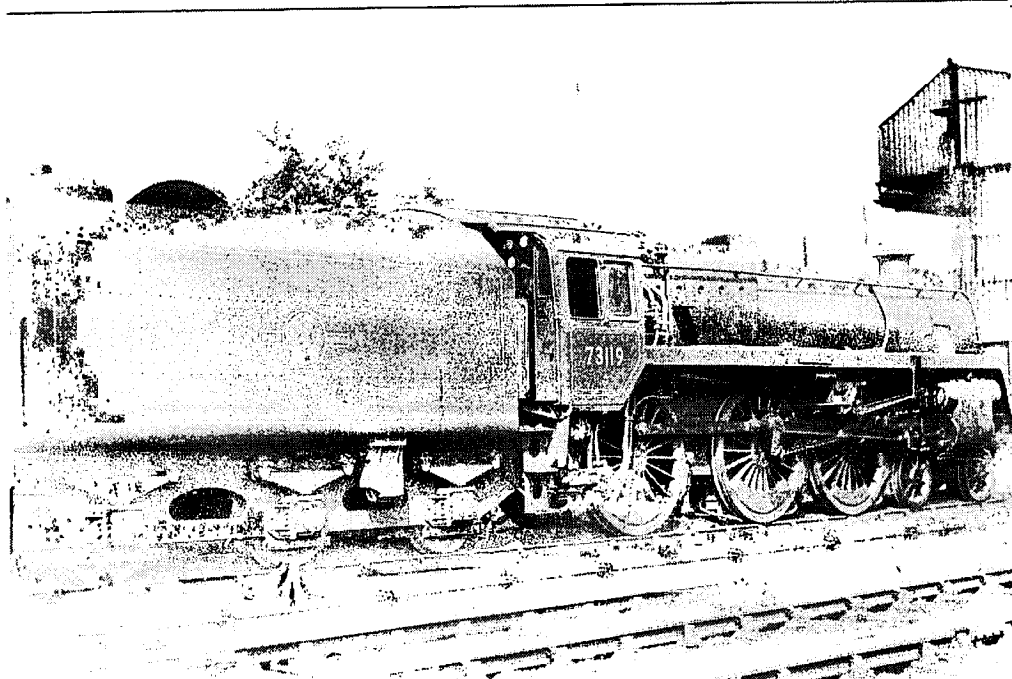
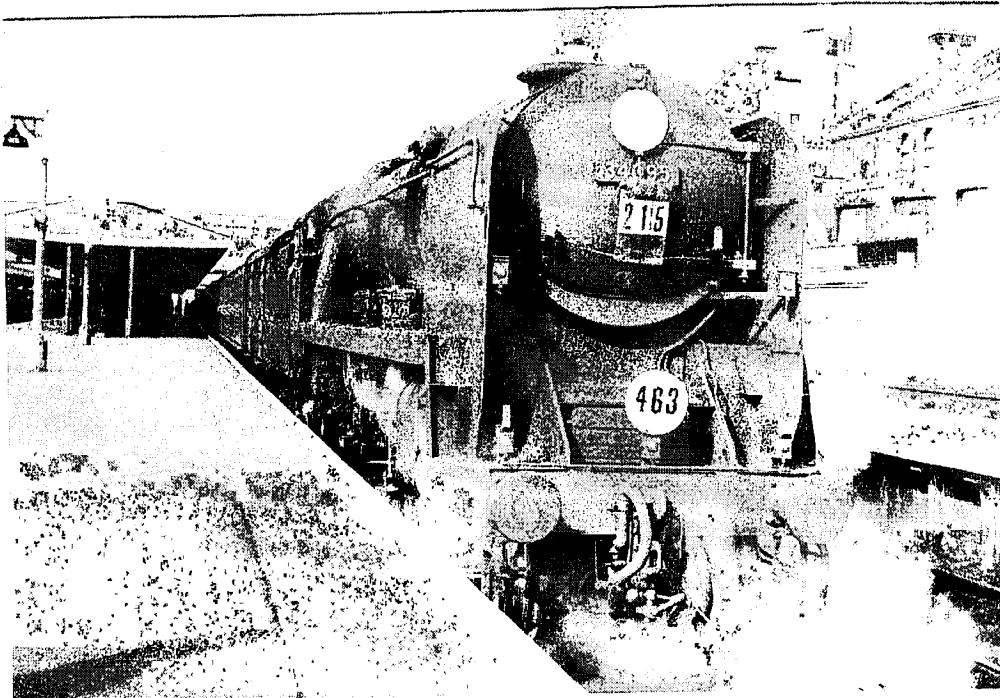
We need someone urgently to get the year 2002 rota up and running.
My grateful thanks in anticipation.

