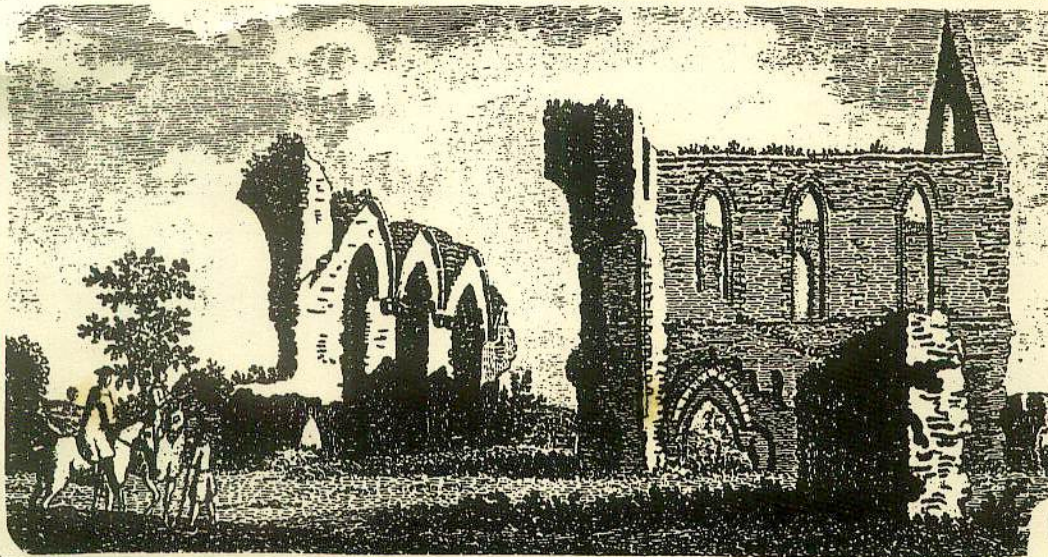


Send & Ripley History Society



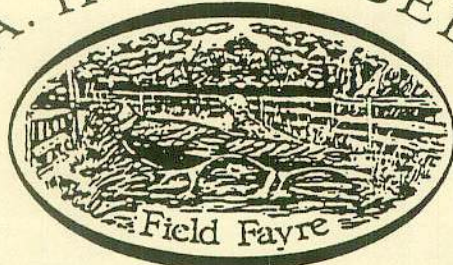
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Newsletter No.109

March/April 1993



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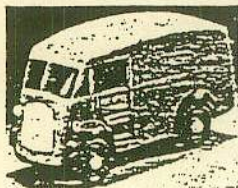


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Typed by Mrs Chris Parker.

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March/April 1993

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Cover Illustration: Colbornes Garage c 1960.

EDITOR'S COMMENT

This Newsletter contains the report by our Secretary, Audrey Sykes, of the proceedings of the Annual General Meeting, and also includes a copy of the audited accounts. Our Chairman, John Slatford, commenting upon the members' achievements during the year, gave special praise to all those who had assisted in work and fund raising associated with the new Local History Centre and Museum. Members who attended the AGM had the opportunity to visit the building, now finally in place, its move from the original site and refurbishment virtually complete within the incredibly short period of one year. John reported that he hoped that an official opening could be arranged some time later in the year.

A glance at "Forthcoming Events" will confirm that there is a very busy agenda of events and visits arranged throughout the year up to September. The winter programme is being planned - details to follow in due course. The emphasis is again on fund raising, with stalls at the Send May Day Fete and Ripley Event in July, plus another Grand Bazaar, also in July. Contributions for sale at these events would be very welcome. Please contact initially Audrey Sykes for details of collection or delivery arrangements.

The very successful barbecue held in our President's garden last year was, in spite of the weather, very enjoyable. This is to be repeated with a special request for better weather.

We are pleased to welcome Alan Baker to our Committee. Alan lives in Ripley and is an Automotive and Industrial Engineering writer and Consultant, and has rather appropriately made his debut with an article in this issue on Colborne Garage.

"BEACH HILL"

In the article in Newsletter 107/14, entitled "A Plan to Establish a 'Home Guard' at the Time of Napoleon", the author of the plan, Lt-Col George Jackson, gives his address as Beach Hill, near Ripley, Surrey, and indeed that seems to be the only connection with Ripley. John Slatford then asks if anyone has any ideas where Beach Hill might be (or have been).

There appears to be no trace of any such place or property in the vicinity of Ripley. Surprisingly, the only reference to a name anything like this in the whole of Surrey is, according to "The Place-Names of Surrey", Beech Hill at Mayford. For the benefit of newcomers to the area, that is at the junction of Westfield Road and the old part of the Woking to Guildford road, near the Mayford Arms. "The Place-Names of Surrey" gives it as Beechhill and cites the first known reference as "Bechehill" in 1548 (Land Revenue Miscellaneous Books). The authors suggest that it was perhaps the home of John atte Beche, 1214-30 (Additional Charters in the British Museum).

The name appears in the record of a Court Baron for Ripley and Send held on 7 April 1746 (books held at the Guildford Muniment Room - page 15 in our transcripts), where John Vincent of Beach Hill in Woking (Mayford being in the parish of Woking) is recorded as having held a parcel of meadow called Longbridge Mead, near Pyrford Church (1 acre).

I had thought that if you were writing from Beechhill, Mayford, you would hardly give your address as "near Ripley", but in this case I wonder. If you were penning in 1803 from the then remoteness of Woking (never mind Mayford) a pamphlet which you hoped would impress the top brass, might you not think it could carry more weight if you could be associated, however tenuously, with a former Commander-in-Chief of the British Army, Field-Marshal Lord Ligonier of Ripley, who had died only 33 years earlier? Far-fetched, I know, but what other explanation can there be?

Les Bowerman

CARTBRIDGE

By Lyn Mileham

Further to Les Bowerman's notes in Newsletter No 108, I should like to offer a few comments and suggestions, together with the results of some research that I have done on this subject.

When the Wey Navigation was built in 1651-3, I think it is quite probable that a footbridge was provided originally over the canal, where the present footbridge is now located, as this is on the same alignment as the long straight section of Send Road. After the Turnpike Act (1749), when people became more mobile and roads superseded the ancient trackways, I think it is possible that by 1759 a "Cart Bridge" was required and built nearby with brick abutments and a timber beam and plank deck, some 10-12 feet wide. This would have been similar to Murray's Bridge at the end of the track from Byfleet to West Hall, which still has a timber deck, last renewed in the late 1960s.

With regard to the repairs to Cartbridge in April 1907, as work was in progress at Papercourt Lock, presumably the canal was drained downstream from Worsfold Gates, thus exposing the defects in the underwater sections of the brick abutments.

When the Guildford Rural District Council took over Cartbridge from the Stevens family in May 1914, it also took over the old timber Broadmead Bridge across the River Wey at Old Woking, which was one of Lord Onslow's Manorial bridges, and I suspect that at the same time the RDC took over the bridges in Newark Lane.

The RDC commissioned L G Mouchel & Partners (their Head Office was then at 38 Victoria Street, Westminster, London, and since 1968 has been at West Hall, West Byfleet) to design a new ferro-concrete Broadmead Bridge, which was completed and tested in March 1915. See Newsletter No 37, February/March 1981.

