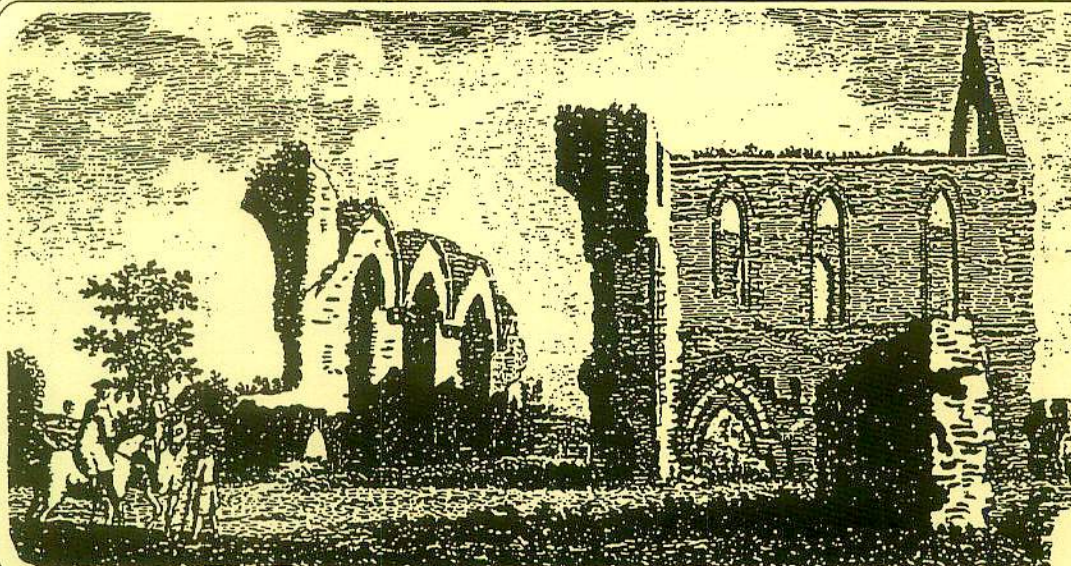


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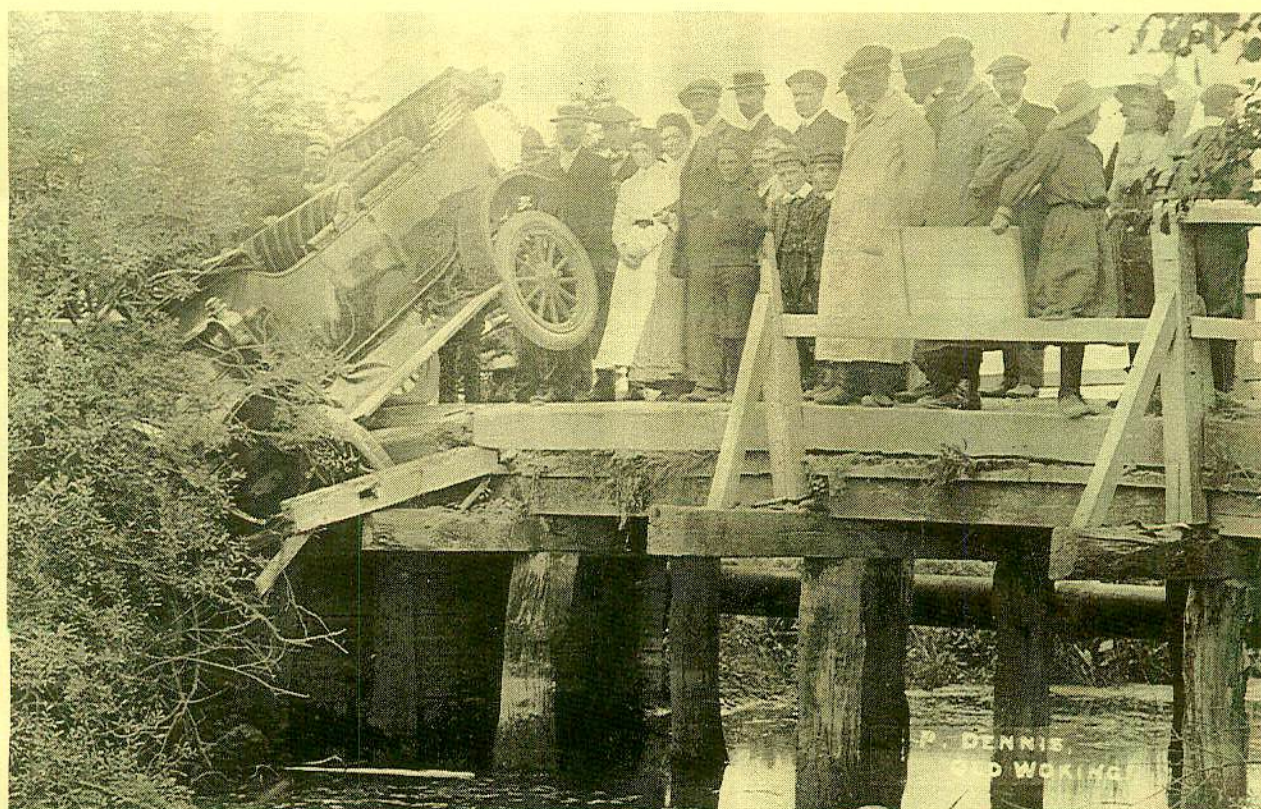
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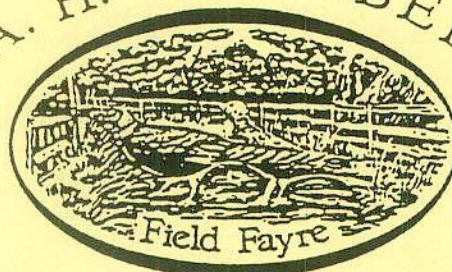
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January/February 1996



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Send & Ripley History Society

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Typed by Mrs. Chris Parker.

