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S E N D & R I P L E Y H I S T O R Y S O C I E T Y

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Newsletter No 55

March/April 1984

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"THE PICTORIAL PAST OF WOKING"

A Report of an Illustrated Lecture Given by Mr Iain Wakeford

On Tuesday, 24 January, Send & Ripley History Society held an evening meeting at Ripley Village Hall. Forty-five people attended to hear a presentation given by Iain Wakeford, a local historian, whose subject was "The Pictorial Past of Woking".

Two years ago the Mayford & Woking District History Society decided to collect all the old photographs and postcards of the Woking area with a view to preserving such pictorial evidence for posterity, and also to see from these records how Woking has changed in the past one hundred years. Mr Wakeford was, and still is today, a member of that Society, and at the start of the project they had a collection of approximately fifty old photographs, which has been built up today to almost 1800. All possible sources of such records have been explored, including recognised collectors, the Borough Council and just anyone who might have had the odd picture about their homes. Each one has been rephotographed and, where required, the originals returned to their owners, with the new photographs being filed and catalogued for future reference. Many of these have been included in a lavishly illustrated book by Iain Wakeford entitled "Bygone Woking".

Mr Wakeford showed a wonderful selection of these photographs to illustrate his talk and, judging by the reaction of the audience at times, many a chord was struck in a good few memories, as a large number of the buildings that have now gone for ever were revealed by the "magic of the camera"!

It transpired from the talk that all reference to Woking before 1870 related to what we know today as "Old Woking", for the town that bears the name today was not in existence before that time. In 1840 there were a few buildings, such as the railway station with two platforms only, and a hotel. In 1852 the London Necropolis & National Mausoleum Company was formed and acquired 2300 acres of Woking Common, the idea being that burial plots would be offered to Londoners due to the fact that similar plots within the city were fast being used up. However, in the event, only 400 acres were ever used and the Company decided to sell off the rest of the land for development, and from this decision began the town of Woking, which has grown in the intervening years to be the largest town in Surrey. One item which gave cause for laughter, although it would not have been funny at the time, was the report relating to the Urban Council Offices, which were located during the end of the last century above Ashby's Bank. The Council voted to spend £6000 on new offices in Commercial Road, ignoring at the same time pressure from some quarters to allocate funds for a new steam-powered fire engine. The argument reached a climax in 1898 when several Councillors were defeated in the local election. The new Council, obviously taking this lesson very seriously, ordered a new engine, but before it could arrive, the Council offices were burned out, the old fire engine being unable to cope with the situation. New offices were eventually built, but at a reduced cost of £4500, and to make sure that history was not repeated, a fire station was constructed at the rear of these new offices. All of these have, of course, now gone in the building of the new town centre.

As well as photographs of Woking, there were others of the bridge over the river leading to Send, which collapsed under the load of a traction engine and threshing machine in 1873, causing the loss of three lives. (See account by Cheslyn Mileham in Newsletter No. 39.)

SEND & RIPLEY HISTORY SOCIETY

RECEIPTS AND PAYMENTS ACCOUNT

FOR THE YEAR-ENDED 31st JANUARY, 1984

RECEIPTS

	<u>£</u>	
Members' Subscriptions	326.	50.
Donations	8.	50.
Sale of Refreshments	10.	70.
Receipts from Raffles at open meetings.	49.	96.
Nett profit from Social.	70.	45.
Sale of Church Guides.	22.	21.
Sale of Munby books.	536.	82.
Proceeds of Summer Sale.	229.	15.
Miscellaneous income:		
Second-hand books, Brass rubbings, Symposium, etc.	26.	95.
Bank interest	4.	50.
	<hr/>	
	1,285.	74.

PAYMENTS

	<u>£.</u>	
Printing, stationery and postage.	101.	37.
Expenses for meetings and groups.	62.	91.
Hire of Halls for meetings.	14.	75.
Subscription to Surrey Local History Council.	6.	50.
Insurance	20.	00.
Auditor's fee	6.	50.
Translating of Court Rolls.	117.	00.
Cost of printing Munby book.	505.	77.
	<hr/>	
	834.	80.

Balances at beginning
of year:

Bank Deposit account	38.	17.
Bank Current account	38.	12.
Cash in hand	23.	79.
	<hr/>	
	£1,385.	82.
	<hr/>	

Balances at end of year:

Bank Deposit account	376.	95.
Bank Current account	159.	11.
Cash in hand	14.	96.
	<hr/>	
	£1,385.	82.
	<hr/>	

Frank J. Hill
..... Treasurer.

I have examined the above Receipts and Payments Account for the year-ended 31st January, 1984, from the books, bank statements and vouchers made available to me, and report that it is in accordance therewith.

P. D. Willison
.....

(P. D. Willison, A.I.B.)
Hon. Auditor.

14th February, 1984.

CHURCHYARD SURVEY

On February 18, by kind permission of the Vicar, the Rev John Wynburne, about ten members of the Group carried out an initial study of the churchyard of St Mary the Virgin, Send. Detailed notes were compiled, listing the type and number of trees, flowers in bloom and animals seen etc. These notes will form the basis of the churchyard study to be made over the year. Obvious to all was the activity of moles, evidenced by many fresh molehills, mostly in the older part of the churchyard. There were also signs of a fox having rested beneath one of the yew trees.

Some members of the Group witnessed a sparrowhawk swiftly dispatch a small bird and make off with its prey. The whole event was over in less than a minute, the only evidence being a few feathers on the ground. There were few flowers apart from snowdrops, both single and multi-petalled varieties, daisies, shepherd's purse and ground ivy, all of which were in bloom.