About the same time the Cartbridge brick abutments were extended and the timber deck and railings were replaced by a new, wider ferro-concrete deck with corner piers and parapets. As it seemed possible that this work was also designed by L G Mouchel & Partners, I have tried to identify this job in the archives at West Hall, but so far have found no definite proof. However, what I did find, by chance, in the chronological register of jobs was a reference to "Pyrford Bridges", and in the alphabetical job location register, which gives location, description of work and client, was the following entry: "Guildford, Abbey Stream Bridges (Pyrford), Guildford Rural District Council." On further investigation of this job, it refers to four arch bridges of various spans, obviously those in Newark Lane.

There is also a further entry in this register: "Guildford, bridge, Guildford Rural District Council" of about the same time, but so far I have been unable to establish if this refers to Cartbridge.

Many of the entries in these leather-bound registers, dating back to 1897, are in "copperplate" handwriting, and although the details may have been sufficient at the time, they are rather vague when it comes to identifying any particular site so many years later.

The reason for all this activity in 1914-15 is explained by the fact that in August 1914, just after the outbreak of war, the Government encouraged local authorities to embark on municipal works - roads, bridges, housing, etc - with grants and loans from the Local Government Board and Road Board. This was to maintain employment for people who might otherwise have become unemployed due to the changing conditions resulting from the war.

THE DISCOVERY OF AN EARLY 17TH CENTURY MULLIONED WINDOW

By John and Bette Slatford

In many timber-framed houses, there is, today, little or nothing to be seen of the original windows. Occasionally, evidence of an old window can be seen in the framing, with possibly the sill exposed and square or diamond-shaped holes for locating the vertical dividers, or mullions.

We have to thank our daughter, Lisa, and her friend and neighbour, Athena Hubble, for locating and uncovering an almost perfect mullioned window at the rear of Athena's house, No 1 Half Moon Cottages, in Ripley High Street.

The present house appears, today, as part of a block of late 18th century/early 19th century brick cottages. No 1 itself is, in fact, all that remains of what was possibly a three bay timber-framed cottage, much altered at various times. It was originally built, it is believed, from documentary evidence, in or around 1629.

At the rear of the house, a gabled extension was added 100 years or more after the original build, enclosing this recently located window. It was then bricked up and plastered over. Thus, being protected from the weather, it has survived almost intact in what is now an inside wall between the two upstairs rooms. Below and to one side are original wattle & daub panels, now behind plaster, but again protected from the elements.

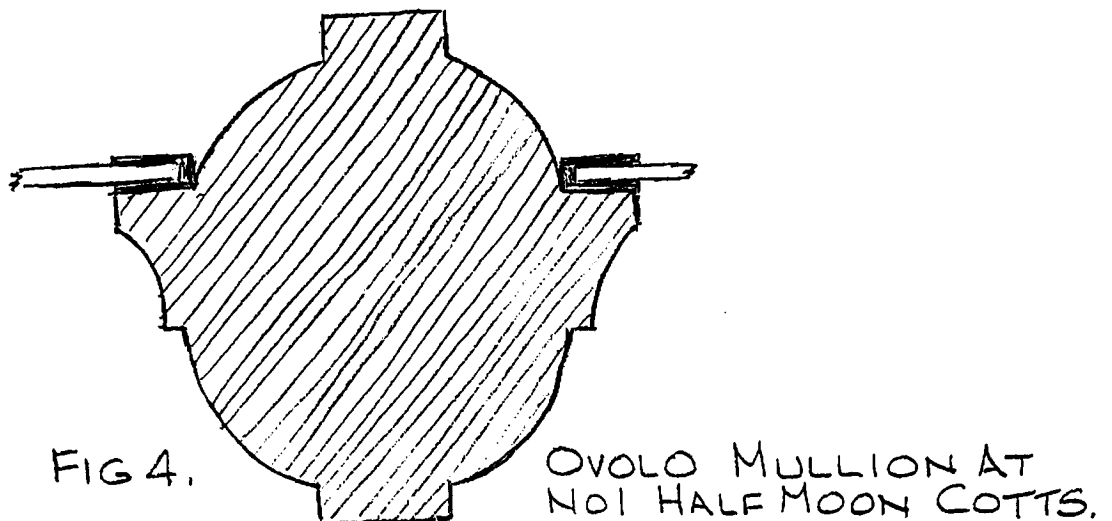
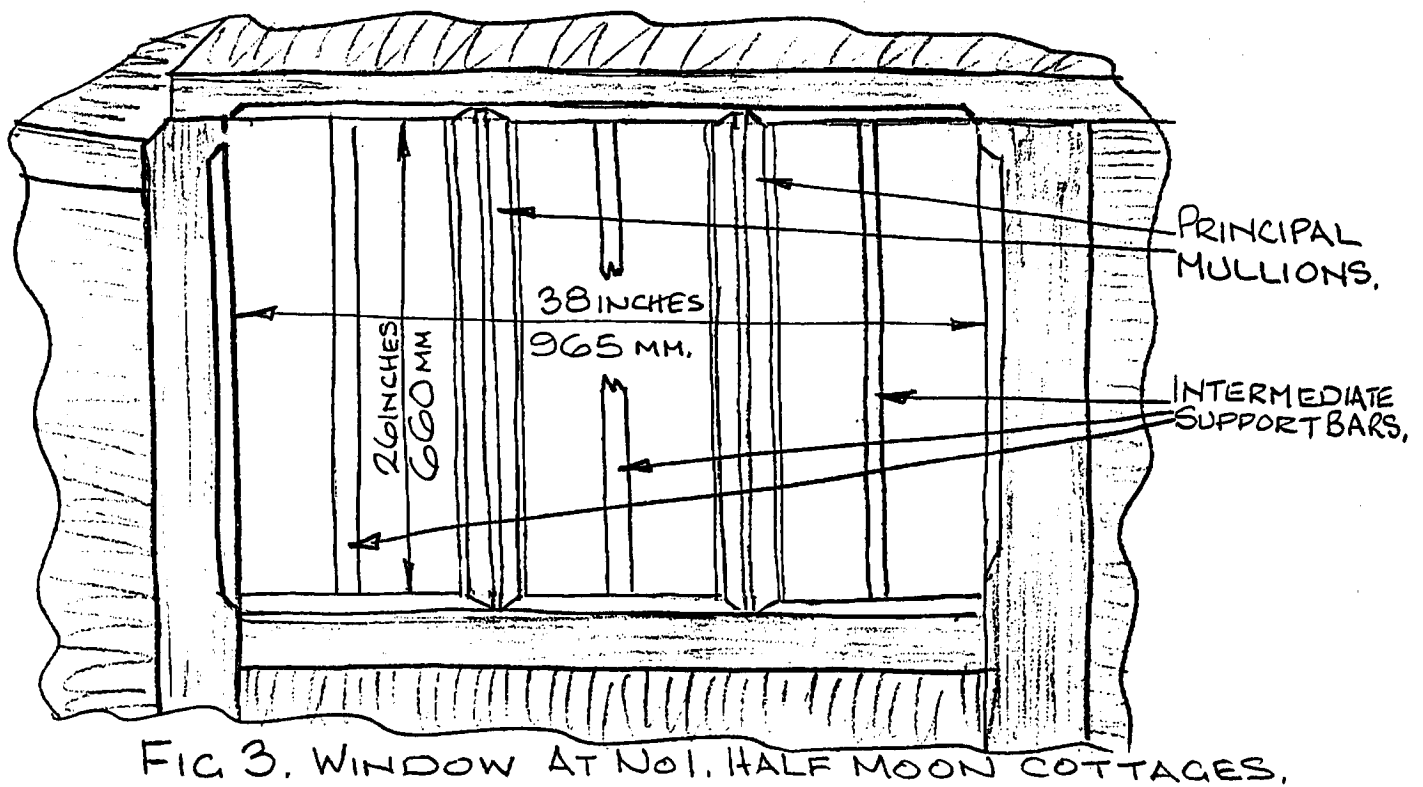
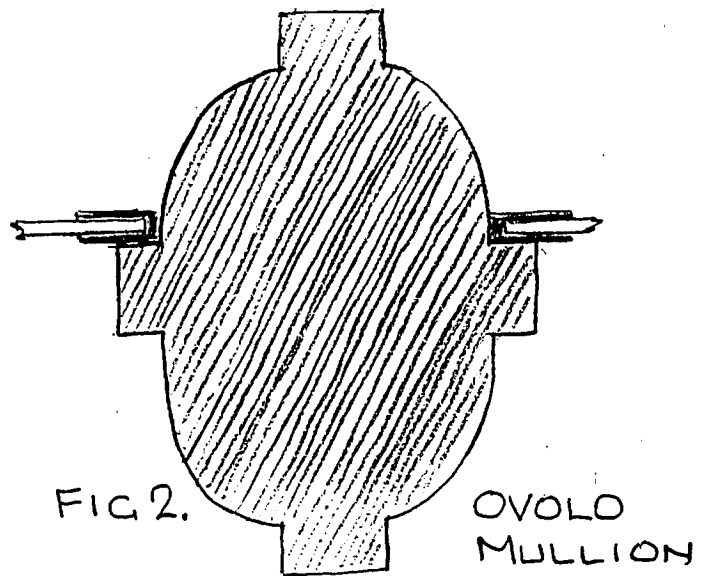
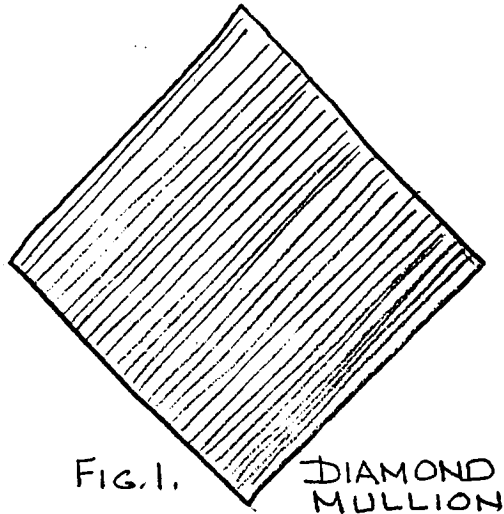
Windows in most mediaeval houses were not glazed. Glass, being mostly imported, was very expensive. It was not until the end of the 16th century that glass manufacture became established in England. Even then, such glass as was produced was only in very small pieces. Lower prices led to wider use in windows, but only by assembling the pieces into larger panels, using lead strips, forming what we call "leaded lights".