Irene Bleach

THE MAJESTY OF GUILDFORD AND WOKING STEAM
(IN CLOSE UP)

The scene at Woking station is delightful. Through the steam on the right is the wooden fence as described in the letter submitted to our Society by my old school friend Stuart Mathis. (See Journal No.158) Above this is bus stand No.4, stand No.5 for Send and Ripley is just out of sight to the right of the picture.

It was on this section of fence that I rested my old *Brownie* box camera in order to take the photograph shown in Newsletter 131 in 1961.



Both photographs show the same class of locomotive, but they look entirely different! This is due to the extensive rebuilding of the entire class of 30 locomotives known as the *Merchant Navy* class following a broken driving axle at high speed in circa 1952 on locomotive No. 35020.

The incident occurred at Crewkerne and the train was the *Atlantic Coast Express*. Miraculously the locomotive remained on the rails and was brought to a halt.

The entire class of locomotives was withdrawn immediately, and in the years that followed the rebuilding programme was well underway. This lasted throughout the decade and in rebuilt form the locomotives were very successful and handsome (at least to the enthusiast).

During the 1950s it was decided to extend the programme to the *West Country* and *Battle of Britain* classes in spite of being slightly shorter and lighter in weight. However, due to the end of steam now being in sight, only half of this large class of 110 engines were modified in this way. At this stage it is worth pointing out that in 1957, 34066 *Spitfire* of the *Battle of Britain* class was the locomotive involved in the dreadful Lewisham disaster, the second worst in BR history. Following repairs it was transferred from the eastern to the western section of the Southern Region, a move common following an accident. I saw it coming through Woking during the early 1960s very clean but still in original form.

The locomotive in the first photograph is 34095 *Brentor*, one of only six to be built at Eastleigh between 1949 and 1950. The other 106 were built at Brighton between 1945-1950. By coincidence 34095 was re-built (again at Eastleigh) in January 1961, the same year I took my photograph described in NL 131.

Features to note are the oval smokebox door bearing the locomotive number. Very little remained of the original locomotive following the rebuild and the original door was retained and did not look out of place. The original smokebox was rectangular. A feature of the Southern Region was the use of white disc head codes, up to three being shown at a time. This code was to show the signalmen what type of train was approaching. No other region used this system.

34095 shows the *express passenger* code. When running *light engine* the top one would be removed, the lower one remaining in the same position. On named trains such as *The Royal Wessex* a board with gold letters on a green background would be placed over the hooks as shown on the smokebox door.

When used to pull *The Royal Train* it had a unique code where three white discs were placed neatly across the buffer beam. The outer hooks for these are clearly seen together with the three brass headlamps on the buffer beam. Another two lamps are attached above just inside, the smoke deflector plates. The *Royal Train* also carried the Royal Arms.

Although not too clear in the photo on the bottom centre of the smokebox door is a small oval disc bearing the code 70A. This is the shed-code where 34095 was based. 70A was Nine Elms, London. 70C was Guildford. 71A was Eastleigh, 71B Bournemouth Central, etc.

The locomotives were all driven from the left and the fireman can just be seen with his head at the window on his side of the cab. The boiler pressure on 34095 was 250lb psi and the larger firebox held about 1 ton of coal when full!

The buildings on the right have changed very little, except that today's buses for Send and Ripley stop on the track on the far right near the fence. 34098 fell victim to the cutters torch in the late 1960s possibly at Cashmore's yard in Newport, Gwent, less than a decade following the total rebuild.

Turning to the Guildford scene, (second photo) the tall building to the right is the coaling stage where the tender of 73119 seems to have been replenished. Carrying the name *Elaine*, 73119 is a newcomer to the local scene. It is a member of 171 Standard Class 5s built in 1951 with only 20 being allocated to the southern region circa 1960, numbers 73080-89 and 73110-119.

These locomotives replaced the remaining *Lord Nelson*, *King Arthur* and *Schools* classes, all built to the design of REL Maunsell during the 1920s. Following the First World War the Chief Mechanical Engineer of the London South Western Railway was RW Urie and under his reign the elegant *King Arthur* class was born. After the grouping of railways in 1923 Maunsell replaced Urie as CME to the Southern Railway. However, the King Arthurs continued to be built, forming a very large class. *Elaine* was formerly one of the early Urie batch and the names of these locomotives were attached to the modern Class 5s upon withdrawal of the former during the 1950s.

By the time the 5s arrived they had already seen better days, possibly on the London Midland Region formerly the LMS (London Midland and Scottish). I therefore witnessed the name *Excalibur*, and the sword of King Arthur, on two very different designs of locomotive, 73081 being the latter.