Ken Bourne

A WALK AT PAPER COURT

Fifteen members of the Natural History Group attended a walk on Sunday morning, February 26. From the Tannery we went along the lane to the first lake where there were several pairs of tufted duck, which is our most common diving duck, great crested grebe and many gulls, great black headed, herring and black headed, still in winter plumage. The other birds which were noted were coot and moorhen. On the main Papercourt lake there were several pairs of goosander, pochard, and two pairs of cormorant on their favourite perch, a high pylon.

Taking the footpath back to Tannery Lane, we disturbed a pair of shelduck on a small pond. Through Papercourt Farm towards the canal a sighting of grazing geese turned out to be domestic, but then we saw a number of field-fare and had a good view of a grey wagtail. Lapwing were quite common, in addition to most familiar garden and field birds. Along the canal there was a swan and two interesting and solitary wild flowers, butter burr and lesser celandine. A flock of siskin was darting from tree to tree, but the most impressive sight of the morning came near the end of the walk when some 80 Canada geese flew over, honking, on their way to Papercourt.

Brian Willison

Photographic Hints on Natural History

At Little Ripley House on 8 March, members were treated to a practical and inspiring talk by Derek Croucher, winner of several awards for his natural history photographs, on photographic techniques. Derek demonstrated with the aid of slides some of the problems that can be encountered and how to overcome them, and, best of all, how to achieve good results with inexpensive equipment. A lively discussion followed the talk. The meeting concluded with refreshments and warm thanks to Derek and to our hosts, John & Jane Bartlett.

Tony Medlen

tie beam of one of these projects into the bedroom beneath it. No positive explanation can be offered for this unusual feature. The sash windows at the front of the extension are of heavier construction (typical of mid 19th century) than those of the earlier build, and all have horns on the top halves.

The houses underwent substantial alterations probably around the 1920s. Externally two very attractive features were added at the front; the porch has a fine moulded arch above the door and oval rubbed brick window surrounds on either side, and to the left of the porch is a large semicircular bay window, in which the glass and all the horizontal timbers are curved to match the radius of the bay. Internally many improvements were made, the most impressive of which is, perhaps, the staircase in The Kilns. This is framed within one of the rear gables and has a moulded baluster, probably maple and without newel posts. The ceiling over the staircase has been domed with decorative plasterwork around the periphery.

It will be necessary to study the remaining buildings in this area before any firm conclusions can be reached. It is certain from the documentary history that there were much earlier buildings on the site, but there is no evidence today of any build earlier than 1800 at The Kilns and North Kilns.

The Society is grateful to Mr Gibson for permission to reproduce the photograph of the properties.

John & Bette Slatford

Editorial Footnotes

Although the earliest established reference to this specific plot of land being associated with brick making may be 1772, those who are familiar with the earlier Newsletters will recall that there was at 6/5 a quotation from the Quarter Sessions Rolls of 1662 to the effect that "Thomas Chitty junior of Send, yeoman, built on the highway between Guildford to Ripley Brickekin whereby the highway became obstructed to the grave nuisance of the King's liege people. It may also be recalled that at Newsletter 36/5 it was recorded that the late Mr K J French remembered brick clamps on the North side of the road being there until the turn of the century, and the late Mrs Giles (nee Hale), mother of Mr Harold Giles senior of Send, did morning work in the kilns and afternoon work out helping with the bricks.

NATURAL HISTORY GROUP REPORTS

The first Group meeting of 1984 was held on February 9 at Heath Farm, Tannery Lane, attended by 15 people. Ken Bourne was elected Chairman and Jane Bartlett Secretary and Treasurer. A general discussion followed and an outline programme was agreed. This was followed by a film on "The Natural History of a Churchyard".

The programme will include talks by visiting speakers during the winter months and visits to places of interest, both local and further afield, in the summer. It is also proposed that a particular project be undertaken, such as the study of flora and fauna in churchyards. Generally the Group will endeavour to meet at least once monthly.

Jane Bartlett

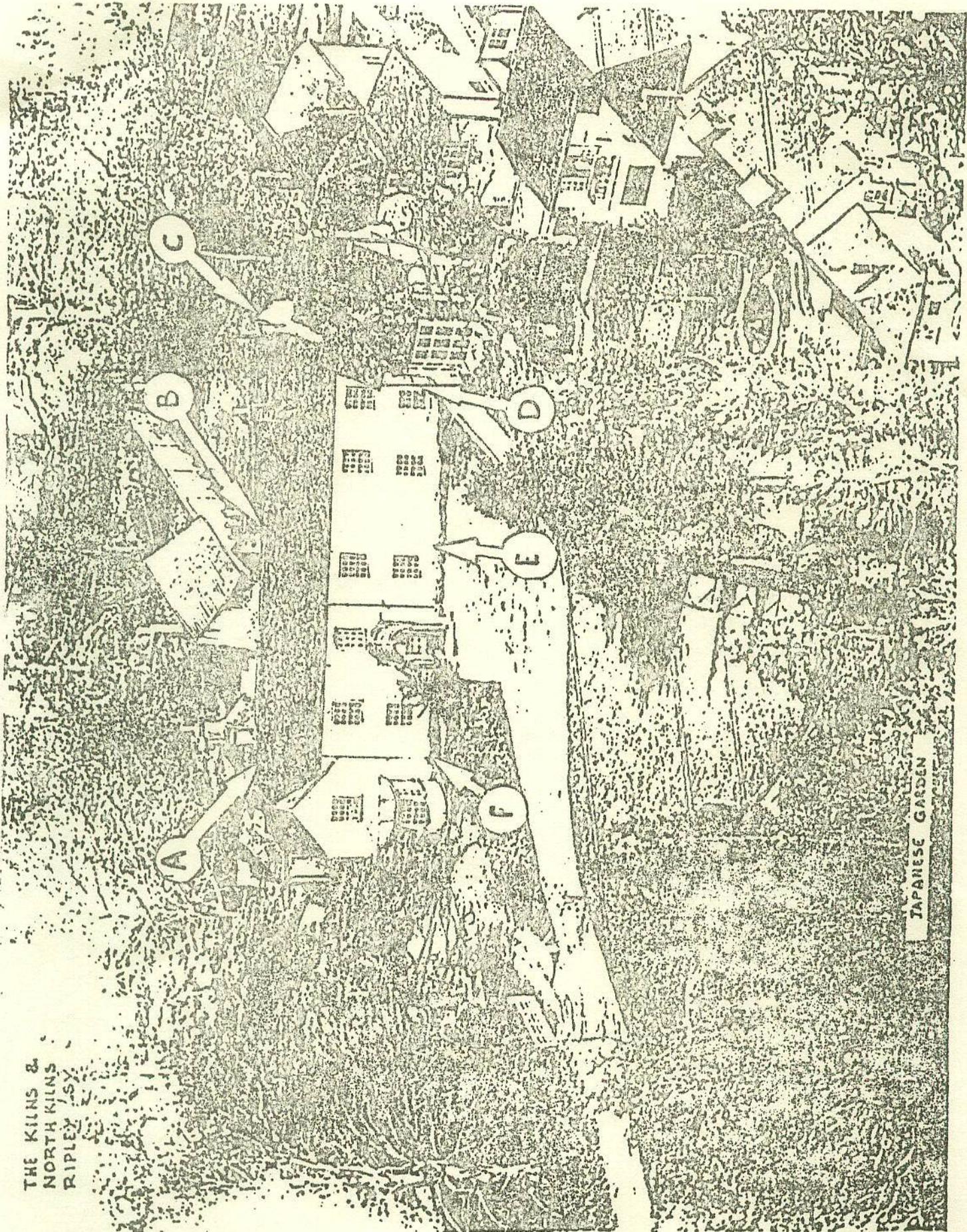
THE KILNS AND NORTH KILNS, PORTSMOUTH ROAD, RIPLEY