The early windows in timber houses were formed as small rectangular openings in the frame. Vertical diamond-shaped mullions were inserted to divide the openings into narrower spaces. Mostly, they would have had internal sliding or hinged shutters for security and protection from the weather. Otherwise, there was nothing to keep out draughts, and for this reason early windows were small and the numbers were kept to a minimum.

Progressively, various methods were used to enclose these openings, the most common being oiled cloth. By the end of the 16th century, "leaded light" panels were becoming commonplace, and the practice lasted well into the 17th century and later. However, very few of these windows could be opened until later in the 17th century.

Although the principle of the mullioned window formed as part of the timber frame continued, there were changes to the form of the mullions to enable the fixing of glazing. The simple diamond mullion (figure 1) did not lend itself readily to fixing the "leaded lights", and different moulded sections were developed. The most common of these from the early 17th century onwards is known as "ovolo" (figure 2), with side fillets to locate the glass panels. Generally, between the mullions there were smaller intermediate bars to support the glass panels. The window in No 1 Half Moon Cottages (figure 3) is of the later type, but it has more ornate ovolo shaped mullions (figure 4). The "leaded light" panels have all gone, but many of the fixing nails remain. The window is otherwise complete, apart from the intermediate vertical bars. It is to be left exposed as a permanent feature between the two rooms.

In the roof attic of the house, there is also an opening window in the brick end gable (actually opening into the roof space of No 2 Half Moon Cottages). This end gable is one of the many alterations to the house, probably mid 18th century. The window, however, is perhaps much older, being a simple iron casement, enclosing a diamond-patterned



("lead light") panel and having a tulip leaf pull handle instead of a casement stay.

With changing building styles and the availability of brick, construction of timber-framed houses had generally ceased by the end of the 17th century. With brick construction, purpose-made wooden window frames became the norm. The use of "lead light" glazing panels continued, however, until glass became available in larger sizes. This led to changes in the design of window frames, with the introduction of horizontal, as well as wooden, glazing bars. Hartley Antiques (c 1700) in Ripley High street is a good example of "lead light" panels in a wood frame on a brick house.

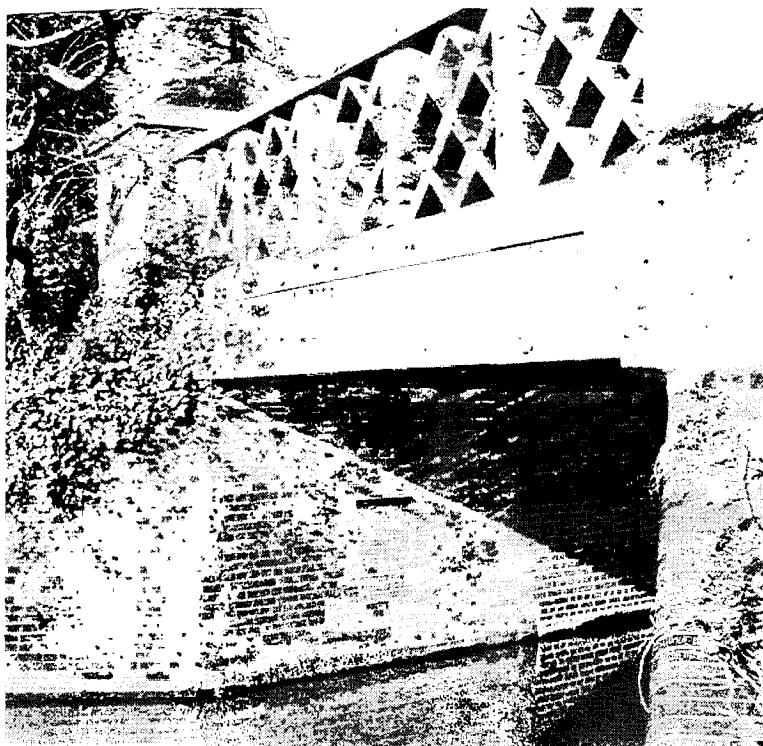
We are extremely grateful to Miss Hubble for providing this opportunity to record this most interesting discovery which might otherwise have never been noticed

CARTBRIDGE/BROADMEAD BRIDGE

Further to my notes under the above heading in Newsletter 108, Lyn Mileham has informed me, as a matter of related interest, that Broadmead Bridge was taken over by the County Council at about the same time as Cartbridge, namely in May 1914. It had previously been the responsibility of Lord Onslow as Lord of the Manor. Both were rebuilt shortly after, presumably to take a similar heavier weight of traffic.