73050 was shown brand new at the Festival of Britain fifty years ago in 1951 prior to its departure to Bath (Green Park) shed (82F) where it worked until 1966 on the Somerset and Dorset joint railway to Bournemouth. This work involved climbing gradients of 1 in 50 over the Mendip Hills with heavy trains from the north such as the famous *Pines Express*.

Guildford's coal stage (or tower) was adjacent to platform 8, not in the shed area. Clouds of coal dust would fill the air on hot summer days (as I have witnessed!).

Where *Elaine* stands a road now leads to the Farnham Road car park, and a new office block now stands to the left of the tower. Modern features on *Elaine* include taper rather than Timkin bearings on the tender axles and a cab with glazed windows, fully enclosed. The tender is either a BRIA or BRIB with a large coal and water capacity of about 7 tons of coal and 5000 gallons of water! (No litres in those days).

Like 34095 *Brentor*, *Elaine* fell victim to the scrapman's torch whatever her condition at the time. Cashmore's at Newport meant an early death soon after arrival. No locomotives were rescued from their yard! Dai Woodham was busy cutting railway wagons and the locomotives lingered for many years in long sidings, at nearby Barry.

Enthusiasts painted faces on some engine smokeboxes complete with teardrops! Beneath were the words "Please don't let me die!" Thankfully many escaped and are preserved today.

I duly thank my good friend Norman Hamshere for giving his kind permission to reproduce the photographs.

David Porter

THE LAST OF THE PARISH CONSTABLES

The man who claimed to be the last of the Parish Constables, Henry Worsfold, who certainly rang the bell of St Mary's Church, Ripley for the Duke of Wellington's death 1852, annoyed his granddaughter-in-law by dying three weeks before his hundredth birthday. She had just ordered the candles for his cake.

During the cold weather it was the old man's custom to stay in bed until midday dinner and then to read the Daily Express. This particular day he ate his meal and surprised his family by returning to bed. As Mr Worsfold did not come down to high tea his daughter climbed upstairs to his bedroom and found he had died.



Henry (Harry) Worsfold was born 18 February 1839 at Stoke, Guildford. When he was a child the family moved to Ripley. On the death of his wife Hannah in 1912 he moved in with his daughter, Flo, son-in-law George Hilderley and his grandson Charles Henry. They lived together in The Square, Wisley where Mr Hilderley was Fruit Foreman to the Royal Horticultural Society.

Harry Worsfold began working at ten years of age as page boy to Mrs Trevenas of Dunsborough House and subsequently for Major Onslow. Later he became a stockman at Bridgefoot Farm, Ripley.

At some point Mr Worsfold was butler to the largest landowners in the district, the Lovelaces of Ockham Park. It was thought he worked for Byron's daughter, Ada Countess of Lovelace, because he called the favourite of his twelve children Ada Jane and another child Moncrieff. The woman who became 'the world's first computer programmer' and worked with Charles Babbage, the inventor of the calculating machine, died in 1852. Mr Worsfold would have been only thirteen but if he did remember her, so has America; since the 1980's the world's most powerful war machine has been controlled by a programming language called ADA.

It is more likely that he was employed by Mary, Countess of Lovelace, who is remembered locally as a formidable lady who gave the ground for the extension of Ripley Churchyard and was President of the Volunteer Fire Brigade. Lady Lovelace insisted, even in old age, on practising fire drill with her staff, and was always the first to chute down from her bedroom window.

There is no record of how long Mr Worsfold worked for the Lovelaces but he retired in 1919. He was partly supported by the West Surrey Benefit Society and for the next twenty years amused neighbours and friends with old Surrey tales, including the story of Aunt Mary who sat near the chimney breast of the house in Wisley and asked to be taken to Ripley by horse and cart. There was nobody to take her and she insisted on setting off alone. Some young lads were sent after Aunt Mary but, not seeing their Aunt, threw a stone at a hare hitting its leg. On arrival in Ripley they found Aunt Mary sitting in a corner nursing a bruised ankle.

Mr Worsfold told his grandchildren stories of the old stage coaches running through Ripley from London to Portsmouth. He recalled with glee throwing stones at the 'outside passengers' and with fondness the opening of the Royal Horticultural Society gardens at Wisley.

Mr Worsfold claimed to be the last survivor of the Parish Constables in England. He was Parish Constable for two years but relinquished the position when the Surrey County Constabulary was established. At a time when farmers were worried by strawberries disappearing from the fields, Mr Worsfold advised a young constable to ask an older constable to remove his helmet, which he did, revealing several punnets of strawberries.