Members of the Buildings Group carried out a survey of these properties on 28 January last. We are indebted to the respective owners, Mrs Gibson and her son, Mr Jonathan Gibson, at The Kilns, and Mrs Newman at North Kilns, in granting us permission to look over their properties.

These houses, originally one, form part of a complex of buildings behind the junction of the Portsmouth Road and Kiln Lane (Ref TQ044553). As the names imply, the site was previously associated with brick making. The earliest direct documentary evidence of this established so far is in 1772, when an agreement between Robert Boughton and William Harris refers to the Brick kilns in Send with a message and land; it also refers to land sold to the owner of the Brick kilns in order to dig clay. In fact the association goes back much further, since we also know that the land was part of a holding known as "Le Tyle Oste". This would have been a place for making tiles, which in mediaeval times was a name used for bricks. The earliest reference to "Le Tyle Oste" is in the Ripley & Send Court Baron dated 18 April 1559 (the first year of the reign of Elizabeth I). This records that John Mabanck, who held the tenement of that name, died, and that his son and heir, Richard Mabanck, aged ten years, sought admission to the premises through his mother, Isabel Mabanck. The Lord of the Manor claimed as heriot a cow valued at 28 shillings and 4 pence. Isabel was granted possession for her son on payment of the entry fee (called a fine) of £4 10s.

The exact date when brick making ceased is uncertain, but it is known from study of Kelly's Directories that the Daws family, who were recorded as brick makers, occupied the property between 1826 and 1887. Very probably they were there before then. The only evidence to be seen today of this industry is in the numerous depressions in the land around the property, the result of many years of excavation for clay. One of these close to the Portsmouth Road was some years ago transformed into a most attractive Japanese water garden. It will be seen from the illustration that the two houses have numerous added gables and outhouses. From study of the Send & Ripley Tithe Apportionment Map of 1843, it is known that at that time only that part within the arrows A B E F on the drawing existed, although there were other buildings adjacent to Kiln Lane. By the time the 1871 large scale Ordnance Survey maps were published, the house had been extended to fill the area between the arrows B C D E and much of the rear extensions also appear to have been added by then. Also on the 1871 map, but not shown in 1843, are extensive buildings at the front of the property near the present driveway. These were probably brick drying sheds, but today, of course, are long since gone. On the illustration North Kilns is the part of the building to the left of the central porch. The Kilns is that part including the porch and to the right of it. A detailed study of the property confirmed that the original house was built within the arrows A B E F. This was of 13½" brick construction with dentilation at wall plate level. The roof, mainly of sawn soft wood construction, rests on wall plates of reused hard wood. The rafters are joined with a ridge board at the apex. At the front of the house are five original window frames. These are sash windows with very fine glazing bars. Both halves slide, the upper halves having no horn extensions at the bottom. (Horns were a later 19th century feature providing greater safety from finger trapping.) It is interesting to compare these windows with those of Ryde House in Ripley (known to have been built c 1775), where the upper halves were fixed. From this evidence it is fairly certain that construction was not earlier than 1800, but probably no later than 1820. Analysis of the construction of the extension B C D E presented some difficulty. Although the roof construction is conventional for the period, with sawn soft wood, its purlins rest on two centrally positioned free standing roof trusses of planed soft wood. The

THE KILNS &
NORTH KILNS
RIPLEY 1951



JAPANESE GARDEN

sometimes kept aside and reused when rebuilding occurs, which is very misleading to anyone trying to establish the true date of a building.

Specialist Working Groups

There is a separate report on the activities of the Natural History Group. The Buildings Group continues with the same officers as last year, namely Derek Bromley as Chairman, Gloria Henson as Secretary, and Tony Medlen as keeper of the records.

