

No. 288
January 2023

Send & Ripley History Society



THE HISTORY OF
DENNIS BROTHERS

Page

6

FREDERICK WILLIAM
HULME (1816-1884)

Page

10

A WORLD WAR ONE
POSTCARD

Page

16

SEND GROVE
— A HOUSE THROUGH
TIME — PART 3

Page

20

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Cover image:

Artist Frederick William
Hulme's (1816-1884) painting
of Holly Bush Lane, Ripley
(detail)

CONTENTS | No. 288

Editorial <i>Cameron Brown</i>	2
Introduction to Your Society <i>Cameron Brown</i>	3
Recent Additions to the Archives <i>Phil Davie</i>	4
Obituary - Dr Robert 'Bob' Leslie Gale, 1936-2022 <i>Tom Gale</i>	5
The History of Dennis Brothers <i>Cameron Brown</i>	6
Frederick William Hulme (1816-1884) <i>Alan Cooper</i>	10
40 Years Ago <i>Cameron Brown</i>	13
A World War One Postcard <i>Ditz Brown</i>	16
Margaret Leighton <i>Alan Cooper</i>	19
Send Grove – A House Through Time – Part 3 <i>Clare McCann</i>	20
Ockham War Memorial Revisited <i>Alan Cooper</i>	24
Where Is It? / What Is It? <i>Alan Cooper</i>	29
Museum News and Forthcoming Events <i>Clare McCann</i>	30
SRHS Publications List	31

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EDITORIAL

CAMERON BROWN

I'll start by wishing you all a (belated) Happy New Year! At the time of writing I understand that funding for the new village hall is in place and that we can expect building work to start again before long. Hopefully it will not be too disruptive for the museum though there will inevitably be some inconvenience.

A freezing December evening saw the book launch of Pevsner's Surrey volume of architectural guides held, most befittingly, at West Horsley Place. *The Buildings of England (Surrey)* was first published in 1962, revised in 1971 and again in 2022, with some substantial revisions. The new volume (£45), by Charles O'Brien, preserves the idiosyncratic style of the original by Pevsner and Iain Nairn, whilst offering a considerable amount of new material, notably on Guildford cathedral. As ever this book will not please all readers and everyone with good local knowledge will soon find mistakes. Our members might either smile or cringe to read:

'slightly forlorn air that afflicts many former coaching stops' (Ripley)

'a sad, characterless aggregation of settlements forged into one by sprawl from Woking' (Send)

'very few old houses remain and much of the modern contribution ... is beyond contempt' (Byfleet)

Inevitably you look up your own house or village first and ours reads:

'a remarkable survival of a tiny hamlet very much as it was in C12 ... the church makes a pretty and completely genuine group with Church Farm' (Wisley)

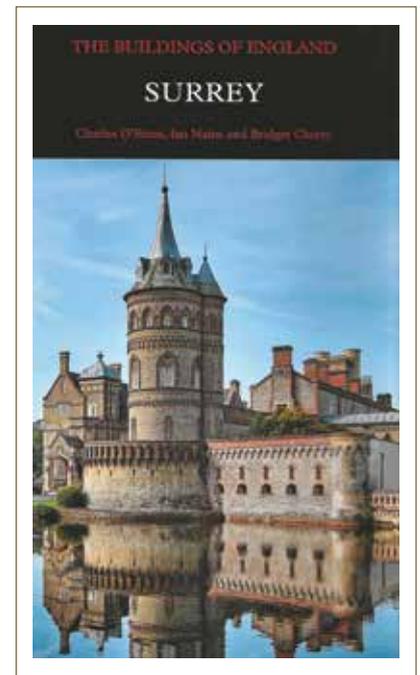
We ended 2022 with a record membership of 360 and it has been good to see many of the new members taking part in our events – talks, outings, the summer barbeque and the Christmas social. I hope you will also come to

the AGM on March 8th. This is when we bring you up to date with key matters affecting the Society, such as the negotiations for the museum lease, discuss the state of our finances (briefly) and elect or re-elect committee members. It is also an opportunity for members to question the committee and give their views on anything at all affecting the Society.

If any of you feel you could spare a little time and might be interested in joining the committee please contact Clare or me to learn more. It's not very time-consuming. An agenda and summary financial information for 2022 are enclosed with this Journal. If there is anything you wish to add to the agenda please contact any committee member.

It would be good to have some more contributors to the Journals. Many of you tell me how much you enjoy them but you will notice, that it is generally the same few contributors whose names appear above the articles. You don't have to be a budding novelist; we are happy to help with the editing. If you have anything which you think might be of interest to other members or, equally important, to future historians and researchers, please do contact me.

Finally, I am very sorry to have to report the recent deaths of Bob Gale, John Hutson, Mavis Perryman and Ann Voller.



CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at cmb@aappl.com by 15th February 2023.

Authors of illustrated articles should submit high resolution (300 DPI or higher) jpgs to the editor by email to ensure best reproduction in the journal, but no more than 20 MB in any one email

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INTRODUCTION TO YOUR SOCIETY, MAINLY FOR NEW MEMBERS

CAMERON BROWN

I have added a sub-title to this article as I spoke recently to a long-standing member who confessed that they were unaware that we had a website (sendandripleyhistorysociety.co.uk). This made me wonder how much our forty-odd new members know about what we do and what resources we have on offer. I will not dwell on the history of the Society itself as this can be gleaned from past journals, all of which are available on our website or at the museum (more on this to follow).

It started as the Send History Society in 1975, expanding to Ripley in 1982. I became the chairman eight years ago. We have always been a registered charity. This means that we pay no tax on our surpluses, don't pay business rates, can claim gift aid on donations, but cannot reclaim VAT on our expenditure. It is easier for a charity to access most grants. This structure also imposes a level of discipline on the committee members, all of whom are *de facto* charity trustees and have to follow the rules which govern the management of charities. The two committee members most involved in this aspect of our activities are Christina Sheard, long-standing treasurer (as well as membership secretary) and Hon Sec Jenny Jackson, who took over this role from Dreda Todd a year or so ago. Once a year we report on what we have been doing, including the formalities which go with our charitable status to all members at the Annual General Meeting (AGM).

Our journal is probably our most visible activity, in that every member receives it six times a year. There is no formal remit as to its content but it aims to offer a combination of research on matters of historical interest in Send, Ripley and the surrounding villages, whilst occasionally extending more widely and the inclusion of selected current local events which might be of interest to future researchers. This also involves the recording of the memories of local residents, where committee member Alan Cooper is our expert. I have edited the journal for the past five or so years with a lot of help from my wife Ditz, who is also very involved with the layout and general look of the publication, takes many of the photos and contributes the occasional article. If you have any ideas at all for possible features please contact me. We can help with the writing if need be.

We have always published books by members. A list of those currently available appears towards the end of each journal and if you cannot get to the museum you can buy them at our talks (where committee member Peter Croucher has a table of publications by the door), from our website, a selection of them from Pinnock's and from our stand at farmers' markets on the Green. You can also contact committee member Angie Richardson who manages publication sales as well as the advertising in the journal (which covers our annual journal print bills).

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The museum – Arts Council accredited – ought to be as popular as the journal but visits are disappointing in number (not in quality of experience!). The history of the building, the former NatWest bank, can be seen on a brief film called *The Bank Job*, on our website. When it was moved to its current location the building itself was given to the village hall, who lease it back to us for a peppercorn rent. It is open on Saturday mornings or by appointment. As well as exhibitions on specific local themes, which are changed four or five times a year, the museum is home to a wealth of reference material. Visitors have access to our photo library (online), as well as our lending library of books of local interest – both popular and scholarly – and all of our own publications. There is also a wide range of local documents such as births, marriages, burials, indexed census material, court rolls and manorial court documents, trade directories and more. The volunteer stewards are there to help you to access this material for your own research projects. Clare McCann is the museum curator, organises the exhibitions, manages the volunteer stewards, maintains the relationship with the Arts Council, including keeping all our museum policies updated – as well as serving as deputy chair of the Society. Janet Tice is photos archivist and Phil Davie archivist of the rest of the collection. If this is your area of interest and you'd like to be involved in some way please let us know. Equally importantly, if you have any photographs, books, articles or (small) artefacts relating to Send and Ripley, which you think could be of interest for the museum, we'd love

to see them. Committee member Andrew Jones is our archaeology specialist and keen metal-detectorist.

As well as offering an introduction to the Society and a place to buy books, our website is also a useful tool for research. It offers access to digital copies of every one of our almost fifty years of journals together with a searchable index. We will shortly be adding a catalogue of our library books. There are a number of interesting old videos and film clips and a relatively new addition is local-interest videos created or edited by member Chris Finden-Browne. Give it a try!

Our members also get free entry to our regular monthly talks held at the Ripley Bowling Club in Rose Lane on the second Wednesday of the month. We try to include a summary of each talk in the following journal. Over the summer the talks are replaced by outings to local places of interest, usually on a weekday afternoon. We also have a summer barbecue and a Christmas social. Helena Finden-Browne looks after our events programme. Clare or I also give occasional guided walks around Ripley and to the two Norman churches, in Wisley and Pyrford. We charge non-members (currently £4) so if you know of any groups who would like to take part please call me.

We have a gazebo at the Ripley farmers' markets (weather and volunteers permitting) which take place on the second Saturday of the month, 9-1 o'clock and could always do with some help. We sell books, tell people what's on at the museum and also try to sign up the occasional new member.

RECENT ADDITIONS TO THE ARCHIVES

PHIL DAVIE

Cameron Brown recently donated five metal work tokens to the museum.

The name shown on the tokens is S Boorman, who owned fruit farms in the area during the 1900s, one being in Send. They employed itinerant workers, mainly gypsies, for fruit picking (see J271). Metal tokens were used to pay their workers on a daily basis and were then exchanged for cash once a week. This had the advantage (for the employer) of encouraging workers to continue on the farms for at least a week. It also avoided the need to take large amounts of real coins out to the fields.



The five tokens, four from Send and one from West Molesey

OBITUARY - DR ROBERT 'BOB' LESLIE GALE, 1936 - 2022

TOM GALE



My father was born in south London on 15th January 1936 and moved just before the war to Slough, where he attended Gray's Elementary and Slough Grammar. Inspired by the rolling English countryside and the parish church of Stoke Poges, he took an early, keen interest in local history. He was particularly taken by Thomas Gray's *Elegy Written in a Country Churchyard*, written by Gray whilst visiting his aunt, who lived in the village. The elegy is inscribed on the monument to the poet.

A talent for football might have taken him in one direction (an offer from QPR was especially tempting), a printing apprenticeship in another, but Bob stuck to his O-Levels, developing as he grew a taste for academic pursuit that carried him all the way to Bristol University and a PhD in Chemistry. Post-doctorate study followed at Amherst, Massachusetts.