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Newsletter No 126

January/February 1996

Contents	Page Number
Editor's Comment	2
Accident on Broadmead in 1910	2
A History of Stansfield Brothers, by David Rose	4
Ron Wilkinson - obituary, by Les Bowerman	7
Documentary Research, by John Slatford	8
Shoeing a Dead Horse, contributed by Bette Slatford	8
Change in Ripley, by John Slatford	9
Some Brief Memories by a Grandson of Alf Dibble by Les Bowerman	10
Surrey Museums Group, by Ken Bourne	10
Membership Report	11
Society's AGM	11
Christmas Supper at the Anchor, by Les Bowerman	12
Newsletter Presentation, by George Bleach	14
Forthcoming Events	15

EDITOR'S COMMENT

The first edition of the Newsletter in 1996 has been produced, as is the practice at the beginning of every new year, by a lot of hard work, visiting advertisers, renewing subscriptions and updating the advertisements. We are most grateful for the support given to the Newsletter by the advertisers, without whom it would not be possible to continue developing and improving the presentation of this important link with our members.

I would like to thank particularly George Bleach for his time, energy and good humour, which I am sure is responsible for ensuring our advertisers' continuing support. Indeed, this issue carries three new advertisers, Clockworks, Richardsons and Fina Petrol Station, and a renewal, after a lapse of a year or two, by Ripley Models & Toys, located in Ripley Post Office.

If any of our members have occasion to use the services of any of the advertisers, I'm sure they would be very pleased to hear that you noticed their advertisement in this publication.

Chris Parker continues to type up the text for each of the articles, and we are most grateful for her continued support and the high standard she maintains. The majority of our members will be aware, I am sure, that Chris is blind, and although she may never see her work, through the assistance of Geoff, her husband, and the tape recorded dictation, she is aware, perhaps more than most, of the content of each Newsletter and, therefore, the activities of the History Society.

Lastly, since there would be no Newsletter without contributions from our members, I take this opportunity of thanking them all collectively for their continuing support.

ACCIDENT ON BROADMEAD

The postcard view of a motor car accident, shown on the front cover, has a postmark of 29 May 1922. This appears to be a local scene, but research around this date revealed no further information.

On a separate occasion, a similar postcard, obviously showing the same accident and illustrated herein, was obtained at a postcard fair, and bears the postmark date of December 2 1910. A search by Phyllis Bourne through the microfiche copies of the Woking News and Mail, held at Woking Library, revealed an article in an August edition describing the accident on the Broadmead.

Attempts to find the author of the photograph, P Dennis, have so far been unsuccessful. P Dennis appears to be the photographer, but it may have been commissioned by a local store or Post Office. Unfortunately Old Woking Post Office, where the postcards were most likely to have been sold, was not run by P Dennis, either in 1910 or in 1922.

The Lord of the Manor is, of course, Lord Onslow, and Lyn Mileham advises us that following the accident in the 1890s, when a traction engine collapsed on the Broadmead Bridge, he caused notices regarding weight restrictions to be put up on all the bridges over rivers and streams under his jurisdiction.

The following is the article as it appeared in the Woking News and Mail in 1910.

"MOTOR-CAR THROUGH A BRIDGE" "Occupants' Wonderful Escape"

"An accident of an unusual and rather serious character, but which fortunately did not result in any loss of life, occurred on the road leading from Woking village to Send on Wednesday afternoon. The accident happened at Round Hole Bridge, The Broadmead, the second bridge on the road after leaving Woking village, and was caused through the defective steering



gear of a motor-car. Mr. Ernest E. Reinholdt, a representative of the Vacuum Oil Company, Limited: was driving a 22 h.p. Bedford car from Ripley to Woking, and was making for London. He was accompanied by a friend, Mr. A. R. Heath of Coulsdon, and, when passing over the bridge, the steering gear suddenly failed to act, with the result that the car turned round and crashed into the wooden parapet of the bridge. The greater part of the woodwork was broken, and the car fell forward until the front of the vehicle hung over, almost touching the water. The rear half of the car remained in the roadway, one side being elevated in the air to such a degree as almost to make the car appear to be standing on end. The men in the car had a miraculous escape. Mr. Heath was thrown out, but the driver stuck to the wheel. Remarkable to relate, neither of the men was badly hurt, although of course they were severely shaken and Mr Reinholdt sustained a slight injury to his hand.

"The Road, which is a private one belonging to the Lord of the Manor, is very narrow at this point, and, as the car was projecting halfway across the road, vehicles had difficulty in passing. Many motor-cars were turned back by the police.

"A motor lorry from Messrs. Dennis Brothers, Guildford, arrived about 6 p.m.: and by means of levers the car was extricated after considerable trouble, about 8 p.m.: having been fixed into the bridge for nearly five hours."

