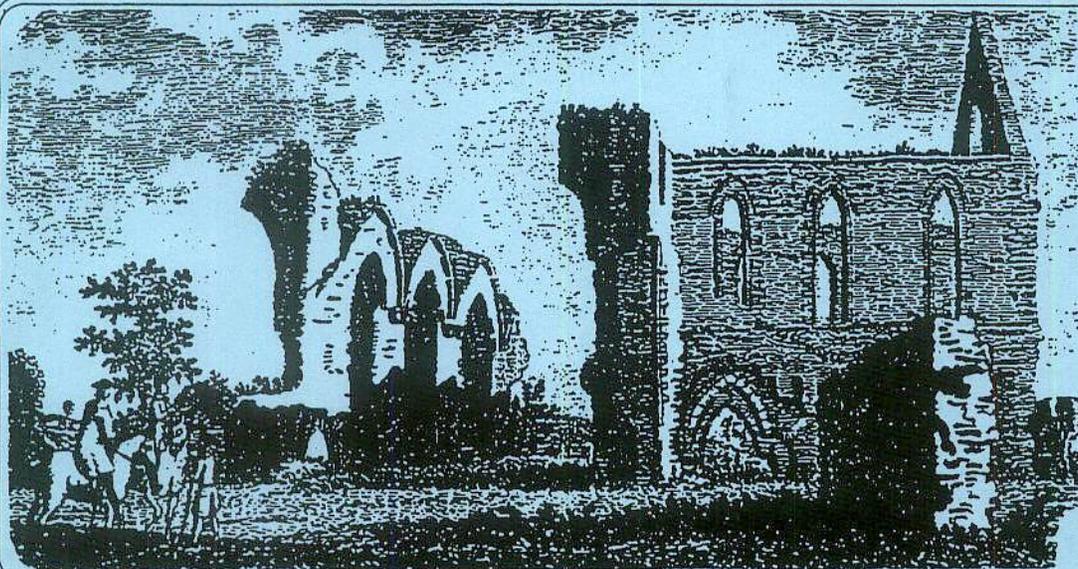


# Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



NEWARK PRIORY

Journal Volume 5 No. 155

Nov/Dec 2000

*25th Anniversary 1975 - 2000*

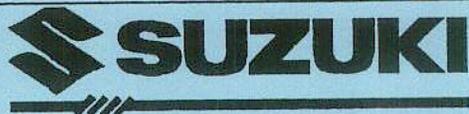


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# Send & Ripley History Society

*Established 1975 as Send History Society*

Registered Charity No 296324

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Typed by Mrs Chris Parker

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Journal Volume 5 No 155

November/December 2000

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**Cover illustration** Flooded roads and fields looking towards Ripley from Pyrford 1925 - KHB collection.

## EDITOR'S COMMENTS

As this issue is being prepared in early October, it does not as yet feel like Christmas, particularly with floods in Sussex and Kent and the autumn just beginning to show with the changing colour of the leaves on the trees. However, by the time the various preparatory processes - eg dictation, checking, printing, etc - are complete, and the Journal reaches your doorstep, we will all no doubt be much aware that the festive season will soon be upon us. Therefore, I take this opportunity, on behalf of the contributors and myself, to wish all our readers a Happy Christmas and a Prosperous New Year.

Once again, may I also remind our members that subscriptions are due for next year, and a Subscription Renewal Form is enclosed in this Journal.

## MEMBERSHIP SUBSCRIPTIONS

We do hope you will wish to renew your membership for the coming year, and you can help us by doing so from December onwards, which spreads the work load a little. The current subscription is £10 per couple and £8 for single membership, plus £2 if you live in an area outside Send and Ripley which requires postage. Enclosed in this Journal is a Subscription Renewal Form.