In 1961 as Bob's US stint drew to a close he pondered his next move. Footloose, he managed to extend his visa by six weeks, allowing a brief window to see the States and some of Canada. How to derive maximum value from the experience? He decided to undertake a one-thousand-mile

journey by bicycle. Amazingly, he accomplished it without a single puncture.

It was a love of bicycles and a keen interest in local history that drew Bob to the Send & Ripley History Society in 1982, the year in which it extended its remit to include Ripley. He had recently moved with his young family to Tudor House on the High Street and the then secretary and newsletter editor, Les Bowerman, was looking for recruits. It may well have been one of Les' penny farthings or boneshakers that caught Bob's eye. His children recall many an eccentric gathering at Send Manor or Send Marsh Green with bicycles of all shapes and sizes, adults often in period costume.

Bob was to apply himself diligently as editor of the journal from 1986 to 1992. He retained close links to the Society in the years after that and in 1999, when he lost his youngest son, Luke (aged 21), he chose a location close to the Society's museum to plant an olive tree *in memoriam*. The tree was observed recently, flourishing and bearing fruit.

Bob remained a popular figure in the village right up until his passing on 8th October 2022. Often spotted in his running gear crossing to Wisley Gardens via the Green and canal footpaths, or on his racing bicycle headed for the Surrey hills, he eschewed the car for a more genteel way of life. In that respect he was ahead of his time. In his later years he was more likely to be seen shuffling along Newark Lane, a cheerful greeting to anyone in earshot and, just as equally determined, to gesture to cars to slow down and respect the peace of his beloved Ripley.

Bob is survived by three children and four grandchildren.



THE HISTORY OF DENNIS BROTHERS

CAMERON BROWN

In November 2022 we had an audience of over 70 members for an illustrated talk on the history of Dennis Brothers by former director Roger Heard OBE and John Dennis OBE, grandson of the original founder of the company. John joined the Dennis company in 1967 and held a number of managerial roles in production and purchasing, moving into sales and subsequently managing both the commercial and coach sales departments. In 1985 he set up his own company, John Dennis Coachbuilder Ltd, which became the market leader for fire engines in the UK. Roger joined Dennis in 1963 as an engineering apprentice, becoming the sales engineer for the North East of England and then moving back to Guildford in 1976 as bus sales manager. In 1990 a management buy out took place with majority ownership taken by the Hestair Group and Roger was appointed to the main board as Sales and Marketing Director. During the 1990s the company became the UK market leader for buses and was supplying buses to over 20 countries around the world.

A video of the talk, edited by member Chris Finden-Browne, is available on our website. Our speakers showed us slides of an extraordinary range of commercial vehicles evolved over more than 100 years – all of which can be seen in the video.

The company was founded in Guildford in 1895, initially producing bicycles but soon moving on to motorised vehicles, starting with tricycles, with the first car in 1901. Over the following century the company evolved its range to include buses and coaches, vans, trucks, ambulances, fire engines and specialist vehicles such as dustcarts and street-cleaning vehicles. They are probably best known, worldwide, for their buses.

Whilst most of the early carmakers set up their UK operations in the industrial towns in and around the Midlands, Dennis Brothers came to Guildford by luck rather than design. The founder, John Dennis, a farmer's son from Devon, answered a 'situations vacant' advertisement which took him to a job as assistant to an ironmonger in Guildford and when he was ready to go it alone, this was where he decided to stay.



John Dennis owns this car, built by Dennis Brothers in 1902. It has a top speed of 14.5 mph

Far from home and with no local friends John filled his time by building his own bicycle which he soon sold, making a profit and within three or four years he was confident enough to open his own bicycle shop, Universal Athletic Stores, on Guildford High Street. By 1898 they were producing a tricycle with a De Dion Bouton engine, followed shortly by a quadricycle – a forerunner of the motor car. The success of these vehicles led to the formation of a limited company, Dennis Brothers, and the acquisition of new, larger premises in Friary Street. When they built their first De Dion-engined car in 1901, there were still only around 500 cars in the whole country but so successful were Dennis Brothers, that within a year they were ready to invest in a 27000 square foot factory in the purpose built Rodboro Buildings on the corner of Onslow Street and Bridge Street.

The company's first commercial vehicle was a 15 cwt van made for Harrods (the London department store) in 1904 and the following year they produced their first bus for use on a route between Kingston and Richmond. Within two years they had exported buses to Australia, Holland, Italy, New Zealand and South Africa. The first fire engine was built for Bradford fire brigade in 1908 and within two or three years the Dennis name had become synonymous with fire engines and retained that lead for the next century.

By 1905 Dennis Brothers had outgrown the Rodsboro Buildings and bought a 10 acre site on Woodbridge Hill, then on the outskirts of Guildford, where the new factory workshops were built. By 1908 all production was at this site, with the offices finally following at the end of WWI.

The company prospered throughout WWI, supplying a range of vehicles for military use but worldwide markets slumped after 1918, forcing Dennis Brothers to diversify into innovative commercial vehicles, such as municipal cesspool emptiers and refuse collection vehicles in addition to their successful buses, lorries and fire engines, and to seek out new export markets. All of this they achieved with great success, adding further innovations such as hire purchase finance for buyers, the precursor to today's leasing contracts. Over the period between the wars Dennis Brothers were also to prove an enlightened employer, conscious of the value of looking after their workforce. In 1924 they acquired a further 21 acres of land close to the factory to build just under 300 houses for their employees and their families. The estate



The Woodbridge site in the early 1990s, shortly after the business had been taken over by new owners, Hestair, who soon proceeded to sell the site for redevelopment. The railway line can just be seen at the bottom of the picture

was known as Dennisville and some of the roads, such as Raymond Crescent, were named after senior Dennis staff. The works even had an on-site barbers and the firm supported an active sports club.

The second world war, like the first, kept the company extremely busy, building Churchill tanks, military tractors and a range of other armoured vehicles. The late 1940s and the 50s saw an increase in demand for buses and coaches as private car ownership was still relatively unusual. The 1960s growth in private overseas



An 18-seater, the first to be offered with pneumatic tyres, built in 1926 and also available as a goods vehicle



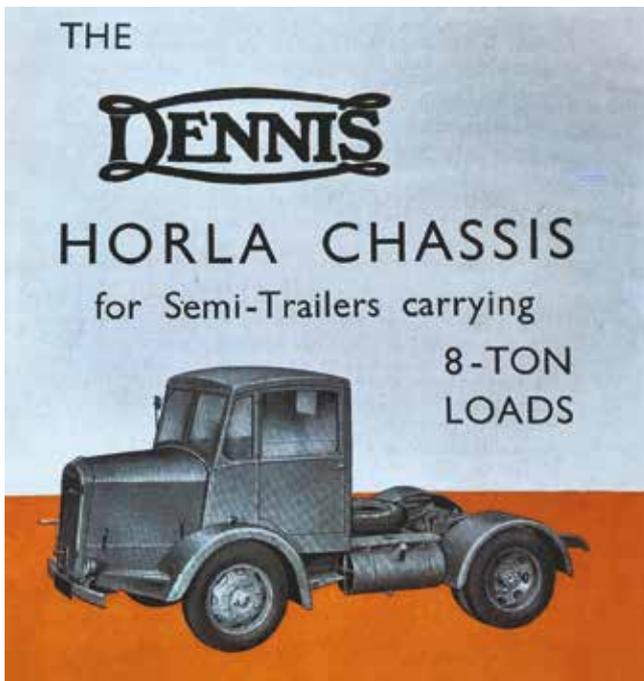
The London fire brigade with a Dennis Big Four in 1934



An F12 fire engine from 1958, part of the series of F models which kept the Dennis brand in the public eye after WWII



Production of the pre-war Lancet which recommenced in 1947



The Horla 'tractor unit' for eight-ton articulated lorries, introduced in 1946 and available until 1962

travel created a new market for Dennis through the need for towing- and other service vehicles for use at airports and similar vehicles were used in ports to service the expanding container shipping trade. Ambulances were a further post-war growth market, following the creation of the NHS in 1948.

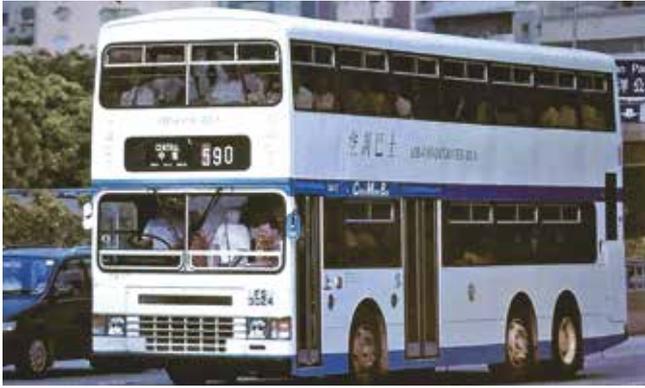
Despite all efforts the 1960s saw the start of a decline in the company's fortunes, not least because of the nationalisation of British Leyland and the formation of

the government-owned National Bus Company. This led to the sale of the business in 1972 to the industrial conglomerate Hestair, and the end of the family's involvement. At the time Dennis Brothers were losing £1 million per annum on sales of £12 million.

The business did survive, helped by the growth of new export markets in the middle- and far east and elsewhere, and a re-entry into the bus markets. Hestair's solution was, perhaps inevitably, 'rationalisation', including job losses and the sale of the Woodbridge Road factory with much of the surviving production moved to other Hestair facilities in various parts of the country. By 1984 only buses and fire engines were being produced in Guildford and when fire engine body-building was also closed down in 1985, John Dennis (one of our speakers) left to set up his own fire appliance bodies business.

Activity did pick up as bus sales revived and minibuses represented a new product at home and abroad but Hestair Group's focus had by now shifted towards its employment agency business. In 1989 they agreed to sell to Trinity Holdings, a company set up by the Dennis senior management and shortly thereafter the business, still trading as Dennis Brothers, moved to a new 115,000 sq ft site on the Slyfield industrial estate. The bus and fire engine business prospered and was augmented by the purchase of a number of companies in related fields from receivership (the then equivalent of today's 'administration'), taking Dennis Brothers into aircraft- and cargo-handling.