Incidentally, it is interesting to hear that the bridge over the Wey itself at Old Woking is known to the people of Woking as Broadmead Bridge. To the older residents of Send it was Hart's Bridge. Why Hart? Does anyone know?

Les Bowerman



View of North side of Cartbridge showing below ivy the date stone insert (1759) in pre-1914 brick abutment (see article N/L 108 p5). Vertical joint under bridge clearly shows in original photo by L G Bowerman, the division between pre- and post-1914 brickwork, the latter being darker in colour.

COLBORNE GARAGES - A LONG HISTORY

Alan Baker looks at a familiar and respected local company, Britain's first VW dealership.

Everybody who lives in and around Ripley and Send knows the Colborne Garages' premises on the Portsmouth Road, midway between the two villages, and quite a lot must also know the sister establishment at Peasmarsh, South of Guildford. A much smaller number, though, will be aware that the company was founded no less than 54 years ago and so qualifies as a "genuine antique"!

When Editor Ken Bourne suggested I should make that history the subject of a Newsletter article, I at once visited Managing Director Peter Colborne-Baber (at the Ripley branch) on what I suppose today's politicians would call a fact-finding mission. I had met Peter several times before, at new-car launches in the showroom, and also over a "Surrey Occasions" road-test of the supercharged VW Polo used in the police's Jailbreak 1991 exercise where it had been driven to victory by two of our local "fuzzmen".

Peter was most helpful, producing a wealth of archival material. This included a 12-page company history (prepared in 1979 for the 40th anniversary), reprints, albums of photographs and - perhaps the most interesting of all - a six-page account in the neat handwriting of the founder, his father, A J (John) Colborne-Baber.

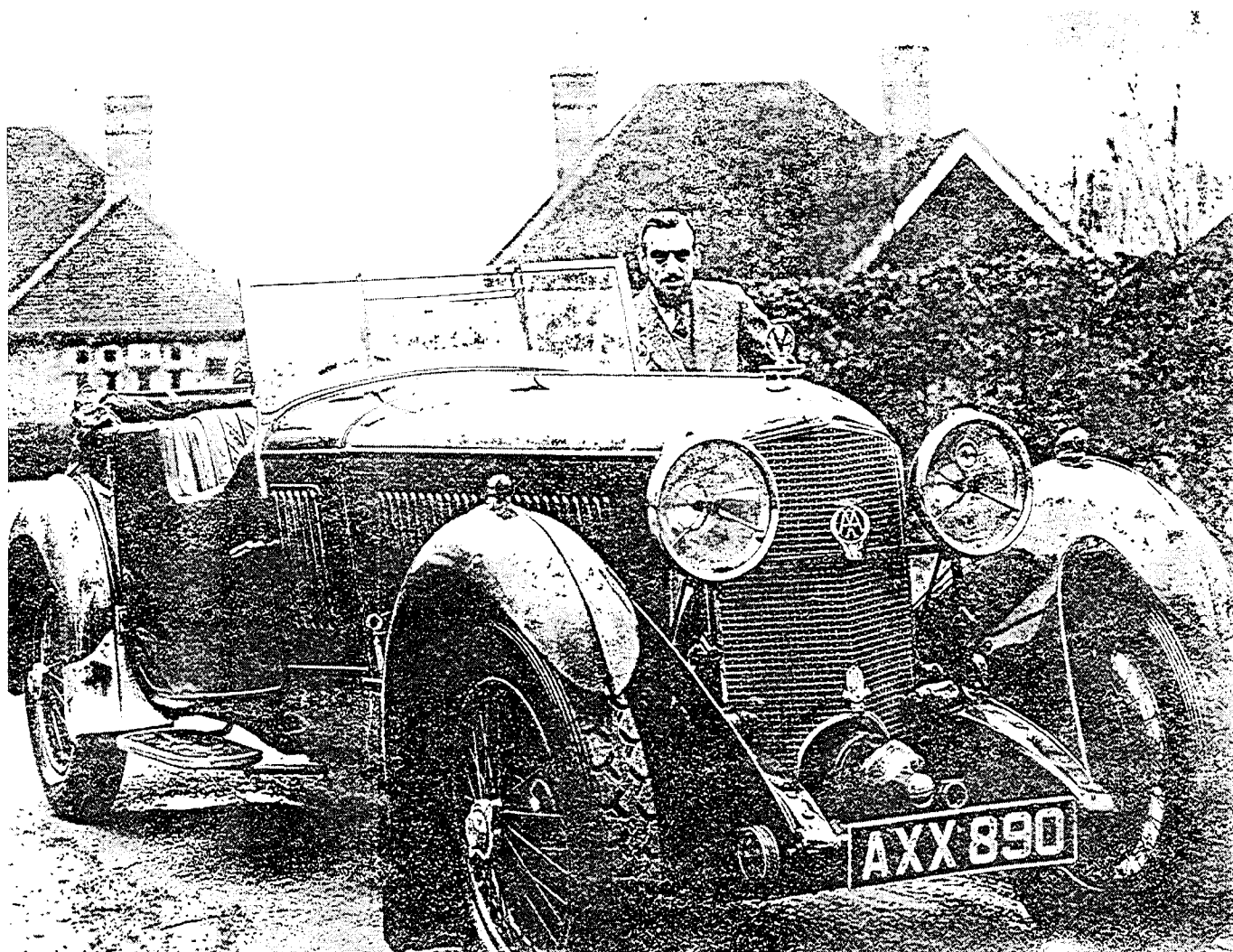
The latter, following an engineering apprenticeship at a Guildford garage, had been granted a Short Service Commission in the RAF in the early 1930s, but was invalided-out after a serious crash. He then returned to the motor trade with the objective of eventually setting up his own garage. The opportunity arose early in 1939 when, despite the imminence of war, he signed a 21-year lease (at £250 a year) for the Portsmouth Road premises. As the official history says, "he had £40 in the bank and eight petrol pumps on the forecourt", and he also had a loyal and hardworking wife!

Initially the garage, in addition to fuel and oil sales and ordinary servicing, specialised in the sports cars that were John's especial love. Once the war came, though, he found himself working a few miles away in Vickers' experimental department while his wife kept the garage going. To help pay that annual £250, half the workshop was rented to Vickers as a store and the other half to London dealer H R Owen, as a home-from-home for evacuated Rolls-Royces.

Somehow they staggered through until 1945 when, with the end of the war in sight, the situation improved sufficiently for the garage to be employing several mechanics working on favoured sports cars. Among the latter was a 1927 3-Litre short-chassis Bentley, which, bought by John from a nearby farmer who was using it for carrying potatoes, subsequently played a crucial role in shaping the future.