As indicated elsewhere, the Folk Memories Group is now in operation. Tony Medlen is Chairman, Jane Bartlett is Secretary for Ripley and keeper of the records and Barbara Tinkler is Secretary for Send. A list of guidelines covering policy and practice has been drawn up and is being circulated to all interested. Basically, the intention is that original records of interviews will be regarded as research material, available for serious study and not for public entertainment, although it is hoped that in due course summaries will appear in the Newsletter and that talks and perhaps later a publication can be based upon the material.

Les Bowerman

FORTHCOMING EVENTS

- Sunday, 31 March ... Natural History Group Survey No 2 (lichens) at St Mary's Churchyard, Send. Commence 230 pm.
- Tuesday, 17 April ... Open meeting at the Red Cross Centre, Sandy Lane, Send, at 8 pm, when David Croucher will give an illustrated talk on the flora and fauna at Wisley.
- Wednesday, 18 April ... Meeting of the Society's Committee, at 830 pm, at Tudor House, High Street, Ripley.
- Thursday, 19 April ... Buildings Group meeting, at 8 pm, at 11B Kevan Drive, Send.
- Saturday, 21 April ... Natural History Group walk, meeting at the car park at Sheepleas Shore, at 9 am.
- Monday, 30 April ... Folk Memories Group meeting, at 8 pm, at 183 Send Road, Send.
- Wednesday, 16 May ... Natural History Group illustrated talk on the Flora of Australia and New Zealand, by Tony Colger commencing at 8 pm in the Red Cross Centre, Sandy Lane, Send.
- Thursday, 24 May ... Evening visit to view Ted Goldup's collection of historic farm machinery, at 7 pm, at Thatched House, Clandon Crossways, followed by a barbecue. Tickets for the barbecue will be £1 each, payable at least one week beforehand, and obtainable from Ken Bourne or Les Bowerman. Cars may be parked in the old A3 nearby.
- Thursday, 7 June ... Conducted tour around the ancient town of Leatherhead, finishing at the museum. Meet at 7 pm sharp at the Manor House, Send Marsh, or at 730 pm in the car park on the up side of Leatherhead Railway Station.
- Sunday, 8 July ... All day visit to Chichester and Pagham Harbour.
- Tuesday, 18 September ... Evening open meeting in Send.
- Tuesday, 16 October ... Evening open meeting in Ripley.
- Tuesday, 20 November ... Evening open meeting in Send.
- Friday, 14 December ... Christmas Social in Ripley.

Closing Date. The closing date for the receipt of material for the next issue of the Newsletter will be Monday, 7 May.

aspect - revisits partly for the benefit of new members and partly to reconsider sites in the light of fresh knowledge after a number of years. So far as exhibitions and events were concerned, the Society had participated in the Ripley Church Flower Festival and the Ripley Event (in Victorian costume on a sweltering summer day), organised a summer bazaar in Send, mounted a display at the SLHC Symposium in Dorking and organised the Christmas social. The Industrial and Photographic Groups had continued working quietly. The Chairman concluded with thanks to the Newsletter production team and those responsible for catering, refreshments and raffles.

The Treasurer, Janet Hill, submitted a written report, in which she observed that receipts from subscriptions were higher, as was the profit on the Christmas social. Raffles organised by John Slatford were a welcome and necessary addition to income. The Summer Bazaar enabled the Munby book to be printed and sales were going well. Although the present position is satisfactory, the Committee had had worrying moments during the past year when members had had to guarantee payment of bills, particularly for printing. The Treasurer recommended that sufficient funds be available for publications in future without need for resort to guarantors or extra fund-raising activities. A copy of the accounts is enclosed.

The Secretary, Les Bowerman, reported that with a total of 281, membership was nine fewer than the previous year. The usual six issues of the Newsletter had been published, but the average number of pages was higher at 12½. The Committee had met eight times with an average attendance of 13 out of 15. With the Society embarking upon its tenth year, consideration should be given to the possibility of commemorating the anniversary of the founding. Maybe, also, it will be time for a change of officers after ten years.

Subscriptions were increased to £2 and £3 for individuals and couples respectively, as recommended by the retiring Committee, to allow for the concern expressed by the Treasurer.

The principal officers of the Society were re-elected, as shown on the title page of the Newsletter. Chris Parker, Bob Claydon and Ken French retired from the Committee and were replaced by Bob Gale, Mavis Lake and Marie Timmings. The remaining members of the Committee, viz Derek Bromley, Ted Goldup, Gloria Henson, Tony & Patricia Medlen, Bette & John Slatford, and Barbara Tinkler were re-elected.

Under Any Other Business, the principles to be followed when copying photographs were discussed and the question was raised as to whether the Society should express views on conservation matters. It was explained that conservation is not strictly within the constitution, but where matters of clear historic interest were concerned the Society was prepared, if appropriate, to express a view.

The meeting concluded with an intriguing illustrated talk by John Slatford on the unusual subject of date bricks on buildings. He observed that sometimes when a house is built, the builder will incorporate a date brick into the elevation. Although there are early examples, for example at Sutton Place, this was extremely fashionable in Victorian times and in Send there are several good examples. Often such a date will be added when major repairs are done. In particular, there is an example of the latter at Fell Hill Farm. The meeting was shown slides of different date bricks in and around Send and Ripley, some of which are of terracotta and quite elaborate, surrounded by an ornamental frieze, and others are extremely simple, being carved into an ordinary brick. Looking for these bricks can be an interesting hobby. Date bricks can be very informative, but one has to be careful, as they are

Farm) was enclosed for the benefit of Samuel Greenfield, the route may have been diverted briefly North up Potters Lane (Guildford Lane) before taking its present course down to the canal between the North boundary of Pembroke House and the house inappropriately named "Riverside". A predecessor of the present bridge is shown in 1804 as crossing the canal at that point to carry the route past two buildings on the site of Ashburton House. By 1843 when the Tithe Map was drawn, those two buildings had been replaced with, or enlarged to, a house of a shape recognisable as Ashburton House, but the bridge and, probably, the path remained. By the time of the 1871 Ordnance Survey, the name Ashburton House appears, its grounds enlarged, and the bridge moved to its present position. The present damaged wooden structure has certainly existed for a very long time, but may be a successor to the bridge shown in 1871. The tulip tree probably dates from the time the grounds of Ashburton House were extended.