George Bleach

## CHANGES IN SEND AND SEND MARSH

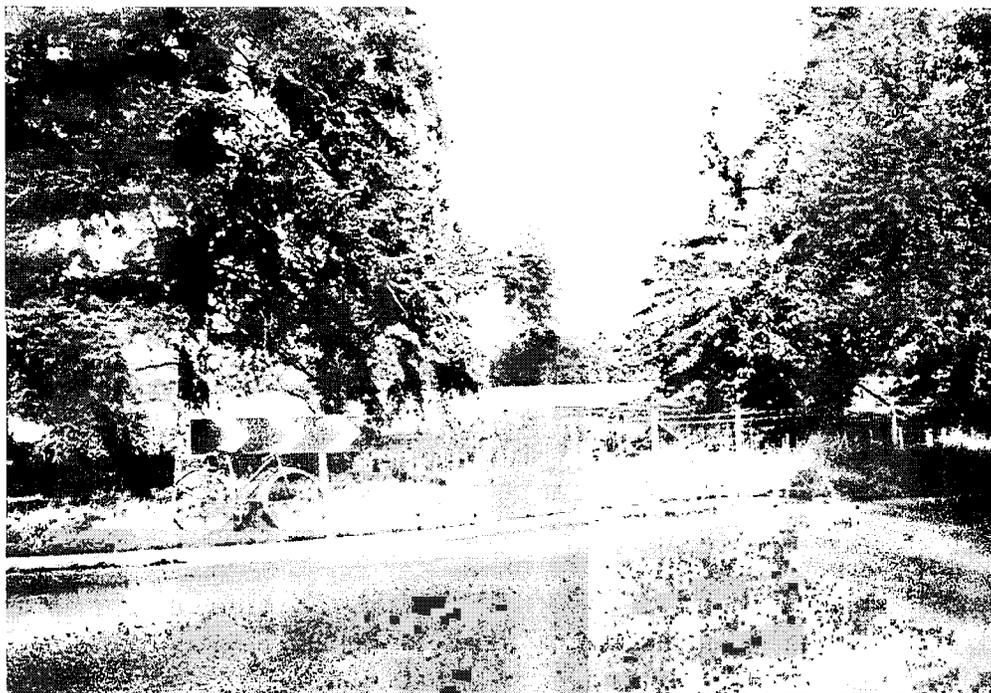
By Les Bowerman

**The Jovial Sailor.** This inn, one of the three on the old London to Portsmouth Road still with seafaring names, was closed recently for something like six weeks for extensive alterations, which, from the outside, appear to be mostly cosmetic. It has now reopened as a Chef & Brewer establishment with a model of a jolly sailor-man, which is not only atop a substantial pole, in place of the previous illustrated sign, but also rather "over-the-top". At least there has been no attempt this time to change the distinctive name. There are plenty of "Jolly Sailors" around the country, but no other **Jovials**, so far as I am aware (and I still have the notebook in which, as a youngster, I used to collect pub names!).