The 3-Litre, having taken part in various early post-war hill-climbs in chassis form, was rebuilt in 1946 and sold to a passing Swedish enthusiast. This gentleman reappeared some two years later; he was buying a farm in Cornwall, needed a big "station wagon", and, again in passing, had spotted a Buick of that ilk on the Ripley forecourt. In part exchange he offered a small bulbous car of almost unknown make - a Volkswagen.

John Colborne-Baber drove this oddity around the local roads, fell in love with it and duly forked out £150. It was one of the numerous VWs that had been sold to members of the Control Commission in Germany and were beginning to find their way into this country. Each car was sold complete with a pack of spare parts, so John advertised in the motoring magazines, offering to buy these parts, getting sufficient response to enable him to set up Britain's first parts service for Volkswagens.



A John Colborne-Baber and restored Bentley.



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The next stage was to start acquiring the VW cars themselves once they had arrived in England. They were to a very basic specification, with sackcloth upholstery and drab paintwork, so the pre-sale treatment was to gut them, overhaul the driveline as necessary, reupholster the seats in leather (cheaper than leathercloth, due to a strange hiccup at the Board of Trade) and respray the bodywork in a colour selected by the customer. The resulting cars sold for £410, or £425 if a righthand-drive conversion was specified!

According to the history, the affectionate worldwide name, Beetle, had a specific origin, in the days when Peter, as a young cricketer at Cobham's Feltonfleet School, would be collected after matches by his father in that old original VW. Their arrival would be greeted with his team-mates' cries of "Here comes Baber and his Beetle!" Hence, when John shortly afterwards founded the Volkswagen's Owners' Club, the name "Beetling" almost chose itself for the magazine.

In 1950, with Volkswagen's approval following John's first visit to Wolfsburg, the Board of Trade was badgered into granting an Import Licence so that spares could be brought into the country legally and officially. Then two years later he convinced the BOT that he could sell Beetles to American Servicemen for the dollars that the country so badly needed. He was granted the first licence to import complete VW cars into Britain, and in 1953 similar tactics gained another Import Licence - this time for Porsches.

In the same year John looked set, following another visit to Wolfsburg, to clinch VW's UK franchise for his company, but something went wrong at the last minute and he ended up with only an eight-counties distributorship. However, he did manage to get the Porsche franchise for Great Britain, eventually selling it to the present importers.

Peter had shown a keen interest in cars from an early age and spent much of his school holidays in the firm's workshops; he even managed to come up before the local magistrates for driving under age at 12! He left school a year early to attend a course at the Chelsea College of Aeronautical & Automobile Engineering, after which he spent a year in Germany - ten months at Wolfsburg studying how the cars were built, followed by two at a VW dealership.

Back in Britain he had a spell in Colborne's Accounts Department, learning the financial side of the business, before being made Service Manager. In 1964 he was given the heavy responsibility of completely reorganising his department and building a first class team to meet the growing demand for VW cars and commercial vehicles.

Before long he was appointed Sales Manager, with further promotion to General Manager in 1969, on account of his father's failing health. In that new position he was involved in far-reaching changes; VW's old distributorship system was changed for one of direct dealers, the Beetle gave way to the new-generation Wolfsburg cars and the Audi marque was brought under the Volkswagen umbrella and so came into the Colborne ambit.

In 1970, too, the Ripley premises were completely rebuilt and enlarged into their present form. Then the Peasmarsh site and buildings were bought and converted into a second Surrey branch to replace the rather remote Kentish one that had been established in the 1960s to help service the original VW distributorship.

When John Colborne-Baber retired from the business in 1972, Peter took over as a notably young Managing Director - the position he still holds today. His mother is still alive, but, sadly, his father died only four years into his retirement, having devoted 37 years to furthering a business founded on integrity, efficiency and customer care - three guiding beacons that still burn brightly today.

Alan Baker



Colborne Garage
Automobile Engineers, LIMITED
Portsmouth Road,
RIPLEY, SURREY

M. A. Leith, Esquire.
Broadmead House, Sand, Woking, Surrey. 8th May, 1950.

25.3.48.	1 Roll Mutton Cloth.	12.	6.	
24.5.48.	3 Gallie Petrol.	6.	48.	
	1 pt Racer.	1.	4.	
	Final assembly of deJou Mazurie engine, fitting engine back in chassis and testing.	9.	0.	0.
	<u>Fiat.</u>			
7.6.48.	Remove engine from Fiat for close examination of faulty gear change. Remove lever, selector cup, grub screws & selector. Supply & fit new selector. build up reverse pawl & fit stronger spring, make new grub screws & new selector cup, supply second hand lever, assemble & test. Refit engine to chassis. Remove all road wheels, brake drums & shoes, fit new linings, reassemble, adjust and test. Attend to windscreen wiper and fit new Number Plate.	14.	16.	3.
	1 set of Number Plates.	1.	6.	11.
	1 " " Brake Linings.	1.	19.	6.
	1 Gear selector arm.	17.	6.	
	<u>Volkswagen. - JLT 420.</u>			
	To beating out all dents in wings & bonnet. Repairing tear in rear squab & attending to interior trimming where necessary. Fitting polished aluminium on floor edges. Removing horn. Straightening & Chromium plating bumpers. Stopping, filling and completely recellulosing r ed.	65.	0.	0.
24.7.48.	6 Gallons of Petrol.	12.	7.	7.
	1 bottle Carburetor.	2.	6.	
	1 pt Racer.	1.	4.	
	<u>Volkswagen.</u>			
14	Engine & decarbonising. Locate & remedy C/Pad.	49.	16.	10