SECRETARY'S REPORT

Membership

We are pleased to welcome the following new members:

Mrs C Pierpoint, Turners Oak, Barrs Lane, Knaphill.
Mr & Mrs J Roker, 74 Courtenay Road, Woking.
Mr & Mrs J Cornell, Bridge End, High Street, Ripley.
Mrs J N Upright, Somabu, Portsmouth Road, Ripley.
Miss B E M Batten, 50 St Margarets, London Road, Guildford.
Mr & Mrs P Ellisson, 29 Grove Heath North, Ripley.

Subscriptions

I have been requested to point out that subscriptions were due on 1 February. Those which are unpaid should be sent as quickly as possible either direct to Janet Hill, the Treasurer, at Asphodel, Milestone Close, Ripley, or to me at The Manor House, Send Marsh. The amounts are £3 for couples or £2 for single members. If there is no receipt attached to the front of this Newsletter, your subscription is due, unless you have paid very recently, joined since 1 November, or been given your receipt direct.

The Annual General Meeting

The Society's 9th Annual General Meeting was attended by some 35 members. The Chairman, Ken Bourne, summarised the past year by saying that it has been a very active one, particularly among the specialist groups. The Buildings Group had been especially busy, inspecting and reporting on some 15 properties in the ancient parish of Send & Ripley, and working closely with the Documentary Group. The Natural History Group had had two illustrated talks, one by a visiting speaker and one by the Society's Chairman. Birds and flowers had both been the subject of Newsletter reports. Nearly one thousand copies of "Then and Now - a Victorian Walk Around Ripley" have been sold and a small pamphlet on the history of the National Schools of Send and Ripley had also been produced for sale. The usual programme of open meetings had had been held with both visiting speakers and talks by members. A particularly successful meeting had been the first in Ripley when an audience of about one hundred had heard three members speak on various aspects of historic Ripley. The visiting speakers were of particularly high quality this year with Dr A Crocker, Mrs S Corke, Mr R Schueller and Mr M Sturley. Visits were exceptionally memorable - Newark Priory and Waynfletes Tower on evenings, Roman Stane Street as an all day outing, and the Tudor Palace and Romano-British Site as an afternoon visit. The first and last represented a new

(with Ripley) and owner of Dunsborough House, with an allotment of common on Ripley Green for 53 sheep, or 17 cows and 2 sheep, or 8 horses and 5 sheep.

The only other property with a greater right was the Talbot Hotel, then owned by Peter, Lord, King, who was granted the right for 69 sheep, or 23 cows, or 11 horses and 3 sheep. In the absence of registration, that right has presumably lapsed.

The Editor

THE ANCHOR, RIPLEY

Members will have observed recently that building work has been going on at the Anchor. The "Surrey Advertiser" of 24 February carried a very clear photograph, but it is not correct to state as did the reporter that "The whole roof is being replaced."

Representatives of the Society's Buildings Group have been keeping a close observation, and what has been happening is simply that under the firm of M G Joseph Ltd of Westfield the roof is being felted and battened and the original tiles replaced. Where necessary, any decayed timbers have been replaced - this was done notably with the gable of the East crosswing. Both the central and west of central chimney stacks have been taken down to below roof level and rebuilt.

The process has provided the Buildings Group with a perhaps once in 50 years opportunity to make a detailed observation and photographic record of the roof structure with the kind and interested co-operation of the landlord's son, Mr Trevor Beale. It is hoped in due course to be able to expand on John Baker's "Seeing Eye" report of 1.10.73.

THE SHIP INN, RIPLEY

The Ship Inn was also retiled recently. Unfortunately replacement tiles at the front are not hand-made, and this has detracted from the old-world charm of what is basically a very attractive building. (Vide Newsletters 51 and 53 for detailed reports.)

THE WOODEN BRIDGE, CARTERIDGE, SEND

Members may have noticed that the wooden step bridge over the Wey Navigation canal between Cartbridge and Worsfold Gates has been damaged beyond repair by the giant tulip tree in the grounds of Ashburton House which was blown down fairly and squarely onto it in one of the recent high winds. Thus, due to sheer bad luck, the parish has lost another two of its distinctive features.

The bridge takes an ancient right of way leading basically from Hillside (formerly Stevens) Farm diagonally across Send Heath to Fishers Farm and onto Moor Lane Farm and Westfield. It is shown as No 5 Footway on the Inclosure Map of 1804 and is nowadays known as parish Footpath No 52. Members who attended Mr Leishman's talk on The Bourne may find certain similarities with the position there with rights of way across the common being preserved. In its earliest form the present straight diagonal line across the heath probably continued direct past the front of what has been for 100 years Ashburton House. The right of way may even predate the canal. The 1804 map suggests that when the front paddock of Pembroke House (formerly Worsfold

"Various cargoes were carried on the Navigation, the average load being 55-60 tons. The barges were either pulled by horses or by gangs of men. They would haul coal from London to Horsham (see footnote 2) and go back with groceries and fruit and vegetables from that town. Timber was carried from London to Leon's and Ingram & Perkins in Guildford. Corn and agricultural produce was returned to London. Rags were transported to the Woking Paper Mills (now the Gresham Press - previously Unwins Ltd) for use in making paper. Many Send people used to work at the paper mills.