A HISTORY OF STANSFIELD BROTHERS Mineral Water Manufacturers

By David Rose

AN OUTLINE OF THE UK SOFT DRINKS TRADE AND BOTTLES USED

It can be said that the Victorians truly did have a taste for all types of soft drinks - from soda water and ginger beer to artificial mineral and seltzer waters.

By the 1880s, there were literally thousands of firms in the soft drinks industry throughout Britain, their trade no doubt stimulated by the Temperance Movement.

Some firms, such as R Whites, had a number of plants and depots supplying large areas of London and the South-East, as well as Manchester and Birmingham, but the majority of businesses were small, perhaps employing two or three workers on a seasonal basis and supplying their drinks within a radius of a few miles.

Closely linked to the history of carbonated soft drinks is the evolution of the bottles that contained them.

Artificial carbonated mineral waters were first made by Joseph Priestley in 1772, thus presenting bottle makers with the problem of how to keep the drink fizzy.

A partial solution was found with William Hamilton's egg-shaped bottle patented in 1809. Because of its design, the bottle had to be stored on its side, thus keeping the cork moist and tight in its neck, so there was little chance of it blowing out or the drink going flat. However, shopkeepers disliked the inconvenience of a bottle that wouldn't stand upright, so other forms of "closure" had to be found.

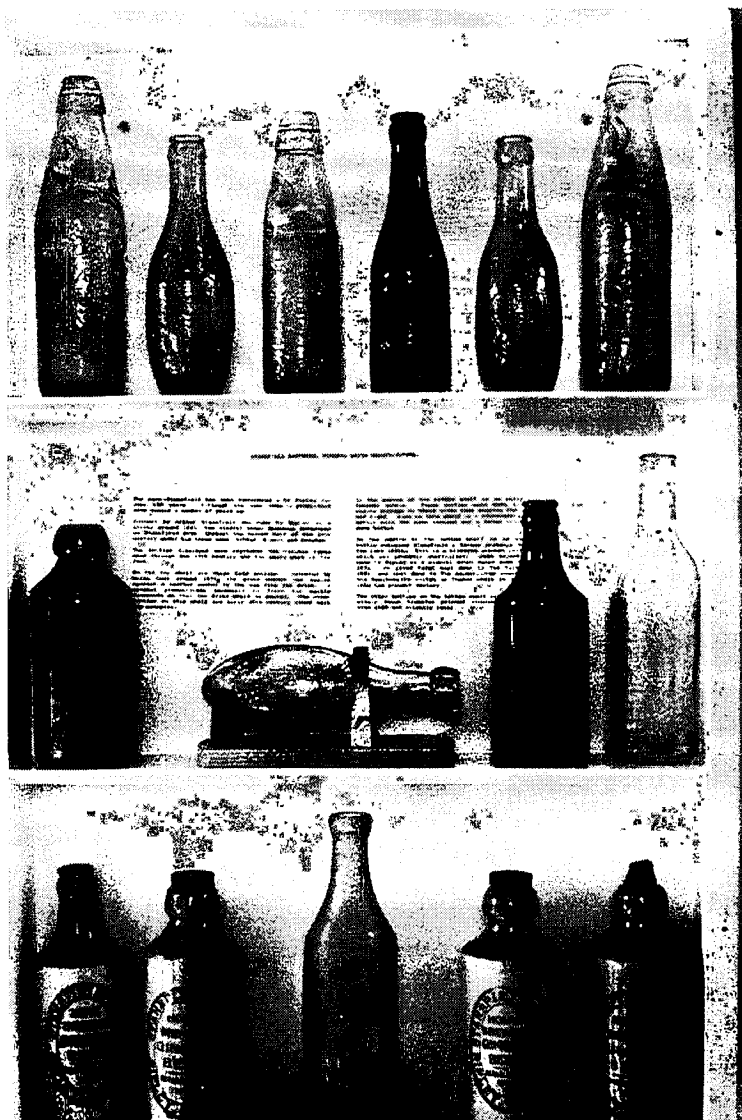
In 1872 Hiram Codd of Camberwell patented his globe stoppered bottle, whereby a glass marble inside the bottle was forced by the gas pressure against a rubber ring in the neck. Two lugs moulded into the neck meant that once the bottle was opened, with the marble being pushed downwards and being trapped by the lugs, the contents could be poured out with ease.

Codd wasn't the first to come up with an internal stopper idea, but his design caught on because his was the first to keep the marble in the top half of the bottle (previous inventions let the marble roll to the bottom, thus weakening the glass) and also, he was a clever businessman and inventor, continually improving on his basic design. This type of bottle is simply known as the Codd Bottle, but after his first patent expired, many others followed him with variations on the same theme.

Another form of closure, the internal-thread stopper, was also patented in 1872. Made of lignum, it was by far a better invention than the egg-shaped Hamilton or the Codd Bottle and all its variations. However, it did not gain widespread popularity till the 1890s. Traditions certainly did die hard, as the Hamilton Bottle was still in use during the 1900s, often a flat-bottomed version, so the bottle could at least be stored upright when empty. Likewise the Codd Bottle was in use in Britain until the 1930s. In fact, until recent years, it was still used in parts of the Indian Sub-Continent.

The crown cap, as in use today, was introduced from the USA at the turn of the century. The external-thread stopper slowly replaced the internal-thread, as well as on many other corked bottles, after the First World War.