For thirty-six years Harry Worsfold's parents were sextons at Ripley Parish Church and later he was sexton with assistance from his wife. She had a glass eye. Unfortunately, once when Hannah Worsfold knelt to pray the eye fell out and trickled down the aisle and disappeared. "My Hannah was so highly thought of that the congregation gathered together and bought her a new one" the old man would recall.

It was as sexton that Mr Worsfold tolled the bell for three hours when the Duke of Wellington was buried and he also tolled it on the death of Queen Victoria. He remembered when Ripley Church was rebuilt in the forties and his grandson Charles, now nearly ninety-one, vaguely remembers Mr R M Pierce from nearby Ripley Court boys school coming to see the old man with some Church records which had been damaged. Mr Worsfold remembered every detail.

Harry Worsfold lies now with his wife in Ripley Churchyard perhaps still hearing the coachman's horn blowing as the horses gallop into the yard of the Talbot Inn where his daughter Flo was cook.

Janet Hilderley

PHOTOGRAPHIC REPORT

At the request of local memories and photographic archivist Jane Bartlett, I had the pleasure of visiting the Surrey History Centre to copy two photographs, one of which is shown on the front page of this Journal. These photos are both about the same size, ¼ plate (108 x 83mm), and were processed as platinotypes. They are both views of a gypsy camp or 'Tent Dwellers' taken on behalf of Surrey Photographic Club by Heatas McLean on the 18th June 1908 at 4.45pm and 4.50pm. The Tent Dwellers were encamped at Walsham Lock near Ripley, Surrey, and no doubt came there to work on the local farms.

Although not as sharp as one would expect from a posed photograph there is plenty of detail in the scene. Platinotypes were processed with platinum and have excellent image stability 'virtually permanent', certainly the photographs appear to show no signs of fading. This process was used between 1880 and 1930 principally for portraiture.

My copy was made on Ilford Delta film 400 ASA, under natural light conditions; the camera mounted upon a tripod, ($\frac{1}{60}$ at F8). The subsequent silver print was enlarged and printed on my scanner/inject printer, without any apparent reduction in picture quality.

Ken Bourne

FLOSSIE OLIVER

After reading the brief report about Flossie Oliver in Journal No.159, we would like to add some more about the part she played in the early days of the Society. Flossie came to every meeting, home and away, and they were more frequent than today. She was nearly always in charge of refreshments. The lucky ones who attended meetings and visits to Send Court Farm will always remember her teas.

Flossie and Bette were the organisers behind the Bazaar, held in 1980, which raised well over £800 thus saving the day in providing most of the cost of printing our first publication, the Send Church Guide. Her vital part in the success of the event in the Red Cross Hall is well remembered.

Sadly, of course, we had not seen Flossie for a number of years, but nevertheless she will be greatly missed.

Bette and John Slatford

MEMBERSHIP

New Members - We welcome the following new members to the Society:

Neil Lockhart & Ms S M Williams	Send Manor Cottage, Send Marsh Green, Ripley GU23 6LA.
Sue Grover & Steve Smith	The Larches, Send Hill, Send. GU23 7HR.
Joan & Stanley Roberts (re-joined)	Mousetrap Hall, 6 The Pathway, Send, Woking. GU23 7DA.
Mr T J Lux	12 Willow Drive, Ripley GU23 6LF

FORTHCOMING EVENTS

Saturday 27th October – all day from 10am at Chertsey Hall

The Surrey Local History Symposium, which this year is on the theme of 'Rural Surrey'. The Society will be setting up a stand, which will be based on a theme of local interest relating to Send and/or Ripley. Please contact Clare McCann on 01483 728546 for further details.

Thursday 8th November – 8pm Ripley Village Hall Annex

A talk on the History of Kew Gardens by Dr Peter Brandon.

Monday 10th December – 8pm Send Church Room

There will be seasonal entertainment by members. This will be accompanied by refreshments commensurate with the season of Christmastide. Cost £1.50 per person to include a glass of liquid refreshment. Please note this date and keep it free in your diary. Contributions towards raffle prizes and/or assistance with the refreshments (mince pies, sausages, savouries, etc) would be greatly appreciated; please contact our programme secretary Anne Bowerman, 01483 224876.

Tuesday 22nd January – 8pm Ripley Village Hall

"Tales of the Pilgrims' Way". This is the latest Circle 8 film. It is the story of a travelling band of Morris dancers, a jolly tale told with wit and music, and full of beautiful views of Surrey and Kent, with snippets of history and legend.