"An unusual cargo was gunpowder, which was transported from Chilworth, where it was manufactured, to the Arsenal Docks in London. This traffic was particularly heavy during the First World War, but ceased altogether when the war was over and the powder mills closed. The barges carrying the gunpowder were lined with lead to prevent sparks, but even so, residents along the Navigation were, not unnaturally, wary in case an accident might happen. Mr Grove told me an interesting tale of how one evening when he was a boy a barge carrying gunpowder came down the Navigation. The bargees rested for the night at the 'New Inn', Cartbridge, and moored their barge outside. However, when a nearby resident realised the nature of the cargo, the bargees were quickly awakened and had to remove their barge to High Bridge (at the foot of Wharf Lane) away from the houses in Send - just in case!"

Editorial Note 1. The connection of the Stevens family with the Wey Navigation dated back to 1812 when the great grandfather of Mr Harry W Stevens, who is the manager referred to, commenced as lock keeper at Triggs. Harry W Stevens managed the Navigation from 1930 to 1965 when he transferred it to the National Trust.

Editorial Note 2. As it reads, this must be a mistake. Even when the Wey & Arun Canal was in use from 1816 to 1871, the waterway went no closer to Horsham than Loxwood and near Billingshurst. The Wey Navigation from Guildford to Shalford and Godalming was not used commercially after 1925. If the goods really were for Horsham, they must have finished their journey by road.

One of the last, if not the last, bargemasters to use the Navigation was Mr Alec Harmsworth, now aged 89, who has lived in Send for many years. It would have been rewarding if it had been possible to record his memories of working the canal. Regrettably, he is at the time of writing in hospital, and we wish him a speedy recovery.

Thanks are accorded to our member Mr Reg Giles for assistance in compiling these notes and, indeed, those on the wooden bridge which appear on another page. Reg himself used to assist Ewart Grove with the boats whilst still a boy in the early 1920s, and worked full time on the Navigation under Norman Grove as a young man in about 1930.

RIGHTS OF COMMON ON RIFLEY GREEN

All but the newest members will recall Bob Gale's account in Newsletter 51 of how he registered his right as owner of Tudor House, part of the former George Inn, Ripley, to pasture sheep on Ripley Green. A short note in the "Surrey Advertiser" of 2 March this year records that Mr D Hughesden of Dunsborough House has now succeeded in registering a similar right through the Commons Commissioners. It appears that because Mr Hughesden's application, made within time, had been overlooked, the Commissioners decided to hear it notwithstanding that it is now way past the deadline. The newspaper records that the right to graze 53 sheep has been registered. The actual Inclosure Award, dated 1815, provided the Rev George Walton Onslow, then Vicar of Send

for barges of 60 tons burden capable of being drawn by a single horse, transportation was slow, but highly economical in terms of energy used. The workshop at Worsfold Gates is contemporary with the Navigation and lock gates were made there by traditional methods until about six years ago. The last commercial barge was taken out of service in 1969. Brief historical notes on the local aspects have appeared in these pages over the years (vide Newsletters 5, 7, 10, 16 and 29). Much more research on the subject could be done by any interested members - There is, for instance, a large archive on the Wey Navigation in the Guildford Muniment Room and there is a substantial bound typescript by the late Mr John Strudwick, formerly of Send, in Guildford Library (reference 386/4). "London's Lost Route to the Sea", by P A L Vine, is the most authoritative published source.

Statistics in the last-mentioned show that W Grove was lock keeper at Triggs Lock for no less than 59 years from 1856 to 1915. His son, Walter Grove, was master carpenter at Worsfold Gates for 45 years from 1885 to 1930, followed in turn by his son, Norman, from 1930 until 1966. The earlier members of this Society will remember a perfect summer evening in 1976 when the late Mr Ewart Grove (Norman's brother), who ran the boathouse next to Worsfold Gates for 62 years, spoke to the party with rare good humour before they were shown around the workshop and yard by the present foreman, Mr Vince Locatelli. An obituary for Ewart Grove appeared in Newsletter No 21.