Dennis Brothers prospered throughout the 1990s to the point when, in 1998, they became a takeover target and



This model known as the Condor or the Dragon was exported to both China and (as seen here) Hong Kong between 1982 and 1999



The innovative integrated chassis and frame of the 425, introduced in 1984 for the coach market



The Trident 2, a common sight in London and elsewhere in UK in the 1990s and early 2000s

were acquired for £269 million by Mayflower Corp. For various reasons – not least the excessive price they had paid for the Dennis business – Mayflower was put into administration in 2004 and ceased trading not long thereafter. Its various businesses were either sold or closed down. The bus and coach business had been trading as Transbus during the Mayflower ownership and just days before it was due to be closed down an offer was received from three Scottish businessmen, including Brian Souter, owner of the Stagecoach bus company and a major customer of Transbus. They revived the business under the name of Alexander Dennis Ltd. Within three years they were once again the country's largest coach manufacturing company.

They are still in business today and the Dennis brand lives on, though once again under new ownership and of course no longer in Guildford. Indeed, most of the assembly of buses was moved to China in 2007 with other facilities following in USA and Canada. The current owners are NFI Group, a Canadian multinational bus manufacturer, based in Winnipeg, Canada.

AUTHOR'S NOTE:

I am indebted to Andy Goundry, whose book *Dennis Buses and Other Vehicles* (Crowood Press, 2020) has proved an invaluable source of information and illustrations for this article.



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THE CLOCK HOUSE

FREDERICK WILLIAM HULME (1816-1884)

ALAN COOPER



This landscape features the ruins of Newark Priory. The Priory's orientation tells us the painting was created on the high ground adjacent to St Nicholas' Pyrford. The building behind the corn sheaves suggests that a certain amount of artistic license was used

In the current museum exhibition, *Animal Magic, How Animals Shaped Our Lives*, a painting by the artist Frederick William Hulme is featured.

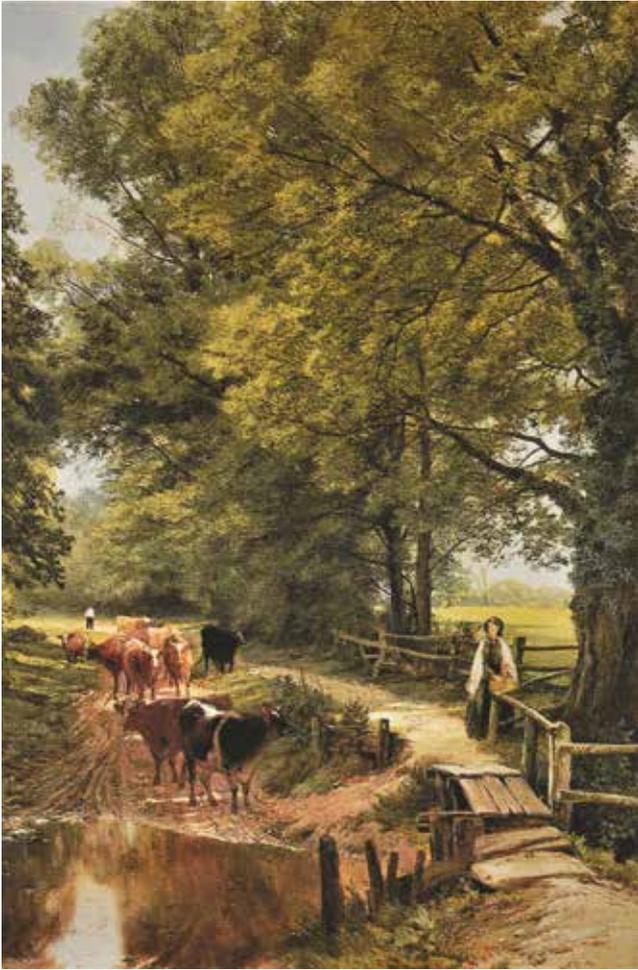
Frederick William Hulme was born in Swinton, Yorkshire, on 22nd October 1816.

His mother Elizabeth was a porcelain painter who taught and encouraged him from an early age to develop his artistic talent as a painter. By his 25th birthday in 1841 he was exhibiting landscapes at the Birmingham Academy, coinciding with the birth of his only son, Frederick Edward Hulme. His son would become a teacher, writer and botanist of some note known primarily for his drawings of flowers.

The year of 1844 saw Frederick William relocate to London where he became an illustrator and engraver but, quickly tiring of this, once more returned to painting landscapes. He lived in London for the rest of his life but painted mainly idyllic landscapes of Wales and Surrey, containing animals, generally sheep but with the odd rustic figure thrown in for good measure.

He exhibited mostly at the British Institute as well as the Royal Academy and continued to do so until his death in 1884.

Ripley and Ockham feature heavily in his known works, some of which are illustrated here.



Holly Bush Lane, Ripley



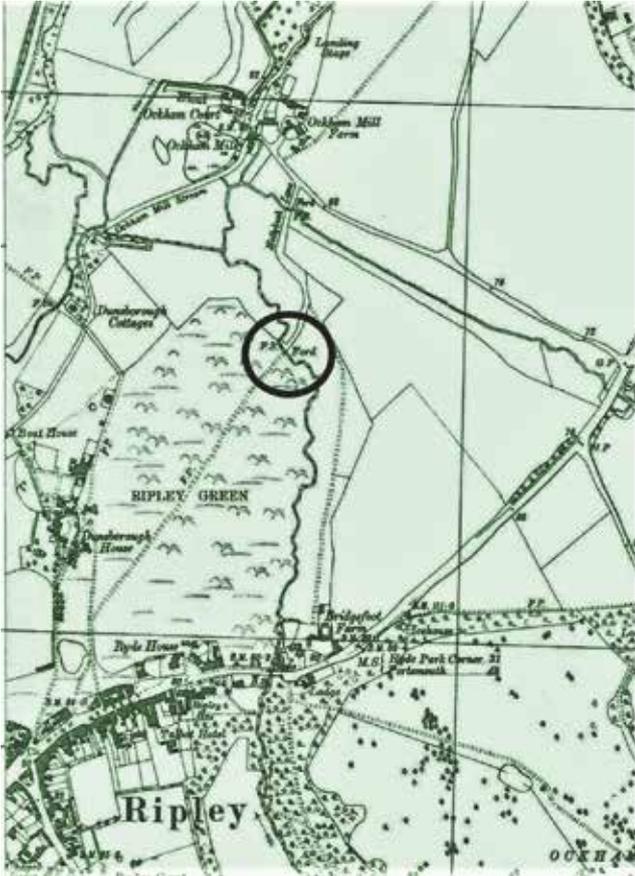
Entitled *At Ockham, Surrey in Summer*, this landscape features the Wey Navigation looking in the direction of Walsham lock and weir. Behind the child the bank gives the impression of being possibly a wharf



The bridge in Holly Bush Lane, Ripley, circa 1950. Since the time of the painting the bridge has been replaced but the stone slabs remain



Holly Bush Lane, Ripley, this time with sheep rather than cattle. This ford would have been used to transport goods to and from the Wey Navigation at Pigeon House and between Ockham Mill and the village^[1]



Extract from the 1934 OS map of Ripley with the bridge and ford circled. For those who enjoy a short walk, the bridge is located about 50 yards into the trees following the footpath towards Ockham Mill



The bridge in Holly Bush Lane, Ripley, today. Another new bridge and the slabs have now vanished. Note also that the stream appears much deeper. Flood prevention measures instigated around 1970 saw the stream deepened along its entire length from the bridge at Bridgefoot to its connection into the mill stream at Ockham Mill

Do any readers have unloved old paintings tucked away in their lofts? If yes, have a look and see if any are by Hulme as in 2002 Christie's auction house in London sold an 1865 landscape of his entitled 'Sheep resting in a woodland glade' for a staggering £33,000.

[1] For further information see Send & Ripley History Society Journal 275.

Newark Priory and Holly Bush Lane, Ripley (with sheep) photos c/o Send Ripley History Society archives
All other photos c/o Alan Cooper collection

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40 YEARS AGO

CAMERON BROWN

This article by Miss N Palmer, entitled *Personal Recollections Mainly Concerning Send School* appeared in Newsletter 48 of January 1983, though it was written in 1976. Members might also like to look back at further 1970s recollections of the school by Marjorie Sex, reprinted in J254 and memories of David Porter and Jean Turner in Journals 178 and 214 respectively. Send school closed in 1972 when St Bede's C of E school in Bush Lane closed as a secondary school and reopened as a junior school, subsequently becoming a middle school, in 1976. The Society's book *Two Surrey Village Schools* offers a much more detailed, illustrated history of both Send and Ripley schools.

INTRODUCTION

These notes refer to the period from 1923, when we came to Sunnyhaven, a new bungalow in Sandy Lane, the only building between The Poplars in Farm Lane, now demolished and replaced by bungalows, and Whitethorn Cottages, new council houses, in Send Road. Later, bungalows, houses and the corner shops were built.

Our means of transport to Woking was by cycle, walking, taking advantage of the short cuts across fields, or by Mr Brown's horse bus two or three times a week. Soon after, the Blue Saloon began a bus service between Guildford and Woking via the New Inn and Potters Lane. There was the annual excitement of flooded roads and houses at the Old Woking end of Broadmead when traffic was diverted and local lads waited around to push the trade vans through the deepest water. For a few years I was away during the week, but cycled twelve miles home on Friday evening and returned early on Monday morning. Rain, fog, snow, etc made these journeys quite hazardous at times.

THE SUNDAY SCHOOL

In 1924 I took over the infants' Sunday kindergarten, held in the junior school, under Miss Elsie Lancaster. We had to wait for each other's assembly hymn to avoid the clashing of pianos in adjacent rooms. I had help with group story-telling from Canon Girling's two daughters

and two grammar school girls. Long school desks were the only seating accommodation at first until we purchased small folding chairs, which were kept stacked in the cloakroom. Later, when the vicar took over, the junior school went to the church room and the kindergarten to the drill hall to be away from the day school atmosphere. The small children were lost in the large bare hall, but I tried to make a brighter and more cheerful atmosphere with a focal point table – flowers, pictures, books, a candle holder, but plenty of room for activities and groups. The small chairs received rough treatment, as they were stored with other things belonging to the other users. I have memories of crawling into the space under the stage to rescue our chairs.

The annual Sunday school party was a tea, entertainment, games and a large Christmas tree provided by 'Miss Elsie'. The summer treat was a barge trip up the river to Sutton Green to a meadow for tea and sticky jam sandwiches prepared on the spot. Alternatively it was downstream to a meadow at Newark. In those days the children did enjoy their simple pleasures.

THE DAY SCHOOL

In 1926 all infants from 4 years 9 months to 7 years and above were in one class, 50 or more of them during the third term.

At first long, immovable desks stretched across the room; there was one large roasting fire in the front – of no benefit to those away from it. In 1934 we had an extra three days' Christmas holiday for central heating pipes and a stove to be fitted. Artificial light was provided by large hanging oil lamps until electricity was installed.