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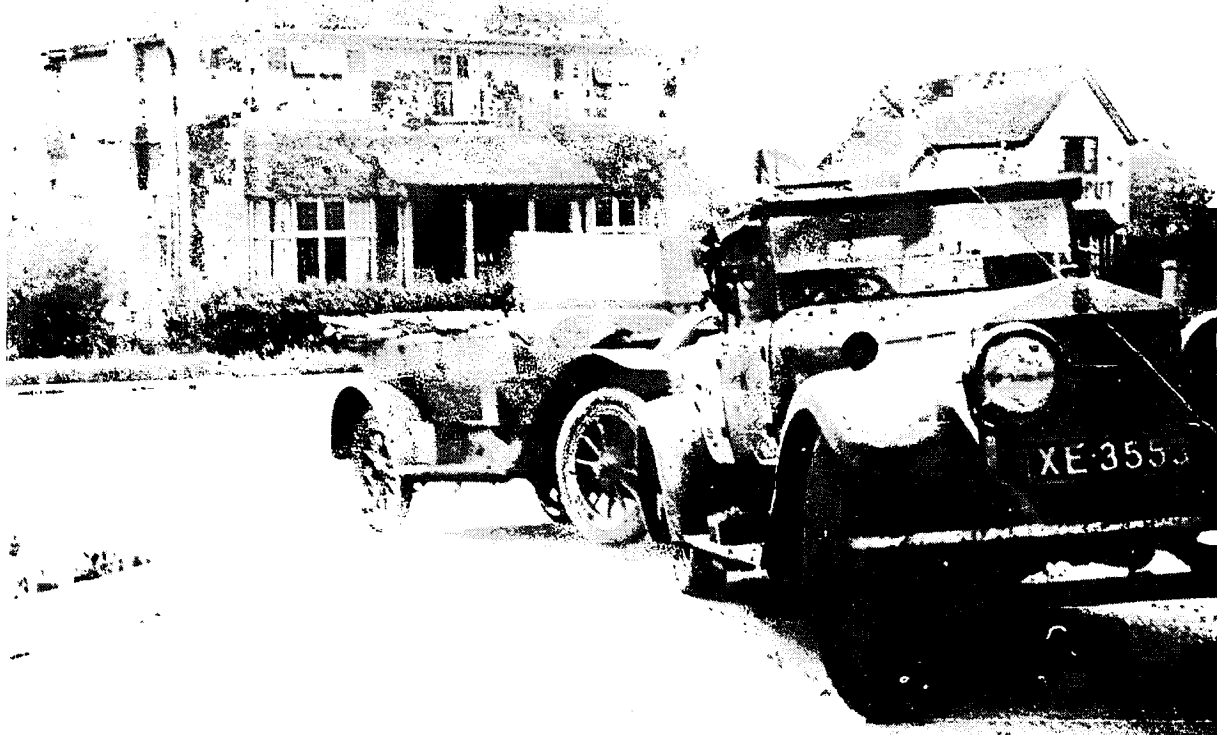
VW JLT420 awaiting service c 1948/9.

WHATS IN A NAME

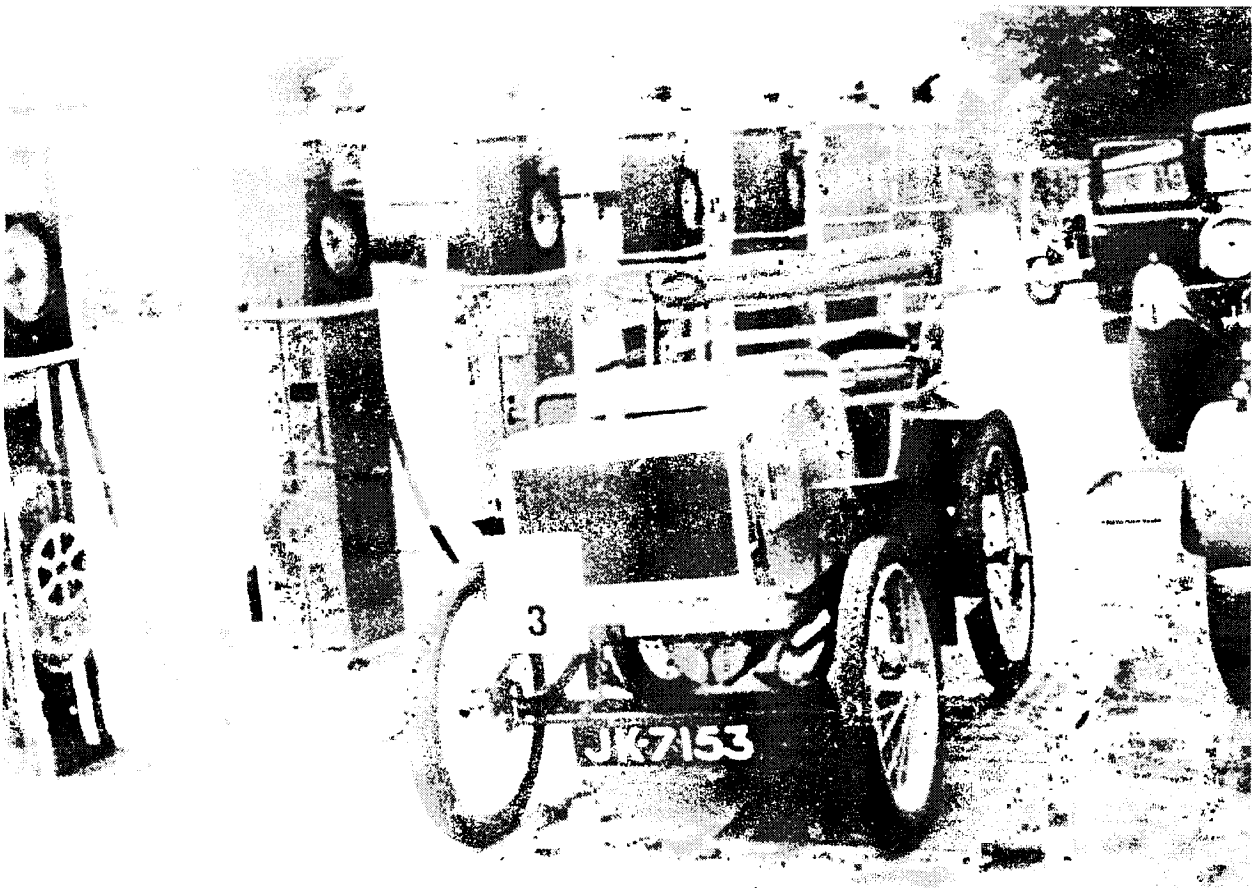
Colbornes without a "U" are a fairly rare species. Col. Sir John Colborne Commander of the 52nd Regiment played a decisive part in the Duke of Wellington's victory at Waterloo. Later as Field Marshal Lord Seaton he was a pall bearer at the "Iron Dukes" funeral. His picture may be seen in Apsley House. The Colborne family tree extends back to the time of Charles II.



An early Invoice showing the cost of a respray 1950.



Utilitarian use of an early Rolls Royce.



1900 "Bejou Mazurie" owned by Andrew Leitch of Broadmead House, Send, who purchased VW JLT420 in 1948.

**THE 18TH AGM OF THE SEND & RIPLEY HISTORY SOCIETY
HELD AT RIPLEY VILLAGE HALL ON 24 FEBRUARY 1993**

Thirty-three attended, with apologies from Peter Spindler, Tony and Patricia Medlen, Lyn Mileham, Janet Hill, Bill Sykes, Jenny MacKenzie, Sylvia Barrett, Anne Bowerman and Jane Bartlett.

The minutes of the 17th AGM were read out by the Secretary, confirmed by the meeting as a correct record and signed by the Chairman. Our Chairman, John Slatford, commented on the past busy and momentous year, culminating in the setting up of our museum in the redundant Natwest Bank building, now on its new site in the village hall car park. Tribute was paid to all those who had made this possible, and also to Derek Bromley for his expertise in planning the removal and subsequent refurbishment, now almost completed. Tribute was also paid to Ted Goldup and his son, Graham, who supervised the tricky operation of positioning the lifting gear and transporting the building. They also provided welding equipment and reinstated the fence around the old site. A grand opening is envisaged shortly. John also spoke of our continuing debt of gratitude to Chris and Geoff Parker for their high standard of production of the Newsletter and to Ken Bourne for his Editorship, not forgetting George Bleach for his hard work in persuading local businesses of the advantage of advertising in it.