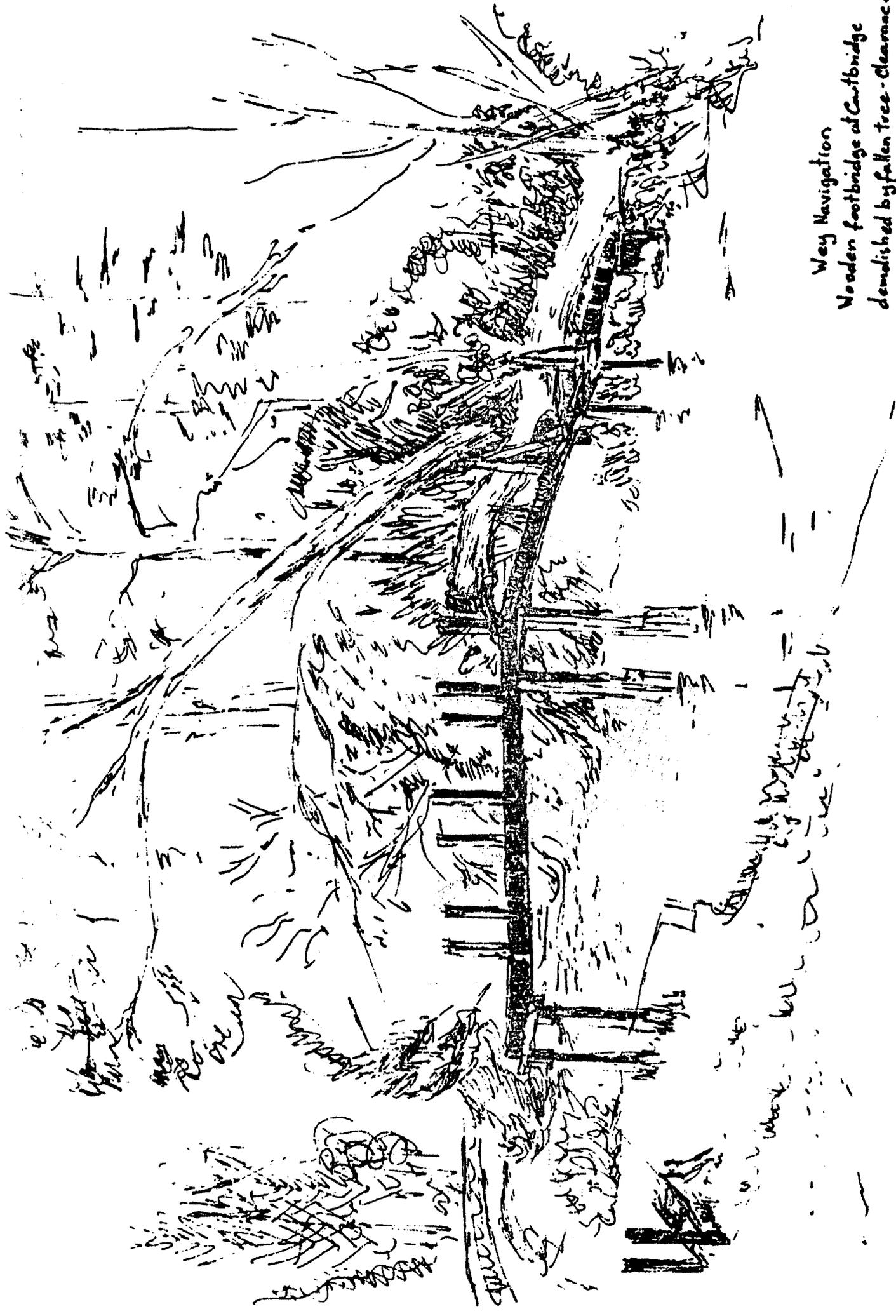
Our member Janet Tice had in 1971 (before the Society was formed) interviewed Ewart Grove and very kindly gave us the notes she made. Now that the Society's new Folk Memories Group has been inaugurated, it seems an appropriate time to publish these notes for the first time and we do so as follows:

"The master carpenter's workshop was the centre for the labouring men on the Navigation. They were responsible for the repair and general upkeep of the Navigation. Many who were centred there lived in Send but their work obviously did not confine them to the parish boundary. Carpenters, blacksmiths, sawyers, bricklayers and labourers were there to repair locks, to mend bridges and gates, to clear the Navigation ditches and towpaths of weeds and rubble, to trim hedges and also to repair the barges themselves.

"The banks of the Navigation had to be inspected regularly to prevent flooding. Here, Mr Grove told me, moles were the worst culprits as they would burrow their tunnels just above the water level. These tunnels would take the form of semicircles, the mole burrowing into the bank at one point and coming out into the river bank further along. Naturally when the water level rose owing to heavy rainfall or melting snow, the water would rush through these tunnels and the force of it would cause the canal to eventually breach its banks quickly at that point. Men were therefore employed on the Navigation at times with the specific aim of catching moles and also rats.

"Dredging of the canal was also carried out to prevent flooding. The duties included the clearing away of weeds and the dredging of sand and mud. The sand was said to be of good quality and Mr Grove told me that this was of value to the builders in Send and Ripley who used it in the making of mortar. The sand was unloaded behind the chapel at Cartbridge and the mud was used for strengthening the banks of the Navigation where needed.

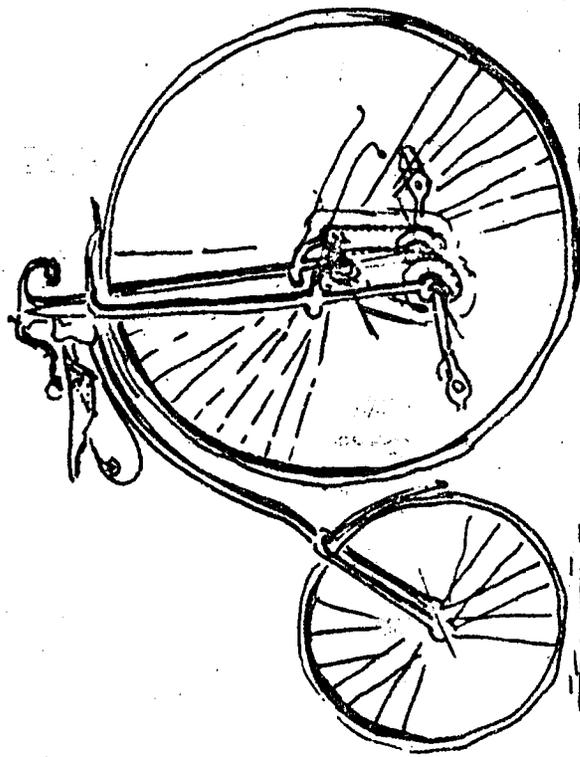
"When there had been heavy rainfall, Mr Grove said, Mr Stevens (see footnote), Manager of the Navigation, would check it carefully and would make sure that the sluices in the locks along the Navigation would be opened methodically, one after the other, to keep the level of water as even as possible all the way along.