It became a tradition that the seniors put on an operetta, the juniors and infants making up the programme with plays, nearly a term's work for one performance in the drill hall. At first the damp cold earth floor of the rifle range (now the central corridor

of the Lancaster Hall) was the boys' dressing room (this was also the men's dressing room at dances, etc) until Colonel Thorpe improved the whole interior and made several smaller rooms.

SECOND WORLD WAR YEARS

Two evacuee schools arrived, Croydon and Putney. Children and staff were housed in the village; Croydon used the church room as their school and Putney used the drill hall. When some [of the evacuees] went home the schools amalgamated and used our day school half days. Alternate weeks we used the drill hall while they used the school, mornings or afternoons. Our session [was split into two and] comprised infants and lower juniors for the first half, for games, musical drill, reading and handwork; the senior session followed. There were only two weeks' summer holiday for staff because we took over the evacuee schools to allow their staff a break. Later, in 1941, the evacuees, with two members of staff, were taken in with our junior school. This allowed for a two class infants.



Miss Palmer (front row, left) with her colleagues in the early post-war years

EARLY YEARS OF MILK SCHEME

In 1930 the headmaster and his wife made cocoa for those children who had sandwiches at midday until Horlicks sponsored a scheme supplying a large plunger mixer, small paraffin stove, storage cabinet for trays of cups, large storage jugs and a space for tins of Horlicks

powder. It cost £1 for 7lb of Horlicks. This lasted a week and children were charged a ha'penny a cup. It was prepared in the infants' classroom. One week the powder miraculously diminished bit by bit each evening (the school cleaner took a fancy to Horlicks). Later the local dairy at Boughton Hall Farm supplied one third of a pint bottles of milk for a ha'penny. We took advantage of this during the summer, but continued with Horlicks in the winter, until the present milk scheme began (now, of course, no more – editor). Shortage of bottles sometimes meant one-pint bottles having to be shared by three, when the Horlicks cups came into use again. Class teaching was very upset, for in those days there was no school helper to take over the non-teaching jobs. National Savings was also a big extra. During the 'special weeks' the school group collected hundreds of pounds - later recognised by a call to the Buckingham Palace garden party for National Savings workers. The village had special days – processions through the village when the school entered Mr Baigent's horse waggon, decorated as a tableau with the children. Our prize effort was the English Rose, our money prize purchasing a picture for the infants' classroom.

SAFETY MEASURES DURING THE WAR

All partitions and windows were plastered with strips of sellotape to prevent splintering (my recollection is that at the Westfield schools gummed brown paper was used – editor). At every air raid warning the old part of the building had to be vacated as it was considered unsafe. All the infants trailed down through the back garden to the woodwork centre to shelter under the heavy woodwork benches until the 'all clear'. On one of these occasions the top class seniors watched a dogfight over Vickers at Weybridge from School Lane. Later when the playground was asphalted and a wall built around it, the authorities decided it would be safer for the children to lie around the edge of the playground during raids. Trenches were dug for the older children in the vegetable garden. The latest idea was that the infants should crouch around the wall of the flat-roofed cloakroom listening for the drone of the 'doodlebug' to stop before it fell, followed by the relief of the explosion. Send was not without its tragedies with bombs and doodlebugs.

When St Bede's School opened in 1939, the junior school had the first sitting for canteen dinners; a daily crocodile trekked through all weathers – wartime hazards as well – till the woodwork centre was converted into a canteen.



Playtime at the old Red Cross hut in 1956

Further increases in school numbers meant the temporary use of the old Red Cross hut as a classroom for the older infants and the beginning of three classes for infants. This phase had its difficulties. There was a daily freeze up of water in winter, and insufficient heating. We had to turn out into the football pavilion across the 'rec' every Tuesday afternoon and every other

Monday afternoon. Someone kindly lit the coke stove for us, but that often went out and left us cold. Once the door blew off and we had to trail across to the school and take refuge with another class. When the new installation was ready it was wonderful, but that also had its trials and teething troubles.

The then editor, Les Bowerman added this explanatory note: The 'doodle bugs' mentioned by Miss Palmer were, as many of us remember, flying bombs with wings launched by the Germans towards the end of the war over South East England. They were also known as V1s, as compared with the V2 rockets, the first form of guided missile, which came a little later.

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A WORLD WAR ONE POSTCARD

DITZ BROWN

Amongst the late Les Bowerman's collection was an old postcard, written during the first World War in 1916, posted from Southborough, Tunbridge Wells with a 1/2 penny stamp and sent to

Miss French, Good Grove, Send - Nr Woking, Surrey

The text on the card written to Miss French reads – with lines and spelling preserved – as follows:

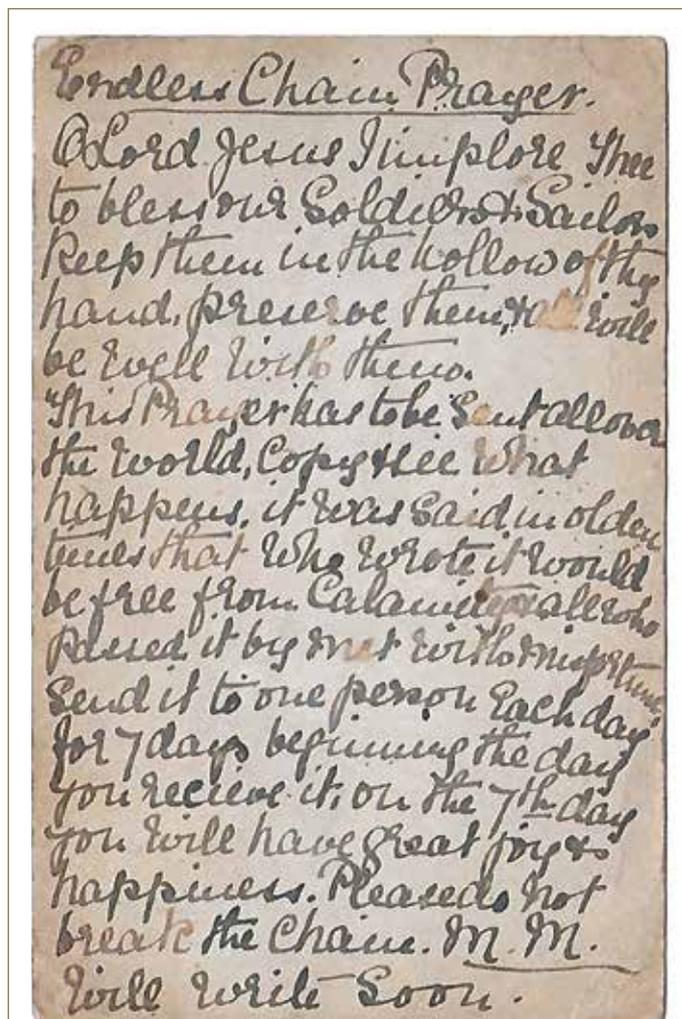
O Lord Jesus I implore Thee
to bless our Soldiers & Sailors
keep them in the hollow of thy
hand, preserve them & all will
be well with them.

This Prayer has to be sent all over
the world, copy it & see what
happens, it was said in olden
times that who wrote it would
be free from calamity & all who
passed it met with misfortune.
Send it to one person each day
for 7 days beginning the day
you receive it, on the 7th day
you will have great joy &
happiness. Please do not
break the chain. M.M.
Will write soon

The postcard is an 'endless chain prayer' and, trying to find more on the internet, I came across a very similar one, also written in 1916.



Front of the postcard to Miss French



Back of the postcard to Miss French

This other version was mailed from East Dulwich S E and is postmarked 15th July 1916, also with a 1/2 penny stamp and was addressed to:

Miss Fell, 8 Golyton Road, Forest Ibell Road, S E

As these cards were hand-written there will have been several variations of the contents, all expressing the same sentiment.

The text on Miss Fell's card reads – again with lines and spelling preserved as they appeared in the original:

Endless Chain of Prayer
 O Lord we ask Thee to bless
 our Soldiers & Sailors & keep
 them in the hollow of thine
 hand & bring them to Rest
 with Thee for Thou art our
 refuge & helper in Time of
 trouble & we would ask
 Thee to give us peace in our
 Time send thine help
 from above Amen
 This is to be sent all over the
 world. Send it & see what will
 happen. It is said in olden
 times that he who wrote it
 would be free from all misfortune
 send it to 7 persons & on the 7th
 day you will receive great joy
 Don't send more than one a day.
 Commence when you receive
 this Please do not break the
 -----chain---



Goodgrove in 1979

Boughton Hall and subsequently occupied by the French family for 100 years until the death of Ken French (1925-2018), an early member of our Society.

The Society's journals include several references to the French family, showing that Ken's Father, KJ French, his uncle Robert and his rather formidable grandmother Mary, who seems to have been a force to be reckoned with, had also lived there. But who was Miss French, the recipient of the postcard?

I consulted a copy of the 1901 census held at the museum in Ripley. Although rather difficult to decipher one could just about make out that George French was living there at that time and is registered as the head of the household, with Mary as his wife. There was a daughter, Mildred J, who was 24 years old and sons Robert G aged 15 and Kenneth J aged 11. George French, a market gardener, originally came from

Compared to many chain letters which circulate nowadays these cards seem innocent enough as they do not ask the recipient to send money, but the threat of inviting misfortune unless one complies and does not break the chain must have sent shivers down many an innocent's spine, especially when receiving such a card during the war.

THE SEARCH FOR MISS FRENCH

Goodgrove, a fascinating house apparently dating back to about 1550, was once part of the buildings belonging to

The undermentioned Houses are situate within the boundaries of the													Page 26
Parliamentary Borough or Division		County Borough Municipal Borough or Urban Sanitary District		Ward or Electoral Division of Urban Sanitary District		Rural District		Parliamentary Borough or Division		Towns or Villages or Hamlets			
Ripley		Ripley		Ripley		Ripley		Ripley		Ripley			
1	2	3	4	5	6	7	8	9	10	11	12	13	
Household	Name and Surname of each Person	RELATION to Head of Family	Sex	Age last Birthday	PROFESSION OR OCCUPATION	Employed, Worked, or Own account	Working at Home	WEEKS WORKED				(1) Deaf and Dumb (2) Blind (3) Lunatic (4) In hospital, Institution	
	Charlotte French	Head	F	47	Parish relief								
	Mary French	Head	F	70	Living on own means								
	George French	Head	M	53	Market Gardener								
	Mildred J French	Daughter	F	24	Laundress								
	Robert G French	Son	M	15									
	Kenneth J French	Son	M	11									
	William French	Head	M	62	Labourer								
	Ann French	Wife	F	47									
	Mable French	Daughter	F	17									
	Martha French	Head	F	76	Living on own means								
	Maria French	Daughter	F	45									
	Elizabeth French	Daughter	F	35									

Crop of the 1901 census featuring the French family

Penhurst in Sussex and his wife Mary, a laundress, from Hurst in Berkshire. Mildred, who also worked as a laundress and her brothers Robert and Kenneth were all born in Send. As no other female members were mentioned I can only assume that Mildred, Ken French's aunt, will indeed have been the Miss French our postcard was addressed to. In Journal 133 I came across an article written by Ken French entitled 'Stevie and Frank Sutton'. Stevie was Ken's grandfather's old schoolfriend whose only son, Frank, followed his father's interest and became an acclaimed professional photographer.