The Victorians drank great quantities of soda water, lemonade and other fruit-based fizzy drinks, yet had a special preference for ginger beer. This brewed drink was in many cases non-carbonated and was sold in stoneware bottles. Corked versions of the bottle came first, followed by those with an internal-thread stopper. From the 1920s until the early 1940s, a crown cap was used.



By that time, one simple factor put paid to the use of stoneware as well as the glass Codd Bottle - the awareness of hygiene. As these bottles had been returned and refilled many times, cleaning them efficiently and safely could not be guaranteed.

The accompanying photograph above shows part of the collection of bottles in the History Society's museum.

Editor

STANSFIELD BROTHERS

Ripley can lay claims to one of the oldest mineral water firms in the country - Stansfield Brothers.

The first bottle I found which started my collection was a stoneware Stansfield Brothers ginger beer bottle. The inscription, "ESTABLISHED IN 1840", intrigued me. Did the business really begin more than 150 years ago, and who were these brothers?

Arthur Stansfield was born in West Clandon in about 1815, and by 1840 he was trading as a grocer in Ripley, near the Talbot Hotel.

During the next 20 years, records suggest that Arthur and his wife, Emma, and their ten children lived at a number of different locations in Ripley and West Horsley.

A deed dated 1848 concerns a mortgage for £130 between James Gwinn and Sarah Stedman. It mentions part of a beerhouse and a chaisehouse, and stable attached, occupied by Arthur Stansfield. This building was known as The Cricketers Beerhouse and stood on the Portsmouth Road at the Western end of the village.

Even if Arthur was selling beer by this date, within three years he was in West Horsley, trading as a grocer, according to the 1851 Census.

By the time Arthur senior died in 1864, his sons, Albert and Abraham, now in their teens, were helping out in the family business, which was located in Newark Lane.

The 1861 Census describes the family as engaged in these two trades, yet in the 1867 Kelly's Directory of Surrey, Stansfields are listed as beer retailers.

The Newark Lane premises became the centre of Stansfields' mineral water business, and Ripley, located on the main London to Portsmouth road, must have been a great asset to the firm's prosperity, with all the visiting cyclists.

It was the new sport of the era and you can bet that by the time they reached Ripley on their Boneshakers and Penny Farthings, they were in need of a refreshing glass or two of Stansfields' ginger beer.

In an article in the "Surrey Advertiser" dated August 10 1957 about Stansfields, the author refers to the possibility that Stansfields' first trade mainly consisted of cask ginger beer. The sparkling soft drinks, a sideline, were sold mainly to the homes of the wealthy.

The article goes on to suggest that the first mineral waters used by Stansfields were corked and had round or pointed ends. The corks were knocked in with mallets and then tied with wire. It was a prosperous time for the cork-tier, who earned 3d for each gross he dealt with. An expert could earn 7s a day.

It is not certain whether these references are particular to Stansfields, or whether the author was in fact quoting from a wider source. He or she also seems to be suggesting that Stansfields' ginger beer was alcoholic and not a soft drink at all!

What we do know is that by the 1881 Census, the three As' partnership was no longer. Arthur junior, married to Rebecca Heady, with a daughter, Emma Elizabeth, had become a land surveyor.

Albert, a widower with four children, was still in the family business and was living with his sister-in-law, Harriet Baker (nee Griffith), in Ripley High Street.

His brother, Abraham, lived and worked at the Newark Lane address with his wife, Frances, employing one man and two boys.

The Newark Lane premises were not actually owned by Stansfields until 1889. Then a Silas Austin sold "all that dwelling house, shed and factory" for £353 to Albert and Abraham.

From the bottles that have been recovered by collectors, Stansfields used a wide variety of different patents, including both impressed and printed ginger beers, Hamiltons, Codds, as well as some rarer examples of the Sykes MacVay internal-stopper patent and dumpy seltzers. Large stone flagons are also known to exist.

Stansfields bottles from the late 19th and early 20th centuries turn up in rubbish tips right across West Surrey, and in many back gardens in Ripley itself!

Again, according to the writer in the "Surrey Advertiser", when the New Line railway was being built between Guildford and Waterloo, via Cobham (opened 1885), 150 gallons of Stansfields' ginger beer was drunk by the workers each day.

At this time, the firm was noted for its cricket team. A most memorable match was against a team from the Wheatsheaf in Esher. The wager was that the losers had to pay for a lunch of as much duck, green peas, new potatoes, strawberries and cream as the players could eat, with as much beer or ginger beer as they could drink.

The story goes that Stansfields drafted in four Surrey County players to win the match,

with one of them taking six wickets for ten runs. Afterwards he ate a whole duck and washed it down with 14 pints of ale. What would seem likely is that a certain England cricketer, George Griffith, did take part, as he was none other than Arthur Stansfield's brother-in-law. He went into the drinks trade after retiring from cricket, owning a beer shop in Brodie Road, Guildford. Tragically, he hanged himself at his home in Stoughton, Guildford, in 1879.

Abraham Stansfield died in 1907, followed by Albert in 1910. Now a new generation of Stansfields found themselves in charge of the firm. Between 1910 and 1920 (possibly later), Stansfields had a depot in Onslow Street, Guildford. Bottles from this period have the words, "Ripley and Guildford" embossed on them.