In the absence of Patricia Medlen, John went through the accounts, complimenting her on their meticulous presentation, and Peter Spindler for his auditing. Both have had extra work this year, owing to our appeals, fund raising, etc. Both the raffle, drawn at the summer barbecue, and the bazaar were successful events, well supported by the members. There were no queries regarding the accounts, and their adoption was proposed by Ken Bourne, seconded by Elizabeth Nunn.

Audrey Sykes, Secretary, gave a short resume of the year's activities, noting outings both far and near. We have had stalls at the Send Scout Fete and Dog Show and the Ripley Event, but were washed out of the Send Football Fete.

The various working groups kept busy, with the exception of Buildings, which is very quiet at the moment.

Les Bowerman was unable to be present during the early part of the evening, but was re-elected to the Presidency in his absence.

John Slatford then resigned as Chairman and was immediately proposed to continue by Ken Bourne, seconded by Jackie Strange.

Tony Medlen agreed to continue as Vice-Chairman, proposed by John, seconded by Ted Goldup. Patricia Medlen will remain as Treasurer for one more year, proposed by John, seconded by Beryl Gomme. Audrey Sykes will continue as Secretary, proposed by Ken Bourne, seconded by Joyce Mills.

The Committee of George and Irene Bleach, Ted Goldup, Bob Gale, Anne Bowerman, Ken Bourne and Bette Slatford offered themselves for re-election, proposed by Rita Goldup, seconded by Fiona MacMillan.

John proposed Alan Baker join the Committee. This was seconded by Fiona MacMillan - all in favour.

Subscriptions will remain the same, but postal members will pay £2 per annum to cover postal costs.

The business being concluded, John invited members to visit the museum to view progress. The raffle was drawn after a break for refreshments and then John gave a brief slide show of "The Bank Job".

On sale during the evening were carpet tiles for the museum, £1 each, and Bette Slatford did a brisk trade in scribing purchasers' names on the back. John Bartlett took subscriptions and Audrey Sykes sold raffle tickets (notes by Audrey Sykes).

(2)

NOTES and AUDITOR'S REPORT to be read in conjunction with
Accounts on Sheet 1

Note 1 - Sales of Publications

<u>Note 1 - Sales of Publications</u>				
Sales:				
Costs:				
	Stock in Hand 1/1/92	2,797		<u>1991</u>
	Purchases in year	-		<u>1,525</u>
	Royalties Payable	13		
		<u>2,810</u>		
	Stock in Hand 31/12/92	<u>2,507</u>		
	Totals - Note 1	303		<u>1,009</u>
		<u>£402</u>		<u>1,516</u>

Note 2 - Miscellaneous Income

[illegible]

Note 4 - Newsletters

Note 4 - Newsletters			
Costs:			
Less:			
Advertising Receipts	640	778	505
Sundry Sales	7		12
Totals - Note 4			
Note 5 - Society Groups			
Costs:			
Photographic		45	388
Documentary		67	60
Local Memories		8	49
Totals - Note 5		£120	£497

Note 6 - Stocks of Publications

Note 6 - Stocks of Publications
These are valued at Cost, less due allowance for slow moving items

explanations given to me, and I

Since its formation to date, the Society has been in possession of various items, most of which have been donated, on which it is not possible to put a specific value. These are held in Trust and are not included in the Balance Sheet. However a list of explanations given to me, and I hereby certify that they are in accordance therewith.

of same is availab' for inspec

16th January, 1993

P. H. Spindler, A.C.I.S.,
5, Papercourt Lane,
Ripley, Woking,
Surrey, GU23 6DS.

16th January, 1993

of same is available for inspection by Members.

P.H.Spindler, A.C.I.S.,
5, Papercourt Lane,
Ripley, Woking,
Surrey, GU23 6DS.

MEMBERSHIP SECRETARY'S REPORT

We are pleased to welcome the following new members:

Mr & Mrs R Strange, 64A Georgelands, Ripley.
 Mr & Mrs J Ford, 20 Send Barns Lane, Send GU23 7BP.
 Mr Bernard Titcombe (rejoined), c/o Woodhill Farm Cottage, Send.
 Mr R P Hill, "Byley", 9 Floyds Lane, Pyrford, Woking.
 Mrs Sheila Whitticker, 119 Send Road, Send.
 Mr & Mrs Peter Bader-Colborne, c/o Colborne Garage, Ripley.
 MMC Ltd, Octagon House, White Hart Meadows, Ripley (Pam Pittar).

Renewals have come in very well, but have now tailed off, with many still outstanding. If you are one of those who have not yet renewed, it is very much hoped that you will do so as quickly as possible.

Les Bowerman

KEN WHITE, FORMER RIPLEY PHARMACIST, DIES AT 78

We are sorry to have to report the death in January of Kenneth White, whose name has for so long been on the fascia of the chemist's shop in Ripley, next door to the garage. He was 78 and had lived in Horsley for some years.

Ken White trained pre-war at Brighton Technical College, where he became friendly with Jack Ellard, the present (and for many years) pharmacist at the shop. They qualified in 1938, and soon afterwards Jack went into the Navy; Ken's poor eyesight precluded him from active service, so he entered the pharmaceutical profession.

Towards the end of 1943, Ken bought the pharmacy on the site of the old White Horse Inn. It was then derelict, so he restored it and was soon busy producing penicillin - the "wonder drug" of those days - for the Armed Forces, which at that time took all supplies. Much of his equipment was paid for out of his own pocket and his efforts gained him publicity in the national press just before D-Day. Later, despite the tedious and expensive work involved, he generously provided the drug free to those in the neighbourhood who needed it.

In 1951, because of ill health, Ken sold the business to a Mr Williams of Oxshott Pharmacy, the latter soon selling it in turn to Jack Ellard, who, some time after leaving the Navy, had come to join his old friend at Ripley. Bitten by the travel bug, Ken went first to Australia and soon immersed himself in the pearl shell business, both there and in the Solomon Islands.

He subsequently visited China and other Far Eastern countries, before trying West Africa for a change. There he became interested in the gum arabic trade and in due course joined a German gum manufacturer, for which he travelled extensively in Eastern Europe. Eventually, though, he decided to retire and settled in Horsley, where, some three years ago, his health began to fail.

Alan Baker

Editor's Note *On the opposite page is shown a copy of a report from the "Penicillin" article in the "Daily Mirror" dated June 3 1944, which has been kindly loaned by John Slatford.*

JUNE 3, 1944

DAILY MIRROR

ICE-CREAM FRIG. GIVES

By Your special Correspondent

AN ice-cream refrigerator stands in the corner of a little chemist's shop in a Surrey village.

In peacetime, the refrigerator was in a popular tea-shop, supplying Londoners with ice-cream bricks.

Now the villagers of Ripley know this refrigerator, not for the ice-cream it might contain, but because inside it are small bottles of the rare drug penicillin, which is theirs free for the asking.

Penicillin for Hospitals

Months of work and the savings of Mr. Kenneth E. White, thirty-year-old village pharmacist, have made this possible at a time when world supplies of penicillin are still almost exclusively reserved for the Forces.

Youthful, energetic, Mr. White leads a "double existence." In the daytime he supplies the villagers with medicine; far into the night he works in the dispensary at the rear of his shop to supply hospitals and doctors with free penicillin.

There he watches the penicillin-making mould growing in his flasks.

For months Mr. White wondered what he could do to help the war effort. He followed the discovery of penicillin with interest.