This article featured one of Frank's photographs and, although poorly reproduced, I remembered coming across it before. It was one of many held in the Society's collection which Clare McCann and I looked through when it came to choosing the ones to be featured in the exhibition *Portraits of the Past* which then



From l-r standing: Kenneth James, George, Robert George; sitting: Mildred Jane and Mary

ran in the museum from March until June 2022. In fact, there were two of Frank's photographs depicting the French family group on the lawn at Goodgrove and thanks to Ken's article I could now put a face to Miss French, who'd been such a mystery person when I first came across the postcard addressed to her.

The second photograph, which must have been taken at a slightly later stage as everybody looks somewhat older, also has the added interest of depicting, amongst the others, Frank Sutton, the photographer himself.

Ken speculated in his article that Frank might have either run quickly or used a time delay mechanism. As he looks totally unflustered and is a picture of elegance, I rather suspect the latter.

Having established who Miss French was and then discovered what she looked like I'd be interested to find out what became of her – should any of our members remember anything about her please let me know – ditz@aappl.com.

Photographs © SRHS



From l-r standing: Ken French's father Kenneth James, aunt Mildred, grandfather George French, an unknown (perhaps a neighbour) and Steve Sutton; sitting: Ken's grandmother Mary French, uncle Robert, probably a neighbour and lastly Frank Sutton himself

MARGARET LEIGHTON

ALAN COOPER



Margaret Leighton – actress and one time owner of ‘Send Barns’

Avid viewers of Sky TV channel TCM and those of a certain age will be familiar with the actress Margaret Leighton who lived, albeit briefly, in Send and, in a career spanning five decades, worked continuously to great acclaim. In what would have been her 100th year, it seems more than ever an appropriate time for an appreciation of her short life.

Born in Barnt Green,

Worcestershire in 1922, Leighton was equally at home on stage, film and television, winning Tony, Emmy and BAFTA awards in all three categories although she was best known as a TV actress. Her acting career began on stage in 1938, joining the Old Vic soon after, before debuting on Broadway in 1946 as the Queen in *Henry IV* opposite no less than Laurence Olivier and Ralph Richardson. Her first film credit was in 1948.

She was married three times, firstly to the publisher Max Reinhardt (1947-1955), then to the actor Laurence Harvey (1957-1961) and finally to actor Michael Wilding (1964 until her death). There were no children by any of the marriages. She lived with Reinhardt in Ladbrooke



A postcard from the late Ken Bourne's estate, ca 1930s depicting ‘Send Barns’, home to Margaret Leighton and Max Reinhardt between 1949 and 1951

Grove, London W10 and moved to Send in 1949, living at ‘Send Barns’ until 1951 when the couple returned to London to live in Albany Street, W1.

SRHS member Pat Clack recalls how the actress was often to be seen walking into the village with her two dogs, red setters, which perfectly complemented her own striking mane of red hair.

Margaret Leighton appeared in 26 films between 1948 and 1976, made 28 TV appearances between 1938 and 1975 and received her only Oscar nomination for best supporting actress in *The Go-Between*, starring Julie Christie and Alan Bates in 1971. She was made a CBE in 1974 but died in 1976 aged just 53, a victim of multiple sclerosis, in Chichester, Sussex.

‘Send Barns’ photo c/o Send & Ripley History Society archives

Margaret Leighton photo c/o Alan Cooper collection

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SEND GROVE – A HOUSE THROUGH TIME - PART THREE

CLARE McCANN

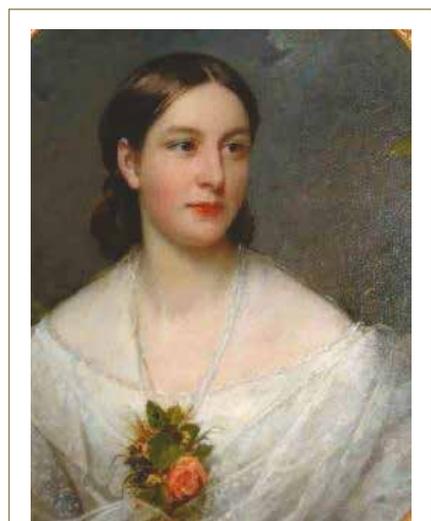
In the previous piece on Send Grove I mentioned the Australian branch of the Onslow family and, in particular, Elizabeth Macarthur-Onslow who, it transpired, is buried in Send churchyard. To find out how she fits in to the jigsaw we need a bit of background on Arthur Pooley Onslow's oldest son, Arthur Alexander, who was brother to the three Misses Onslow who lived at Send Grove.

Arthur Alexander Walton Onslow was born in India in August 1833 where his father was then a surveyor. His first encounter with Australia was in 1838 when he was sent to New South Wales to live with his grandfather in Sydney. He returned to England to live with his family in 1841 and was educated in Surrey and Nottingham.

In May 1847 Arthur entered the navy as a midshipman and from 1850 until 1854 he served on various vessels on the West Coast of Africa.

After action in the Crimean war he was one of the crew sent to Australia in 1857 to recommission the surveying ship, HMS Herald. He worked on surveying voyages to King George Sound, Shark Bay, the Great Barrier Reef and the Torres Strait, further strengthening his knowledge of Australia.

Upon returning to England Arthur studied steam navigation at the Royal Naval College, Portsmouth, before



Elizabeth Macarthur

joining the frigate HMS Phaeton. Not long after this his health failed and he was compelled to seek leave of absence. Having obtained two years' sick leave he went to New South Wales, where he remained, formally retiring with the rank of post captain in 1871.

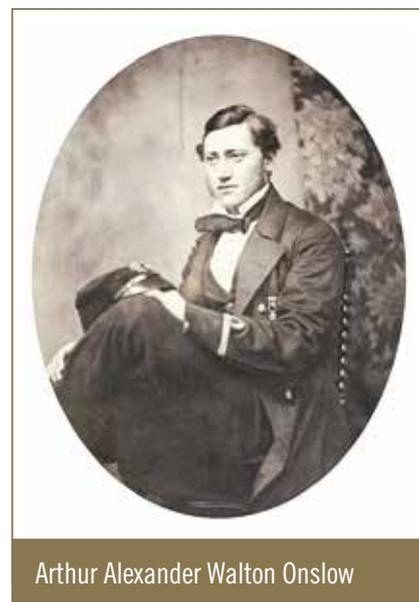
On 31 January 1867 he married Elizabeth Macarthur, with whom he had eight children, including James Macarthur-Onslow, who featured in the previous article of the history of Send Grove (J287).

Elizabeth Macarthur came from a distinguished Australian family.

She was born at Camden Park, Menangle, New South Wales in 1840, the only child of James Macarthur, an Australian politician and dairy farmer who ran the huge Camden Park Estate. When Elizabeth's father died in April 1867 the estate passed to James's brother William who never married and after whose death, in December 1882, Elizabeth Onslow inherited the estate as her husband had died earlier that same year.

In 1892 Elizabeth was granted by Royal Licence the right for her and her issue to use the surname Macarthur-Onslow, in order to retain the family name of Macarthur for future generations.

Elizabeth Macarthur-Onslow, as she now was, seems to have been a truly remarkable woman. She was mother to six surviving children, a community leader, dairy farmer and property manager. Elizabeth coped with the loss of the family wine business through a phylloxera epidemic and weathered the financial crashes during 1885-1895. In 1887 she took her children to England and studied developments in the dairy industry, returning to Camden



Arthur Alexander Walton Onslow

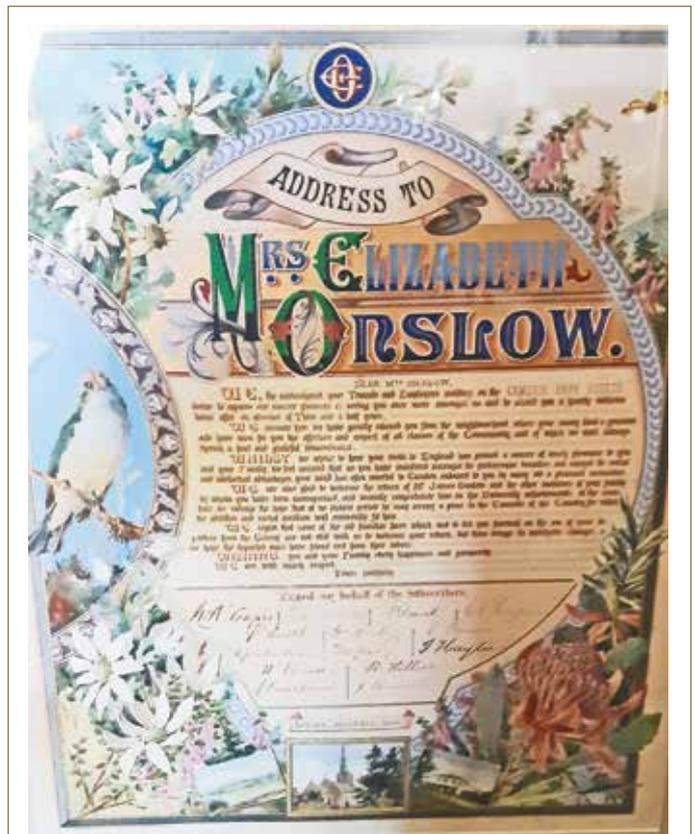
in 1890. Elizabeth applied the fruits of her own study of British dairy farming methods and the French farming system to restructure the family business. Its new model dairies sold their own output and that of their tenants under a common brand through their Camden Vale Co-operative Milk Company. This company was merged in 1925 into the Dairy Farmers' Co-operative Milk Company which is still the estate's distributor. In 1899 Elizabeth formed the business of the estate into a limited liability company with her six children as the shareholders but retained Camden Park House and 960 acres as her own private property.

In 1865 a railway line was built through the eastern farms with a station at Menangle. The estate's headquarters were then moved from the Old Homestead to Menangle where a village school was opened in 1867. In the 1890s the model dairies and creameries of Camden Park were served by 12 co-operative farms and 40 leased farms while the products, which included butter and cheese, were taken by road to Sydney. It seems to me that there are parallels with Lady Byron, who set up schools and businesses in Ockham amongst other places.