Albert had four children - Albert, Ellen, Annie and Catherine. Ellen married a Henry Hawkes in 1902 and Annie died, aged 15, in 1893. It is thought that the Hawkes connection may be with that of the mineral water firm of the same name in Thames Ditton.

A Mrs G Bosley is mentioned in the "Surrey Advertiser" as running the business around the time of the Second World War, and the firm was still linked to the original Stansfield family until quite recently.

A Miss E A Haskins, great-granddaughter of Albert, kept the business going as an independent concern until Pinks of Chichester took control some six years ago. They are in turn owned by the multi-national, Whitbreads. The premises in Newark Lane are still used as a depot today.

However, the story of mineral water manufacture in Ripley does not end there. There is an unanswered question regarding Stansfield Brothers and a most unusual bottle.

Editorial Note

We are most grateful to David Rose for the above article, who in turn wishes to thank John and Bette Slatford for their help and assistance with documentary references.

David Rose has been a collector of old bottles since the mid 1970s and is a Committee member of the Surrey Bottle Collectors' Club. He also edits the Club's quarterly magazine, which contains reports on items that have been dug up, bought or swapped by the hundred or so Club members. Guildford born and bred, he is most interested in the local history of West Surrey, and enjoys researching the companies whose old bottles are now collected.

He works at a sub-editor for the "Surrey Advertiser".

RON WILKINSON

Having two deaths to report in the last issue of the Newsletter was more than sad, but there is now, regrettably, a third, that of Ron Wilkinson, who died, aged 78, on 9 September 1995. Ron was among the very first to join the Society in January 1975, and although I do not recall him participating in any of our activities, he always kept up his membership and looked forward to reading the Newsletter.

Ron was born in Yorkshire, served in the Royal Navy during the Second World War, and came to Send to join his family on demobilisation in 1945. J W Gardner had sold sweets, newspapers and tobacco in Send Road since 1928. On his retirement, his daughters, Audrey and Sheila, took over. Ron married Audrey, and in 1948 they bought one of the bungalows built by Alfred Munn in Send Hill (Reg Giles, whose death was recorded in the last issue, had helped in the construction), and they lived there until 1991, when they moved to Midhope Close, Woking.

In 1959, Ron went into business with Audrey and Sheila. Angling being Ron's lifelong passion, he added fishing tackle to the range of goods sold. He had joined the Send Angling Society when he came to the village in 1945, and was their President from June 1983, after the

death of Michael May, until May 1995.

When Hope Sanger, Maud Sex (Ron Sex's aunt) and Tom Graham started the Old Time Dance Club after the war, Audrey and Ron became enthusiastic members, both for the practices, held on a Tuesday evening at St Bede's School, and for the monthly dances. After Tom retired as Chairman of the Club, Ron was elected in his place, being Chairman from 1951 to 1955. Ron was also a long time active member of the Send Residents' Association.

After a heart attack in 1981, Ron retired from the business, which is now owned by S M & G S Patel. During a gall bladder operation in St Peter's Hospital, Ron suffered another heart attack. Sadly he did not recover.

Our condolences go to Audrey and to Sheila Shelley, and her husband, Bill. Sheila continues as a member, and I am very pleased indeed to report that Audrey is joining the Society in her own name. She has kindly lent, for copying, postcards of Send Barns Lane, Send Marsh Road and Walsham Lock.

Les Bowerman

DOCUMENTARY RESEARCH

By John Slatford

A major milestone has been reached with the completion of master indexes for the Send and Ripley parish registers. This huge work has been undertaken by Eric Ferris, together with a great deal of help from his daughter, Janet Tice, with cross checking.

Apart from the need for some minor verifications of spellings, mostly from the very early registers, we now have instant reference to any name relating to Send and Ripley baptisms, marriages and burials from the first entries of 1653 up to, more or less, the present day. Of course, in this day and age, many of these events do not take place in our churches and so are not recorded there. Nevertheless, what we have is a most valuable source of data relating to the history of our local families. Copies of all of these indexes, together with many other local records, are available for research in the museum, open on Saturday mornings.

¹"SHOEING A DEAD HORSE"

"Ripley people have been shaking their sides with laughter over a rare joke this week. It seems that a few days ago Mr Tedder took one of his horses to the village smithy to be shod, but Mr Pledger and his man found that they could not get the horse to raise its hind leg, which was somewhat stiff. Mr Tedder, on being appealed to, suggested that the horse should be taken out on the green and there thrown, and this was accordingly done and someone held the animal's head down while it was being shod. The necessary and useful shoe was duly fixed and Mr Pledger and his employee then turned their attention to getting the horse upon its feet again, when suddenly it was remarked that the animal was dead. Sure enough this was so, and it is surmised that the horse having an affected heart was killed by the shock of being thrown. From that moment until the present, Ripley folk have been broadly smiling at the idea of shoeing a dead horse. The event has occasioned a great deal of chaff, and really it is not wise to mention the matter now in the neighbourhood of the smithy."

¹ *This text was contributed by Bette Slatford. It was submitted to her by one of her correspondents from a newspaper cutting - undated, but assumed c 1900.*

CHANGE IN RIPLEY

By John Slatford

It is interesting to record the completion by Geoff and Janet Richardson of their new house in Rose Lane, many years after the demolition of the row of mediaeval cottages that once stood there.