He was not satisfied with the dictum "no penicillin for civilians," and resolved to do all he could to produce some.

RARE DRUG TO VILLAGE

He wrote to the Director of Medical Supplies asking how he could make this wonder drug, but got no satisfaction.

"Later," Mr. White told me, "I got in touch with one of the big penicillin manufacturers, and was able to inspect their plant. I knew then that I could produce the drug."

His £50 instrument

"I had to buy most of my equipment. For instance, one sterilising instrument cost me £50."

"It is necessary to keep the penicillin at a low, even temperature. This means a refrigerator."

"I wrote to a well-known firm owning many tearshops, suggesting that as they were not selling ice-cream now they might lend me a refrigerator."

"To my surprise, within a few days they had supplied me with one free, and had also insured it for me."

"Before I began to produce penicillin I talked it over with a local doctor, who encouraged me. I have supplied some of the

penicillin to his patients on his recommendation, and have also sent some to the Surrey County Hospital at Guildford."

Dr. Rall A. P. Creet, a local doctor, came into the shop. He told me: "Some of my patients have received some supplies, and it seems that the drug is helping to clear up old infections."

"It is a slow and costly

business making penicillin," Mr. White interposed. "If I were to charge for the penicillin I produce the patients here would not be able to pay for even a small part of the cost, so I give it to them."

Mr. White always had an urge to study medicine, but he could not afford to become a doctor, so he studied pharmacy at the Brighton College of Technology. Later, he went into the laboratories of a manufacturing chemist.

Now, in the house where Lord Nelson and Lady Hamilton once stayed, he is leading the nation's pharmacists and showing that penicillin can be produced for the civilians.

A drop of advice to parachuters

Advice to paratroops by an instructor at a training school in Palestine:

"When you leap laughingly into the 120 m.p.h. slip stream, and find that instead of a chute you've got an Army blanket, please return it to stores folded in the prescribed manner."

"If you find that a Gremelin has substituted a mosquito net for a chute, don't panic. Remember that the holes in the net will definitely stop oscillation."

Moreover . . .

A big paratrooper needs a big parachute. So they're making them outside for plus-weight fighters.



Mr. Kenneth White, at work in his back-room laboratory at Ripley, Surrey. See story.

FUND RAISING DONORS LIST

As will be seen from the audited accounts, the cost involved in moving and refurbishment of the old Natwest Bank building to become the Send & Ripley History Society centre and museum has been £7564. The sum raised by donations is £3091 and by other events £1691, leaving a balance to find of £2782. By the time the building is in use, it is hoped that a large part of the remaining sum will be raised from the events now planned. At the official opening, corresponding with the building completion, a report of the financial position will appear in the Newsletter, together with a list of those members and others who have helped to make this project a success by their donations and/or practical assistance. The sums of individual contributions will not be published. Many years hence, this report will no doubt be fascinating to future historians, and the list of names will be especially interesting to relatives or descendants of those involved. If you have not yet contributed and would like to do so, and also have your name added to the roll of subscribers to this project, please send your donation to our Secretary, Audrey Sykes, whose address will be found on page 1 of the Newsletter.

Editor

FORTHCOMING EVENTS

Thursday, 29 April, 8 pm - Meeting, Ripley Village Hall

A talk on Saxon Surrey by Rob Paulton (note date changed from 28 April).

Monday, 3 May - May Day Fete and Dog Show, Send

History Society exhibition, plus mini bazaar. Items urgently required - *books, bric-a-brac, cakes, plants*, etc. Contact Audrey Sykes (0483-222060).

Wednesday 12 May, 8 pm - Meeting of the Local Memories Group at Little Ripley House

New members welcome. Contact Jane Bartlett (0483-224171).

Sunday, 20 June - All day visit to Bletchingly and Outwood Mill.

Meet 10 am outside the Manor House, Send Marsh Green.

Saturday, 10 July, 10 am to 1 pm, Ripley Village Hall - History Society Grand Bazaar

(Volunteers for stall minding, and offers of items - *books, cakes, plants, bric-a-brac and white elephant stall*. Contact Audrey Sykes (0483-222060.)

Saturday, 17 July - Ripley Event, Village Green, Ripley

A History Society exhibit and mini-bazaar (items required as for the May Day Fete).

Sunday, 25 July - Afternoon visit to Eton with conducted tour of Eton College.

Agenda includes walk along Eton High Street from Windsor Bridge to Eton College, followed by extended tour of College (90 minutes). Charge for admission is £4.50 per person. Refreshments available from local tea shops, or members may wish to picnic by the Thames. Meet Send Marsh Green 12.15 pm, or Eton side of Windsor Bridge at 1 pm. College tour starts at 2.30 sharp. Please confirm your attendance to Bob Gale (0483-211536) as soon as possible, as it is necessary to advise College of tour numbers.

Friday, 20 August - The Manor House, Send Marsh Green

A barbecue in the grounds of The Manor House, by kind permission of Anne and Les Bowerman. Further details in next Newsletter.

Wednesday, 8 September - Visit to Chatley Heath Semaphore Tower

A visit with a conducted tour of this interesting building, one of many used to convey messages from London to the coast and vice versa. Tour starts at 7 pm and takes about 75 minutes. Meet at Old Lane car park (North of Bolder Mere on the A3 between Wisley and junction 10 on M25) at 6.45 pm. Admission £1.50 (seniors 85p).

Newsletter Contributions The closing date for material for the next Newsletter is Friday, 21 May 1993. Please ensure that all copy is delivered to the Editor by this date.

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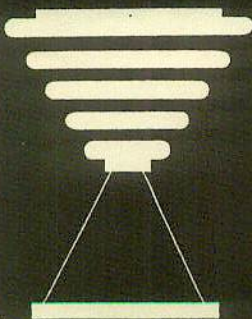
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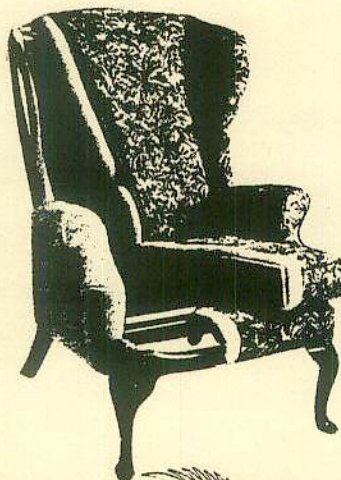
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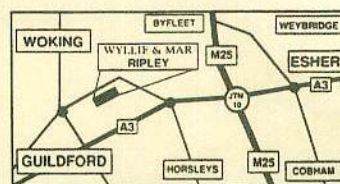
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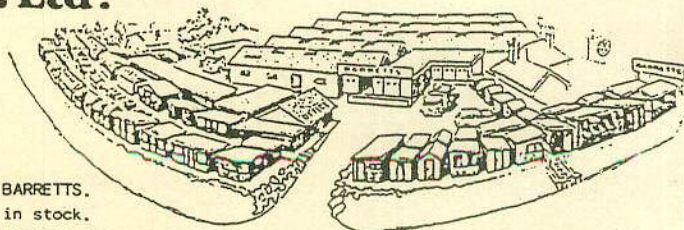
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