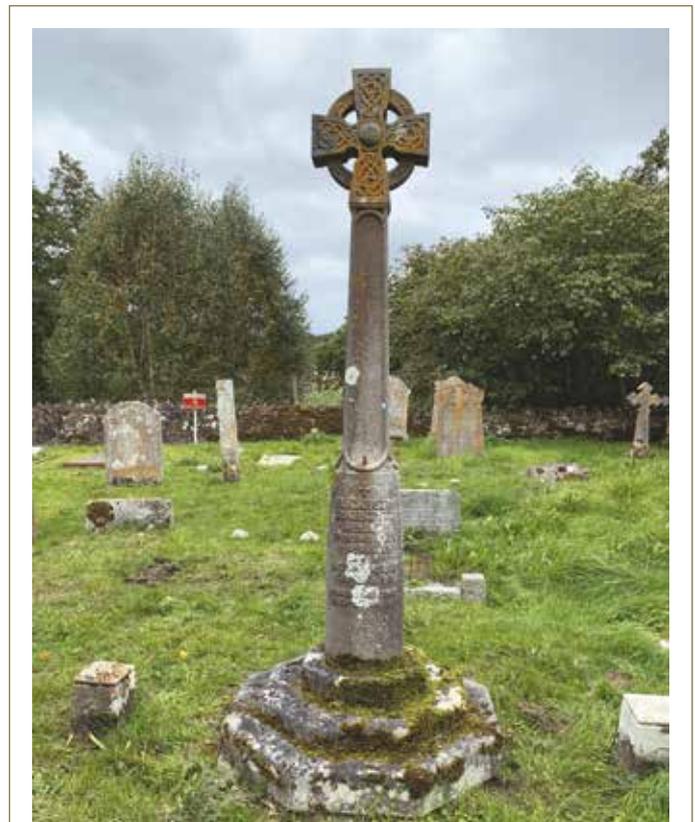
The Camden History Society say it is difficult to explain today just how important Elizabeth Macarthur-Onslow was in the Camden district in the 1880s-1900s and how widely admired and loved she was. For example, when Elizabeth returned from her visit to England and Europe in 1890 her staff and friends had a beautiful framed hand-painted and hand-inscribed illuminated address made and presented it to her. It can still be viewed in the dining room of Camden Park House.

Elizabeth Macarthur-Onslow died unexpectedly in 1911 at the age of seventy-one whilst on a visit to England and is buried in the Onslow family plot at Send church. Camden residents who have taken the time to visit the grave have described the location as peaceful and serene. The weathered stone monument is tall, with a prominent cross on the top and some natural moss and lichen decoration indicating its more than 100 years' presence in this quiet English churchyard.

Major-General James William Macarthur-Onslow (1867-1946) was Elizabeth Macarthur-Onslow's son and nephew to the three Misses Onslow who lived at Send Grove. He was born at Camden Park and educated at Sydney Grammar School and Trinity College, Cambridge and had a notable career in three spheres – the army, in politics, and in farming. In South Africa he commanded the 5th Battalion of the Australian



Illuminated address presented to Elizabeth Macarthur-Onslow



Elizabeth Mcarthur-Onslow's stone monument on the Onslow family plot at Send church



LTCOL James Macarthur Onslow

Commonwealth Horse during 1902 and was on Major-General Sir Edward Hutton's staff. He volunteered for service in World War I, serving as a transport officer but returned to politics after two years. General Macarthur-Onslow was a member of the Legislative Assembly from 1907-22 and of the Legislative Council from 1922-23.

Despite his many activities,

apparently his first and greatest love was for the land. He assumed occupancy of Camden Park House in 1931 and lived there until his death in 1946.

In 1897 he married Enid, granddaughter of Hannibal Macarthur and they had one son and two daughters. His older daughter, Helen, inherited Camden Park and it was his younger daughter, Elizabeth Enid (Rothe), who inherited Send Grove, as he had relinquished his claim in her favour.

Two other members of the Onslow family with Australian connections, Francis and Alexander Onslow, are also worth mentioning because we know that they both spent time at Send Grove. Arthur Pooley Onslow's fifth son, Francis Montgomery Onslow, was staying there in April 1881 when the census was carried out and he is described as a major in the Madras Cavalry. It is likely that he was there for his wedding as he married shortly

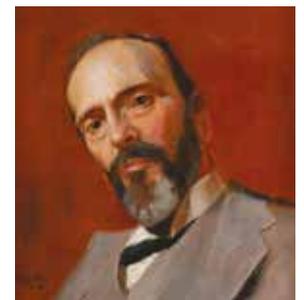
after in London. A longer account of his career can be found at <https://www.camdenhistory.org.au/cmMadras%20Uniform.pdf>. Remarkably, his uniform has survived and was given to the Camden Historical Society where it is on display in their museum.

Ten years later, in 1891, Alexander Campbell Onslow was staying with his sisters at Send Grove. Born on 17th July 1842 at Trichinopoly, India, he was the fourth son of Arthur Pooley Onslow.

He was educated at Westminster School and Trinity College, Cambridge and was called to the Bar of the Inner Temple in 1868. He practised on the home circuit until 1878 when he was appointed Attorney-General of British Honduras, becoming Attorney-General of Western Australia in 1880.



Francis Montgomery Onslow's uniform at the Camden Historical Society's museum



Portrait of Alexander Campbell Onslow

He arrived at Albany in Western Australia to take up his new post in December 1880 and was immediately taken ill. According to a contemporary he suffered sunstroke whilst playing cricket.

He seems to have had a problematic career, being described as indiscreet and ill-tempered but this did not stop him being appointed Chief Justice in December



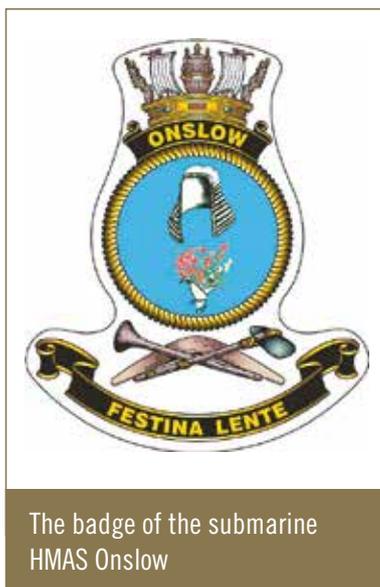
Camden Park House

1882. Illness delayed him from taking his seat in the government of Western Australia until July 1883.

Conflict arose between the Governor, Sir Frederick Broome and Onslow which eventually led to a petition in 1887 to the Privy Council in London to have Onslow removed from office.

The matter was passed back to the Legislative Council in Western Australia as 'the constitutional guardian of justice in the community' and while it declined to endorse all the petitioners' complaints it characterised some of Onslow's conduct as hasty and ill-considered and recorded that 'peace and harmony cannot be hoped for so long as Mr Onslow continues to occupy his present position'. This had come to a head in March 1890 just four days after Onslow had left on leave and he immediately accepted a twelve months' extension which was, no doubt, why he was at Send Grove at the time of the 1891 census. He returned to Australia later that year to a hearty welcome from the new governor William Robinson and many friends. His last years in Western Australia seem to have passed without further turbulent incidents and he received his knighthood in 1895. Ill health forced his retirement in 1901 and he returned to England where he died on 20th October 1908.

The town of Onslow in Western Australia is named after him and has its own museum – The Onslow Goods-Shed Museum (so-named because it is housed in a goods shed). He also gave his name to a submarine. The badge of the submarine has the motto *Festina Lente* – the Onslow family motto, which means Make Haste Slowly.



Richard Stafford, a researcher at Camden Park House, drew my attention to two portraits, those of Arthur and Alexander Onslow, which hang on the walls there. Apparently the signatures are difficult to read - they appear to be 'Cazenova' but so far no information about the artist has been found.



Left, Captain Arthur Onslow (1833-1881)
Right, Sir Alexander Onslow (1842-1908)



Landscapes of Send church (1896 and 1898) attributed to Madeleine Onslow

Mr Stafford also mentioned Madeleine Onslow (née Tottenham) who was the wife of Alexander Onslow. She is believed to have painted the two landscape paintings of Send church, presumably whilst she was visiting Send Grove.

A final footnote to my studies comes from the current owner, Henry Bickerton. As it turns out, his wife's grandparents, George and Rose Crowther, who lived in Toorak, Melbourne, not only knew the Macarthur-Onslows but Denzil Macarthur-Onslow was their best man – what a small world!

SOURCES

<https://www.camdenparkhouse.com.au/>

https://en.wikipedia.org/wiki/Alexander_Onslow

<https://www.camdenhistory.org.au/>

<https://aumuseums.com/wa/central/onslow-goods-shed-museum>

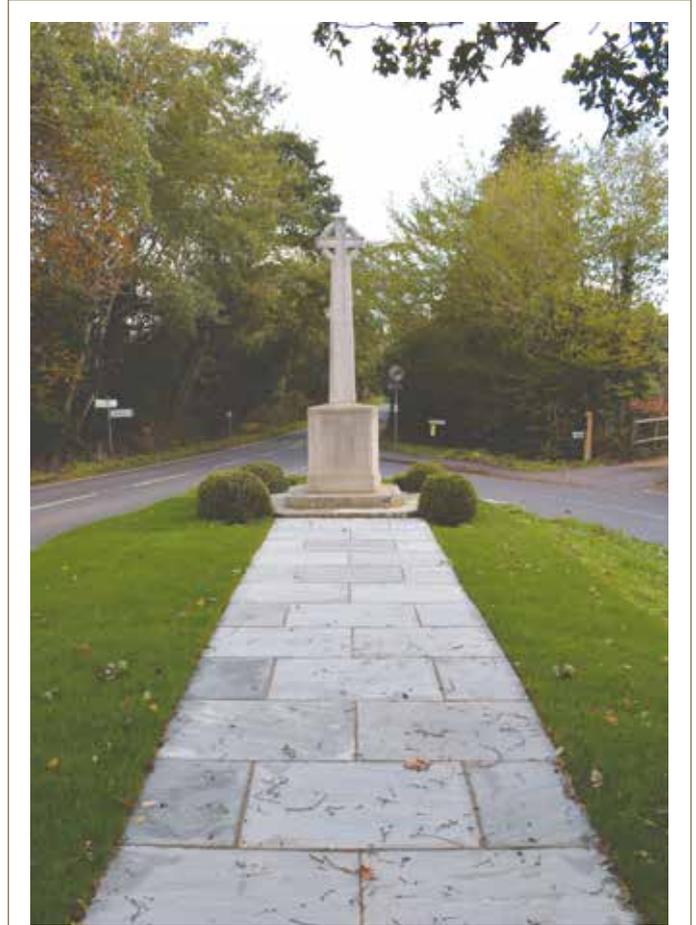
OCKHAM WAR MEMORIAL REVISITED

ALAN COOPER

In recent years road traffic has increased considerably through the village of Ockham resulting in ongoing changes to the area surrounding the village war memorial. The decision was taken by Ockham parish council to create a more user-friendly, safe area for the yearly remembrance service held there.