Nos 1, 2 and 3 Rose Lane, originally known as Gamlyns, were demolished around 1962, with the house next to Rambler Cottage being taken down later. The site of No 1 became the doctors' surgery and the space next to Rambler Cottage became the footpath leading to White Hart Court. Apart from being the rear access to Richardsons, the gap in between remained vacant for over 30 years until construction of the new house began several months ago.

The old cottages are well documented in the Send & Ripley Court Rolls from the year 1534 (see report in Newsletter No 80). There is also a photograph which appears in "Then and Now", which is reproduced above.

Throughout the 18th and 19th centuries, part of the row was a smithy, worked for much of the time by a family named Taylor, but latterly owned by Henry Pledger and his father, John, before him. At one time, Ripley Post Office was also there.

Although the above-mentioned Henry Pledger is recorded as living in Rose Lane between 1911 and 1934, the Pledgers, for the most part, lived in the High Street. They had been in the house, now Cobwebs, with their blacksmith's shop adjacent, since around 1775 (also see Newsletter No 80). Henry's half-brother, John, was the last Pledger blacksmith until he died in 1909. The smithy, rebuilt as a shop on the same plan in the early 1970s, has had a chequered career in recent years, and it is encouraging to see that a part has recently been reopened as a craft shop.

SOME BRIEF MEMORIES BY A GRANDSON OF ALF DIBBLE

By a "circuitous route" (?), a copy of Newsletter No 123, containing my notes of the death of Annie Dibble of the Anchor 100 years ago, reached a grandson of her brother, Alf, who was the landlord around the time of the First World War. Mr Malcolm B Pratt, of Lode, Cambridge, was the gentleman concerned. His mother was one of Alf's nine daughters. He wrote to tell us so when ordering some of the Society's publications. Ken Bourne, our Editor, has asked me to summarise what Mr Pratt wrote.

He tells us that he knew Ripley as a small boy, but alas, has not visited for a long time. He writes: "Blands garage! Pinnocks ice cream! Summer days spent on the green, or peering to see if Florence Desmond was at home (at Dunsborough House)." Mr Pratt and his contemporaries, pre-1939, would admire Dunsborough when they played on the green, or on their way down to the river. He was interested to see a note about Fred Dickson, whom he remembered as living next door to an aunt with whom he stayed. Fred's daughter, Joan, was several years younger than Malcolm.

Mr Pratt's mother used to speak of the cycling fraternity which gathered at the Anchor. One name he remembers is that of Billy Meredith. I have not heard of Billy Meredith, but Leon Meredith is a famous name in cycle racing history. He was a prominent member of the Bath Road Club, which for many years had its country headquarters at the Anchor. Among other achievements, Meredith appropriately made the Dibble Shield (originally presented by Harriet Dibble in 1886 for competition at the Southern Counties Cyclist Camp in Shalford Park) his own by winning it three times in succession (1903, 1904 and 1905). He founded the Constrictor Tyre Company, which imported Bastide bicycles, the first modern lightweights, from France. On one of these he beat the straight out "50" record in 2 hours and 32 seconds in 1923. I own that very bicycle. He died, aged 42, early in 1930, so if Mr Pratt is now a bit elderly, it is just possible that he remembers Leon Meredith, or maybe he recalls Meredith being spoken of. Meredith's widow presented the Dibble Shield to the then National Cyclists Union, and the British Cycling Federation now has it in the new Manchester Velodrome. We displayed it in Ripley on a number of occasions around 1980.

Mr Pratt is something of a local historian himself, being joint author of a guide to his local Lode church, a copy of which he has presented to the Society.

Les Bowerman

SURREY MUSEUMS GROUP

At a Committee Meeting towards the end of 1995, our Treasurer, Marilyn Scrace, reported that a meeting of the Surrey Museums Group was to be held in Shere on 13 December. Marilyn was unable to be present, but felt someone should attend, as she was sure that the Group's activities would be of interest to the History Society, and in particular the museum. The meeting was duly attended by Ken Bourne and John Slatford, and it was agreed that the Society should seek membership, as the meetings of the Group provided opportunities to talk with curators of other museums and keep up to date with activities in Surrey which would provide a rich source of material for the Newsletter.

At the subsequent meeting of the Surrey Museums Group in Croydon on 14 December 1995, Send & Ripley History Society was proposed for membership and duly elected. Membership of the Group also keeps us in closer contact with the Surrey Museums Consultative Committee. The functions of both organisations are as briefly outlined opposite.

Surrey Museums Group

This is basically a forum for all Surrey museums, where ideas can be formulated, introduced or discussed. It also serves a social function and helps to keep all the museums aware of what is going on elsewhere.

The Surrey Museums Consultative Committee

This was established more recently in 1991 with Wendy Rose as Surrey Museums Development Officer (MDO). It has executive functions, helping to implement, by allocation of resources, projects formulated by the SMG or MDO. It is funded partly by Surrey County Council and partly by contributions from local authorities. It helps to co-ordinate projects which develop the operation and services of all Surrey museums. It also gives grants, especially to projects which involve museums working together.

At a recent Committee Meeting of the History Society, Ken Bourne was elected as representative to attend the Surrey Museums Group meetings.

The Send & Ripley History Society museum is possibly the smallest museum in Surrey, but as members will be aware, it does have an active programme of talks, outside visits and exhibitions, promoted by the Society. We are joining august company and will undoubtedly benefit from the association. A leaflet has been produced by the Surrey Museums Consultative Committee which gives a brief description of many of the members of the Group, and it is hoped that in due course, we will be listed when the next brochure is produced. In the meantime, copies of this brochure are available in our museum.