Way Navigation
Wooden footbridge at Cartbridge
demolished by fallen tree - Clearance
in progress

16.3.84

JAD



THE KANGAROO

As indicated above, the middle 1880s was a time when all manner of machines were in use. One of the "safety" bicycles was the "Kangaroo" of Hillman, Herbert & Cooper, which appeared exactly 100 years ago in 1884 and which was a geared-up ordinary with a somewhat smaller driving wheel. Bearing in mind the prevailing ethos at the height of the Empire period when anything that moved was fair game for "sportsmen", it was hardly surprising that it was decided to hunt the "bounding kangaroo". The first such event, in December 1885, was organised by the Wheelmen's Harriers of North London. It amounted to a game of "hare-and-hounds" on wheels with the Kangaroos having a four minutes' start. Predictably, this new form of event was tried on the Ripley Road. Held on Saturday, 1 May 1886, and organised by the Wheelmen's Harriers, it met the disapproval of the editorial staff of "Bicycling News" as a thinly disguised race and was not a success. One correspondent to the periodical called the events "wholesale scorching matches yclept 'Kangaroo' hunts".

In July 1886 the Jupiter Club held their 50-mile race on the road from Ham Common to Ripley, and the short-lived Ripley Road Club ran their "Between the Houses" club race from the Anchor to the Angel for a beautiful silver shield presented by their member Dr E B Turner. It was won in 30 minutes 30 seconds by A L Bower, and is today the President's Shield of the Southern Veteran-Cycle Club. A L Bower (Good Old Superior Bow-Wower") was at the time landlord of "El Vino" in Fleet Street (in the news in recent years for refusing to serve women). He went on to become in 1925 Lord Mayor of London as Sir Alfred Bower.

By the turn of the century, with the advent of motor vehicles and increasing attention from the Police, paced road-racing was greatly in decline and in the period 1900 to 1903 the big clubs such as the North Road Cycling Club the Bath Road Club and others went over to individual place to place record riding and unpaced time trials with the riders sent off singly at set intervals. Thus began the form of racing on the roads which has formed the backbone of cycle sport in this country for eighty years. Regretfully, this writer has no note as yet of the first time trials to be held on the Ripley or Portsmouth Road. Certainly anyone with business on the road early on Sunday mornings will know that for as far back as they can recall black alpaca-jacketed and tighted figures, up until about 1950, and latterly brightly coloured figures in racing jerseys and shorts, have sped silently at more or less minute intervals through Ripley, mostly in pursuit of an "under-the-hour" ride at 25 miles. No more now will the still Sunday morning air in Ripley High Street carry the gentle zinging of pencil-thin tubular racing tyres, inflated to over 100 psi, as they are propelled over the tarmacadam at speeds often in excess of 30 miles per hour.

A slightly more technical version of this article will appear later in the year in the "Bone Shaker", the magazine of the SV-CC.

Les Bowerman

THE RIVER WEY NAVIGATION

Some Personal Recollections of the Late Mr Ewart Grove

The major event in Send in the 17th century was the construction of the River Wey Navigation between 1651 and 1653. It was planned and partially undertaken by Sir Richard Weston of Sutton Place and was the first waterway in England to be made navigable by the digging of long stretches of canal since the Romans, in the 1st century AD, linked Cambridge to the Humber with the Car Dyke System, which consisted of canals interconnecting with rivers. Designed

There were also unexpected scenes of the first aircraft landing in Woking in 1910 and altogether the whole evening was a fascinating look into the local past, and highly entertaining for those members fortunate enough to have been able to attend.

Alan Tinkler

END OF A 114-YEAR TRADITION

Cycle Racing on the Ripley Road

Sunday, December 18 last, marked the end of a tradition which has lasted for 114 years. Following the opening of the M25 interchange with the A3 at Wisley, the Ripley Road, as it was known to the early cyclists, has become too dangerous for bicycle racing, and the Dulwich Paragon Cycle Club's 25-mile time trial, won in 58 minutes 29 seconds, was the final event.

The first bicycle race known to have been held on the road was in January 1870 when John Keen of Surbiton Hill was beaten by 100 yards in a challenge race for a prize of £10 on boneshakers along Fairmile from the fourth to the fifth milestone outside Esher, finishing downhill into Cobham. The winner was J Johnson of Kensington. Although only 20, Keen's bicycle was his own make. His defeat may well have been due to his machine having a driving wheel two inches smaller and lacking the India rubber tyres of his opponent's. Be that as it may, it seems to have given him the incentive to go on to build bicycles higher and lighter than anyone else and to become "Champion Bicycler of the World" for the next decade. He thus played a leading part in the development of the old high ordinary bicycle.

On 12 August 1876 the Surrey Bicycle Club held its Captaincy race from the Griffin in Kingston-upon-Thames to Guildford and back to Ripley. There were seven contestants and the winner, H Osborne, thereupon became Captain for the year. This gave him the privilege of leading the Club's runs, and therefore of setting the pace. It was also sensible to have the fittest man as leader because it meant that his fellows would have the benefit of shelter when riding into the wind, a factor that was presumably appreciated at an early stage.

On Saturday, 19 July 1879, the Belgrave Bicycle Club held a 10-mile Handicap Race from the 15th milestone at Ditton to the 25th beyond Ripley (ie at Burpham), starting at 6.30 pm. On 19 September the same year the Kensington BC held their 10-mile Handicap from the Angel at Thames Ditton to the Anchor in Ripley, the first instance known to the writer of a "Between the Houses" race. The last three races were on high bicycles.

In March 1886 a handicap race was held from the Anchor to the Angel between C H R Gosset and a Mr Bruce-Green. Both rode "Humber Cripper" tricycles. Gosset had a three minutes' start, the watch being held by the then 36-year-old professional, "Happy" Jack Keen, mentioned above. Both men were paced by Humber tandem tricycles and accompanied by another rider on a safety machine (Rudge & Humber Safeties). Although they were neck and neck in Esher some two miles from the end, Green eventually pulled well ahead to win. Timekeeper Keen, on one of his own ordinaries, (he never rode anything but an ordinary apart from occasionally propelling a "Coventry Chair" with a passenger) had overhauled them to such effect that he was at the Angel, presumably waiting with both watch and glass in hand, for nine minutes before Green arrived.