Earlier this year a grant for matched funding of 50% was secured from Guildford Borough Council and a paved area facilitating wheelchair access has been laid by Allwood Property and Garden Services of West Horsley, along with a newly turfed area completed by a small, dedicated group of Ockham residents during the summer. The old bench was moved into the wooded area behind and replaced by two new high-quality examples made by the Resourceful Wood Company of Selsey, West Sussex, which flank an informative footpaths map of the village and surrounding areas.

The wooded area has been partially enclosed by new fencing to the Horsley road side and will eventually be re-purposed by the creation of a memorial garden.



The newly-paved and turfed area



The memorial garden area



The proposed community garden area



The newly laid turf with map and new benches



New fence to the Horsley Road boundary enclosing the memorial garden to the foreground and the community garden to the background

A community garden to the rear of this is proposed and currently representatives from Ockham parish council and other volunteers from the village hope to create a deadwood area for hedgehogs and to install bat and bird nesting boxes in what is hoped will become a small wildlife preservation area.

The unveiling of the memorial was proudly recorded in the October 1920 issue of the *All Saints' Ockham Monthly Magazine*. A transcript follows:

‘Our War Memorial, a wayside cross, was quietly unveiled in the early morning of Sunday, September 5th. It was felt by many that no formal ceremony was wanted, and that those who have gone would not have liked one.

There stands our Cross for all time against its background of trees at the parting of the ways in Ockham. All men of Ockham of Military age stood at one time or another at the parting of the ways, and few there were who did not of their own free will choose the hard path to the War and to Victory. Some there were, sixteen in all, out of our small village, who saw the War but not the Victory, and it is their names that we must remember always.

No more fitting Memorial could have been put up. Its dignity and simplicity are what we wanted, and we all of us owe much to the designer, Mr. Gambier-Parry. Had it not been for the help that was given us by Sir Wilfred Stokes, it would not have been possible that so beautiful a memorial could have been erected, but throughout the whole village all have helped, and the following inscription will be put on the back of the stone:

“Placed by the Inhabitants in proud and loving memory of the Departed and in thankfulness for the return of many others who went from this village.”

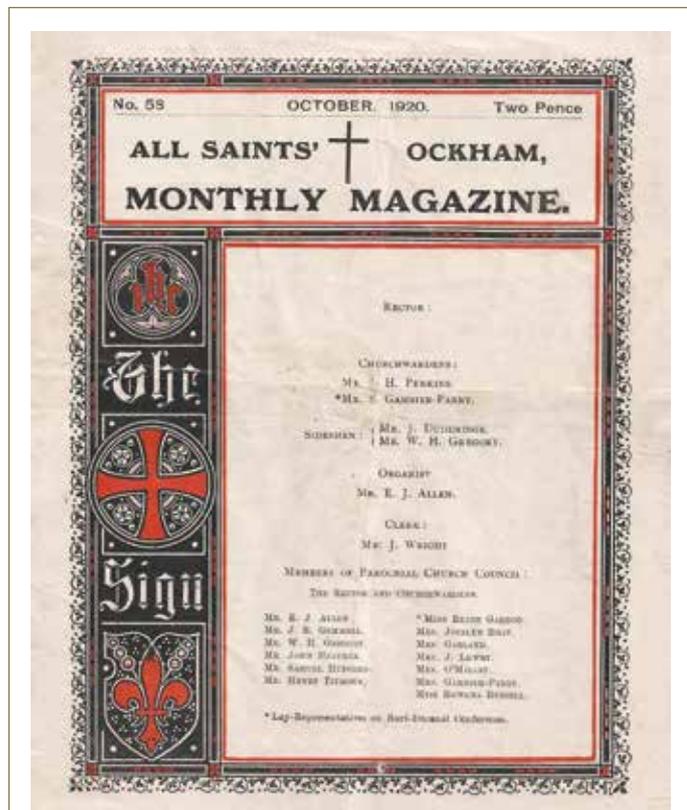
One word to the children. Remember that it is owing to the men who were killed and to the others who went to the War that you are able to play and be happy today. See to it that the memorial is always kept undamaged, make it your business to see that it is always neat and tidy, and when you grow up tell your children the same story and see that they do the same.”

Constructed in 1920 of Portland stone, the memorial comprises a celtic-style wheel-head cross atop a tapered shaft surmounting a plinth with four recessed panels containing the names of the dead. This in turn sits upon a two-stepped base. It was designed by Sidney Gambier-Parry who briefly lived at Bachelors Farm, Ockham and served as a parish warden at that time. He had moved to this property following the death on March 21st 1918 of Lt Col John Stuart-Wortley, the previous occupant and who is also commemorated on this memorial.

Born in 1859 at Highnam Court, Gloucestershire, Gambier-Parry came from a prominent family with a focus on military service and the arts. Educated at Eton, he progressed to architecture, studying under Sir Arthur William Blomfield and for more than five decades designed mainly churches, most of which were

in Gloucestershire. Living variously in London, Surrey and Essex, he returned to his birth county and died in Cirencester in 1948.

Seventeen casualties of World War I are commemorated here, along with a further five added following World War II. [1]



Front page of the *All Saints' Ockham Monthly Magazine*, October 1920

The initial intention was to fund the construction of the memorial by public subscription. When this fell short of the required total, Sir Frederick Wilfrid Stokes, who lived at Millwater, opposite Ockham Mill, came to the rescue. Stokes's considerable contribution to the war effort and generous bequests to similar projects in Ripley are explained in detail in the Send & Ripley History Society publication *Heroes All* which is available from the museum or our website.

One family was unfortunate enough to have a loved one commemorated from both wars. William and Mary Ann Tyrrell lost a son in WWI and a grandson in WWII. Of her eight sons six served in WWI with Herbert, who died in 1917, being the only fatality. Five sons-in-law also served without loss. Mary Ann died in 1940, shortly before her grandson Frederick was killed in 1943.

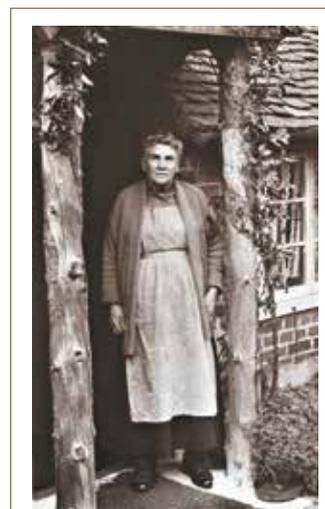
On September 20th 2016 the memorial was given Grade II listing status and following the award of a grant from

the War Memorials Trust to maintain its quality and legibility, it was thoroughly conservation-cleaned in October 2017.

On a wholly personal note I feel it necessary to echo the sentiments of one Ockham resident who has been instrumental in this refurbishment project. A small minority of 'lycra-louts' are already doing their best to spoil the new seating area, leaving muddy footprints on the new seats and an array of discarded litter including water bottles and inner tubes – unacceptable behaviour from a tiny minority who do nothing to improve the already somewhat tarnished image (in the eyes of many) of leisure cyclists.

The exquisitely-illustrated footpaths map was created by the talented amateur artist and local resident Alex Cassie for the Ockham and Hatchford Residents' Association.

Although not a household name, Alex was indeed a man who played an unusual and important role in WWII – as a forger! [2]



Mary Ann Tyrrell pictured at her home, Blue Ryde Cottage, in Ockham in 1928 aged 73

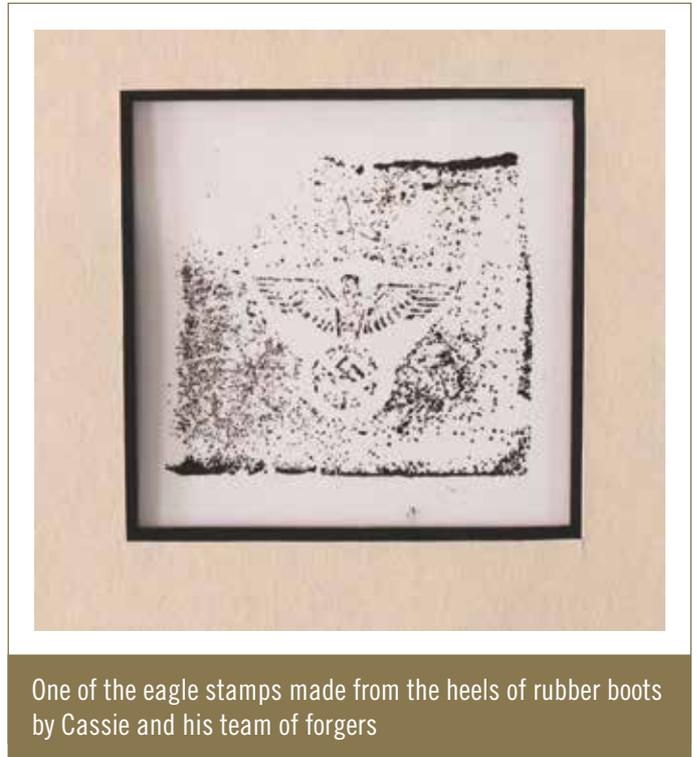


The footpath map

Alexander Cassie, the son of Scottish parents, was born on December 22nd 1916 in Cape Province, South Africa, where he was educated at Queenstown School. Returning to the United Kingdom, he studied psychology at Aberdeen University and graduated in 1938. A year later he joined the RAF and by 1940 was flying operationally. He joined 77 Squadron, part of Coastal Command and whilst flying Whitley bombers on anti-submarine patrols from RAF Chivenor in Devon, Flight Lieutenant Cassie, Sandy to his crew and friends, was shot down whilst attacking a U-boat in the Bay of Biscay on September 1st 1942.

The entire crew survived, being rescued by a French fishing boat but were turned over to the German authorities. Cassie was rapidly escorted to Stalag Luft III, the newly built prisoner-of-war camp opened in March earlier that year, specifically to house captured allied airmen (in particular, officers), at Sagan, Lower Silesia, Germany – today Zagan, Poland. He remained there until the Germans effectively dissolved the POW camp system in January 1945 and survived the infamous forced march west until being liberated by our invading forces in April 1945.