Ken Bourne

MEMBERSHIP REPORT

Our Treasurer, Marilyn, reports that there has been a splendid response to the request to renew subscriptions, which are coming in steadily. Anyone not yet paid, however, please do so as soon as possible.

We welcome the following new members:

Mr & Mrs I Ford of Send Hill.

Mr David Porter of Send Barns Lane.

Kate Davey of Potters Lane.

The current membership is 11 complementary, 95 double and 80 single, total of 281.

Bill Sykes (Membership Secretary)

SOCIETY'S AGM

Included with the Newsletter is a copy of the Society's constitution, which has been retyped and incorporates the amendments proposed and approved at the last AGM. The AGM is on 29 February, at Ripley Village Hall, and not 29 January, as incorrectly reported in the previous Newsletter.

Audrey Sykes (Secretary)

CHRISTMAS SUPPER AT THE ANCHOR

As noted in these pages many times over the years, Ripley, in the early days of bicycling, was the favourite place for cyclists to visit. It was dubbed "the Mecca of all good cyclists" by Lord Bury (later the Earl of Albemarle) when he expressed a wish, as President of the Civil Service Cycling Club, to visit that club's country headquarters in the Talbot Hotel in 1887. Originally, in the latter half of the 1870s, the Talbot, the Hautboy at Ockham and the Anchor were all popular. The Hautboy, being far from any residential property, was ideal for the noisy musical parties so dear to the Victorian club cyclists. The Talbot was said to be the place for those bicyclists who desire both quietness and economy. But it was the Anchor which gave the heartiest welcome to "those youths of great vitality who have still any amount of 'go' left in them after a ride of 23 miles and are prepared to make things lively until it is time to start back for home". That quotation is from an article, "A Bicyclist's Haunt - Ripley, Surrey", by C W Nairn, in "The Pictorial World" of May 21 1881.

Although later on the low beams and inglenooks became part of the appeal, the author of an article on the Anchor, "A Bicycling Hostelry", in the December 10 1879 issue of "The Cyclist" thought the Anchor handicapped as regards accommodation. He felt the charm which brought more cyclists weekly to its portals than to any other hostelry he knew lay in the Dibble family who ran it. "Mother, daughters, and sons", he wrote, "are about as obliging a family to their customers as were ever collected together in Surrey or elsewhere."

Thus it continued for the whole of the 1880s. By the 1890s, there was the added appeal of visiting the Anchor out of nostalgia for the "old days", or simply because it was famous, or because everybody else would be there. Mother, Harriet, died in 1887, followed by Daughters, Annie and Harriet, in quick succession, in 1895 and 1896. They had been the major part of the attraction. Brother, Alf, sold out in 1897. Although the Mr and Mrs Gibbons, from the Imperial Hotel in North Street, Guildford, who took over in early 1898, were cyclists themselves (Mrs Gibbons was an early wearer of "rational dress"), it was never quite the same.

By 1909, Alf Dibble was back at the Anchor, which the Bath Road Club (who did much of their social riding, as opposed to racing, on the Ripley Road), made it their country headquarters. The Bath Roaders seem to have been the main cycling visitors at that period, although Alf was happy to play his part when the newly formed Fellowship of Old Time Cyclists held their inaugural run to Ripley in 1916. So it continued during World War 1, with Alf and his Bath Road friends commiserating with each other over the imposition of afternoon closing hours.

Some time after 1919, things went a bit sour. By 1928 the Bath Road Club was no longer meeting there. Unfortunately, there are very few cycling references for this period. The modern Tricycle Association was formed in 1929 and planned their first official run to go from Hyde Park to the Anchor. Unfortunately, their reception at the Anchor was not satisfactory, so they rode on into Send, where they received a welcome at the New Inn at Cartbridge. In December 1931, the "Bath Road News" records the fact that the Dibbles had finally left the Anchor. Alf had apparently been at Puttenham for a brief period. In 1931, it was recorded that Mrs Dibble, with only her youngest daughter unmarried (presumably Joan, who still lives in Ripley) and at home, had retired to a cottage a few yards from the old house.

The Southern Veteran-Cycle Club (now the Veteran-Cycle Club) held their first meet at Ripley on 28 August 1955, and the first of ten annual Ripley runs (the first ever national run for old cycles), in June 1956. In July 1976, the club held its 21st birthday camp on Ripley Green. On both those occasions, brief visits were made to the Anchor for old time's sake, and on the latter occasion Joan Dibble was the special guest. It was at that camp in 1976 that the local Ripley (or Ripley Road) section of the club was formed by Surrey members.



"THE ANCHOR" AT RIPLEY—THE CYCLISTS' INN



THE CHURCH AT WHICH THE CYCLISTS' SERVICE IS HELD



THE GROUP AT DINNER

THE CYCLISTS' SUNDAY DINNER AT RIPLEY

DRAWN BY C. J. STANLEY, R.S.