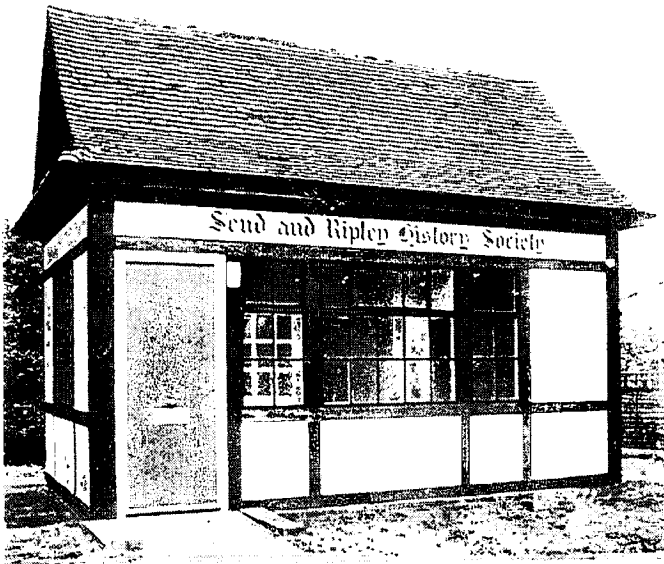
Wednesday 13th February – 7.45pm Send Church Rooms, Send Road.

The Annual General Meeting followed by a talk by the Guildford writer and journalist, Russell Chamberlin on "The History of the Guildford Institute". Please note the earlier than usual starting time. Please arrive promptly so that the AGM can be finished in good time as the talk is a full length one.

Wednesday 13th March – 8pm Ripley Village Hall Annexe.

An illustrated talk by Nick Pollard on "The History of Shepperton & Sunbury" (to be followed by a guided tour in May).

Journal Contributions: Closing date for contributions for the next edition of the Journal is
Friday 7th December 2001.



SEND & RIPLEY LOCAL HISTORY MUSEUM

OPEN: May-September, Saturdays 10-12.30
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 Les Bowerman on 01483 224876 if you
require information or wish to help in the museum.

HISTORY SOCIETY PUBLICATIONS

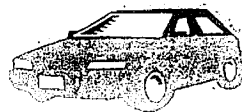
"Ripley & Send Then and Now, the Changing Scene of Surrey Village Life"	£10 Reprint 1998
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, A Victorian Walk around Ripley"	Reference copy only
"The Straight Furrow", by Fred Dixon	£1.50
"Ripley and Send - Looking Back"	£4.95
"A Walk about Ripley Village in Surrey"	£2.00
"Newark Mill, Ripley, Surrey"	£2.95
"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.

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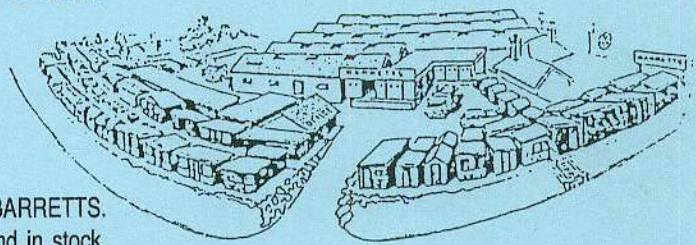
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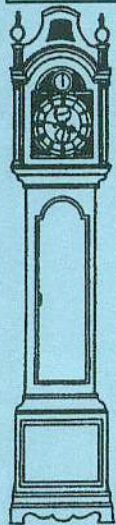


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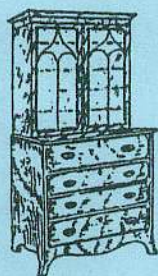
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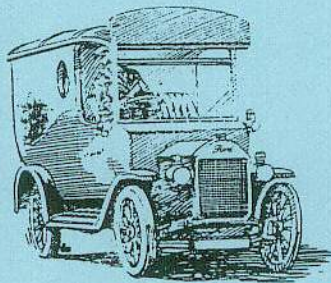
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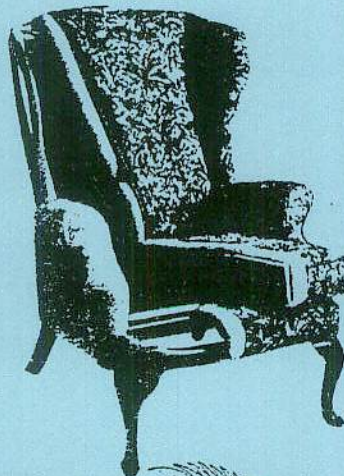
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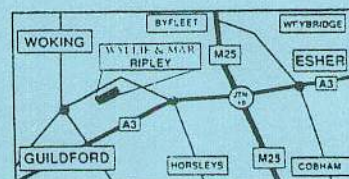
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