It was whilst incarcerated in Stalag Luft III that Cassie, utilising his artistic skills, made himself an indispensable part of the newly formed ‘X-Organisation’, an escape committee for the camp in which he became an integral part of ‘Dean and Dawson’ – the forgery department. ^[3]

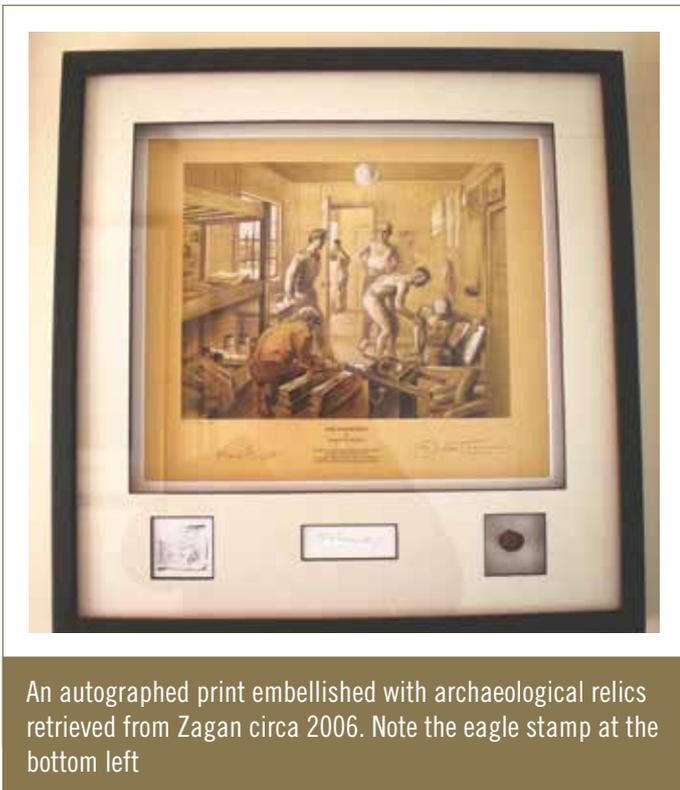


One of the eagle stamps made from the heels of rubber boots by Cassie and his team of forgers

Documents such as travel permits were made using the inner pages of books whilst the ink was formulated from fat-lamp-black mixed with oil. This was then ‘authorised’ by applying an official eagle stamp made from the rubber heel of a boot.

In 1962/3, X-Organisation became immortalised in the blockbuster movie *The Great Escape* which starred Steve McQueen and just about every other leading actor of the day, including Donald Pleasance, who played Flight Lieutenant Colin Blythe who, whilst being a totally fictitious character, was based entirely on Cassie himself.

Interestingly, Pleasance was perfect for the role. Despite refusing conscription in December 1939 and registering as a conscientious objector, he was so appalled by the Luftwaffe attacks on London that he volunteered for service in the RAF serving as a radio operator with 166 Squadron Bomber Command flying Lancasters. He flew a total of nearly 60 raids over occupied Europe before being shot down on August 31st 1944 following an attack on the V1 rocket site near the village of Agenville, Northern France and was imprisoned in Stalag Luft I. His stunning portrayal of Blythe, although



An autographed print embellished with archaeological relics retrieved from Zagan circa 2006. Note the eagle stamp at the bottom left

far from historically accurate, has ensured that the role played by Cassie during the war is never underestimated or forgotten.

Cassie was given the opportunity to escape but due to suffering from claustrophobia he declined, a decision that probably saved his life. Of the 76 escapees, 73 were re-captured of whom 50 were shot dead on Adolf Hitler's personal instruction. The 50 included the other five members of Dean and Dawson.

After the war, he worked with the Army Personnel Research Establishment at Farnborough, Hampshire, as a military psychologist. He lived in Hatchford, Ockham, at Old Poynters, Pointers Road and for recreation joined Oxshott Arts and Crafts Society where he taught painting in watercolours. In 2003 he moved to a nursing

home in Whiteley Village, Hersham, where he died in 2012 aged 95.

SOURCES

^[1] The *All Saints' Ockham Monthly Magazine* states there are 16 names from WWI on the memorial. There are in fact 17 and this is almost certainly as a result of one casualty working in Ockham without having a permanent residence there. Comprehensive details of all the casualties commemorated on the memorial may be found in Journal 261 (2018)

^[2] Grateful thanks to our member Tim Hewlett for alerting us to the fact that Alex Cassie lived locally and for providing the 1920 *All Saints' Ockham Monthly Magazine*

^[3] Dean and Dawson was a well-known London travel agency

All Saints' Ockham Monthly Magazine October 1920 photo c/o Tim Hewlett collection

All other photos c/o Alan Cooper collection



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WHERE IS IT? / WHAT IS IT?

ALAN COOPER

WHERE WAS THIS PHOTO TAKEN, WHAT WAS HAPPENING AND WHAT YEAR WAS IT?

To anyone reading this who is a newcomer to the area, a very confusing-looking scene. To anyone who was there, nothing short of terrifying!



WE ASKED IN J287 WHERE IN SEND THIS PHOTO WAS TAKEN.

This photo was taken in Cartbridge, with the photographer's back to the New Inn. It was then known as the Guildford Road but is now called Potters Lane.

Correctly identified by: Pat Clack, Fiona Gilbert, Michael Morris, Audrey & Peter Smithers, Janet & Trevor Tice



WHAT IS THIS STRANGE- LOOKING CONICAL TOOL AND WHERE WOULD YOU INSERT IT?



WE ASKED IN J287 WHAT THIS STRANGE LOOKING TOOL WAS, WHO WOULD HAVE USED IT AND FOR WHAT PURPOSE.

This tool is a seam rubber, as used by a sailmaker.

Nobody answered this correctly.



MUSEUM NEWS

CLARE McCANN

Museum visitor numbers are still disappointing and I feel we need to get more publicity out locally. If you could help, please get in touch.

ANIMAL MAGIC – HOW ANIMALS SHAPED OUR LIVES

Bring along friends and family to the current exhibition and, in particular, children to see a genuine mammoth's tooth; consider all the ways that horses have made a difference; learn about the milk that really was local, from cows grazed on the Green; see the pigs that were transported in a three-wheeled car and learn about the man who shod a dead horse! There is a colouring competition for the children and a chance to find the magic mole.

We look forward to seeing you any Saturday morning 10-12 or by arrangement. Just phone me on 01483 728546.

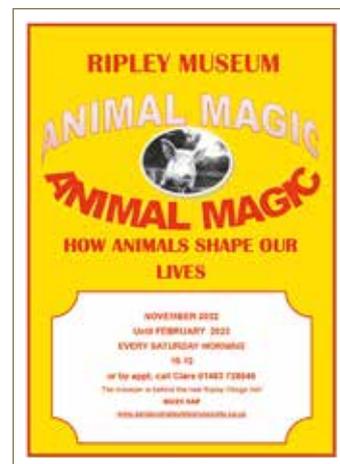
I am hoping to focus the next exhibition on Newark Mill, the mill that burnt down. If anyone would like to give me a hand please let me know.

STEWARD NEWS

Bob Stonard, a long-standing museum steward has moved out of the area and sadly I have to report on the death of our member and steward Ann Voller. I would like to acknowledge their valuable contributions.

If you might consider becoming a steward, please let me know and we can discuss what is involved, or you could sit in with an existing steward. It means committing to two Saturday mornings each half year but the dates are flexible.

We hold a free lunch for stewards, usually in March, so don't delay volunteering!



FORTHCOMING EVENTS

Meetings will be held on the second Wednesday of the month at the Ripley Bowling Club in Rose Lane, GU23 6NE. Doors open for all evening talks at 7.30pm for an 8.00 start. Tea/coffee and wine available. NB – payment by cash only.

DATES - 2023	EVENTS
Wednesday 8th February 2023	Simon Knapman talk: <i>The Wey and Arun Canal</i>
Wednesday 8th March 2023	SRHS Annual General Meeting (members only) and short talk (subject TBA) Note: Doors open at 7:15 for a 7:45 start
Wednesday 12th April 2023	Circle 8 Films: <i>The Story of the Pilgrims Way</i>
Wednesday 31st May 2023	Tour of West Horsley Place 14:00 £15 per head - 20 people only
Wednesday 21st June 2023	Day trip to Albury including pub lunch - details to follow
TBA July 2023	Members BBQ
Wednesday 13th Sept 2023	Trevor Brook talk: <i>The History of Newlands Corner</i>
Wednesday 11th October 2023	James Dickinson talk: <i>Margaret Beaufort - My Lady the King's Mother</i>
Wednesday 8th November 2023	Chris Shaw talk: <i>The Bridge Collapse at Millmead</i>
Wednesday 13th December 2023	Christmas Social (members only)

Further details can be obtained from Helena Finden-Browne helena_findenbrowne@compuserve.com

SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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HISTORY SOCIETY PUBLICATIONS

History Colouring Book (price includes felt tips and a carrier bag)		£5.00
Ripley & Send Then and Now; The Changing Scene of Surrey Village Life	Reprinted 1998/2006	£10.00
Guide to The Parish Church of St Mary The Virgin, Send		£1.00
Then and Now, A Victorian Walk Around Ripley	Reprinted 2004/07	£2.50
The Straight Furrow, by Fred Dixon		£1.50
Ripley and Send – Looking Back	Reprinted 2007	£9.00
A Walk About Ripley Village in Surrey	Reprinted 2005	£2.50
Newark Mill Ripley, Surrey	Reprinted 2012	£4.00
The Hamlet of Grove Heath Ripley, Surrey	Reprinted 2005	£4.00
Ripley and Send – An Historical Pub Crawl in Words and Pictures	New Edition 2017	£5.00
Two Surrey Village Schools – The story of Send and Ripley Village Schools		£10.00
The Parish Church of St Mary Magdalen Ripley, Surrey		£2.00
Memories of War		£5.00
Map of WW2 Bomb Sites in Send, Ripley and Pyrford		£2.50
Memories of War and Map of Bomb Sites		£6.50
Send and Ripley Walks (revised edition)		£7.50
Newark Priory: Ripley's Romantic Ruin		£5.00
Special Offer: Purchase Newark Priory and St Mary's Ripley		£5.50
Heroes All		£20.00

All the publications are available from the museum on Saturday mornings, from Pinnock's Coffee House, Ripley, or via the Society's website www.sendandripleyhistorysociety.co.uk or email angie77@live.co.uk

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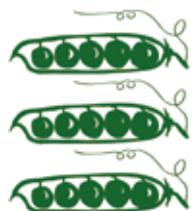
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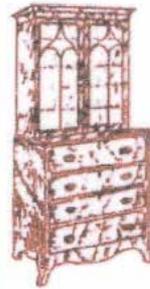
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