Recently, Andrew and Sheryl Doe have become landlords of the Anchor and, through their brewery in Hartlepool, have completed a tasteful refurbishment. They are keen to extend a welcome once more to bicyclists as in the old days. Thus it was that on 14 December 1995, about 30 members of the VCC and their guests, in traditional cycling costume (knickerbockers and long dresses, rather than the modern lycra), and accompanied by a 50" Singer Ordinary (high) bicycle of 1884, took over the main part of the old inn for the evening. We were indeed made very welcome and enjoyed an excellent Christmas supper at very reasonable cost. We were not exactly "youths of great vitality", we hadn't cycled 23 miles, and we didn't make things all that lively. We did, however, have some readings of Christmases past at the Anchor, there was a lovely nostalgic feeling of snuggling back in where our predecessors once felt so much at home, and we had a thoroughly enjoyable evening. We also displayed, in its rightful place, the beautiful silver shield presented by Dr E B Turner, FRCS to the winner of the 1886 Ripley Road Club Bicycle Handicap Race from Ditton to Ripley, won by Alfred Bower, who went on to become Lord Mayor of London for 1923/4. It is now the President's Shield of the Veteran-Cycle Club.

Les Bowerman

NEWSLETTER PRESENTATION

Our Newsletter of today is vastly improved on the style of the 1975 editions - quality of print and clarity of reproduced old historical photographs - and has become the envy of other organisations. The "old team" have moved with the times and the result is in your hands. But this has not been achieved without increased cost.

At the beginning of our 21st year, we must acknowledge with gratitude the support of our advertisers, without whom we might still be offering a few duplicated sheets for your edification. Some of them have been with us for a number of years and several are household names in the two villages.

We are indeed grateful for their financial help, and can but exhort members, in turn, to support them, their goods and services whenever possible.

George Bleach

FORTHCOMING EVENTS

Thursday, 29 February, 8 pm, Ripley Village Hall

The History Society's Annual General Meeting. This will be followed by a talk, illustrated with slides, by Ken Bourne, entitled "Mediaeval and Tudor Southwark", based upon the society's visit on 30th July 1995.

Thursday, 14 March, 8 pm, Lancaster Hall, Send

An illustrated talk by Jane Bartlett, entitled "Changing Village Life".

Monday, 6 May - May Day Scouts' Fete

The History Society will have a stall, at which there will be various items of bric-a-brac for sale. In addition, a representative selection of Society publications will be available. *(We are urgently in need of items to include in this sale. Please contact the Secretary as soon as possible if you have anything you can spare.)*

Friday, 31 May, 7.30 pm - Barbecue and Exhibition of Veteran Agricultural Machinery and Equipment

This will be held at the home of Rita and Ted Goldup, Thatched Cottage, Burnt Common, Send. Ted Goldup will be exhibiting a lot of equipment at the Surrey County Show on Monday and we will have the opportunity of seeing this equipment, some of which will be in working condition, and we are sure Ted will be very pleased to tell us something about the history and development of some of the items on display.

There will be a charge of £4.50 - entrance by ticket only. Tickets can be obtained from our Secretary, Audrey Sykes, and are to be paid for in advance, as soon as possible, please, so that the catering arrangements can be made.

Friday, 19 June, 7.30 pm - Tour of Brookwood Cemetery

This is an evening meeting and the tour will be conducted by John Clarke, who has considerable knowledge of the famous and infamous incumbents and their memorials. There is a small charge per person of £1.50 - tickets available from our Secretary, Audrey Sykes. Full details of where to meet, etc, obtainable from the Secretary.

NEWSLETTER CONTRIBUTIONS

The closing date for material for the next edition of the Newsletter is Friday, 8 March.



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The Hautboy

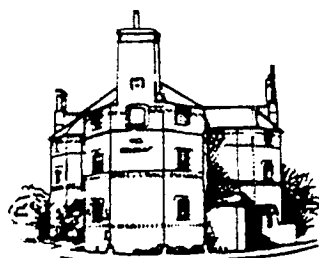
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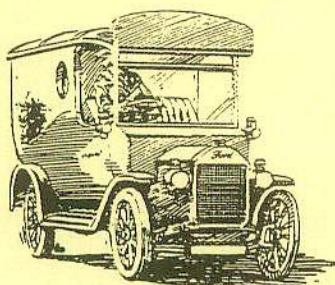
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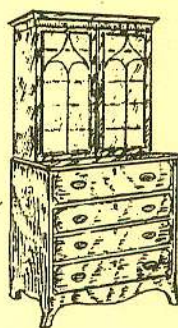
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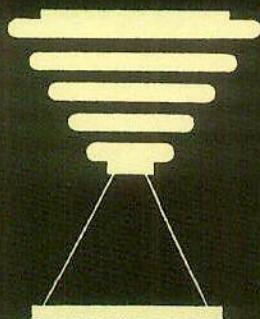
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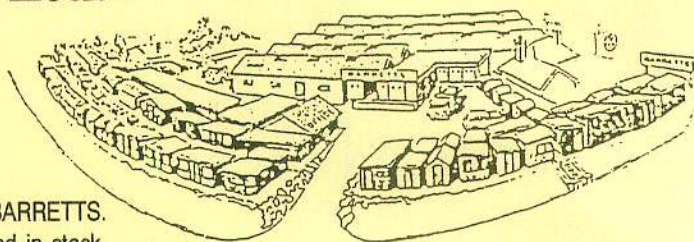
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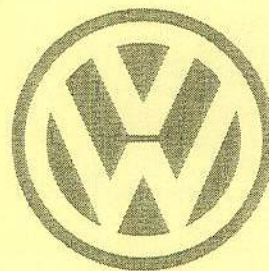
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