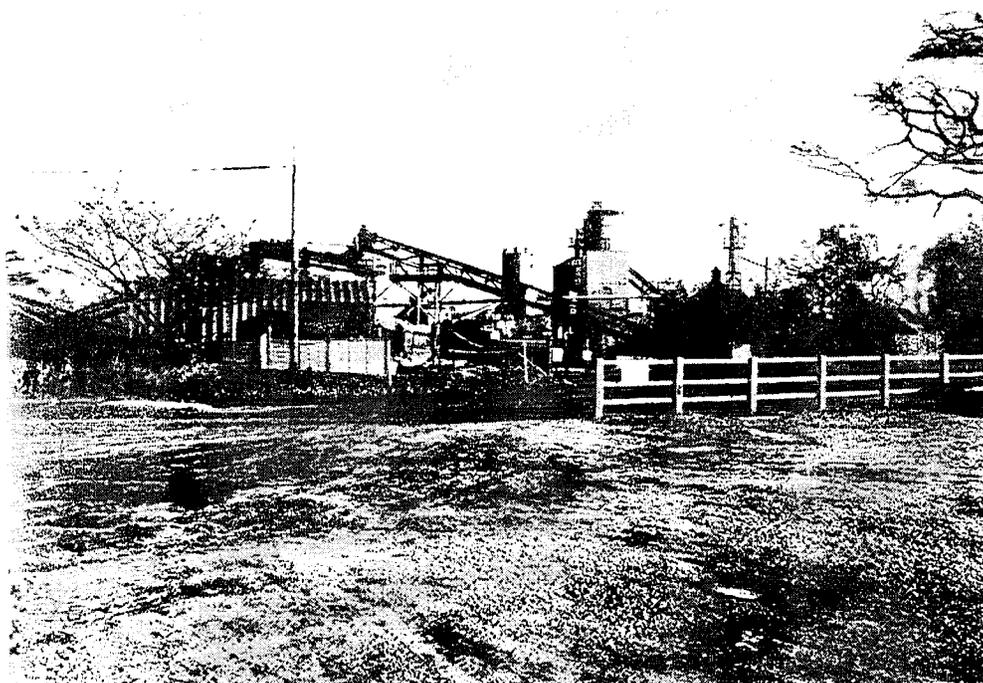
On the subject of pubs, the **Saddler's Arms** at Send Marsh is also, at the time of writing, closed for improvements.

**Papercourt Sand Pit**, between Polesden Lane and Papercourt Lane (OS Ref 5038 1564). Previous references to this area are to be found in our Newsletters, 54/6, 64/8, 95/7 and 139/8. Briefly, the quarry was opened in 1933. After a long operating life, in recent years it was used mainly for washing sand. The final machinery was removed at the end of 1997. Since then the site has been back-filled and it can now be recorded that filling is complete, with the final profile similar to a rather flattened Millennium Dome. Presumably it will subside somewhat in the future. In the meantime, it is being brought back to agricultural use, although I have not observed any topsoil being brought in. At present a faint green haze of what appears to be grass is beginning to appear.

**Send Court Quarry**, Crickets Hill, Potters Lane (OS Ref 5020 1551). At Newsletter 64/10, I wrote adversely about the rape of attractive rolling hillside landscape at this site. Ten years ago at 95/7, I recorded that the quarry was still being worked. It can now be noted that the site has been worked out. All equipment (including the removal of the weighing office, which



*Field Reinstated 2000*



*Hall's Plant c1980 Tannery Lane*

was burnt out) has been removed. It has been re-landscaped with a deep pond surrounded by trees and bushes at the lowest point. The footpath which ran straight across from Crickets Hill remains diverted.

**Send Service Garage, Send Road.** In Newsletter 145/2, the Editor recorded the retirement, in early 1999, of Ray Challen from the business founded by his father, Billie, in 1929. After a short gap, the garage reopened as JB (John Boyce?) Motors, continuing to trade, as it always did, as a service and petrol filling station. Within the past two months, those functions appear to have been superseded by second-hand car sales only, leaving Send without such a garage for the first time in 71 years.

**May's Corner.** The Editorial in Newsletter 148/2 recorded the closure of CLM Electricals, the premises of which had been an off-licence for most of the 20th century. The hope

was expressed that our Buildings Group would be able to inspect before demolition, but that did not prove to be possible, although Pat Clack noted (also in issue 148) that there were "old beams" in the building; the structure is unlikely, however, to have been very ancient, as the land was unenclosed prior to 1814. Demolition took place earlier this year and the site has been redeveloped by Moorland Homes as "The Ridings", presumably without awareness of another "The Ridings", within half a mile, at Send Marsh. The sales board recalls that it is now a "Mews" containing one three-bedroomed detached house, two three-bedroomed semi-detached houses, and two two-bedroomed semi-detached houses. Although tightly packed in and very close to the roads, it has to be said that the development of brick buildings is not unattractive. There are, of course, unlikely to be any hawks or even horses in this "Mews", as the dictionary suggests would be, but maybe if any of the purchasers are cat lovers, the description may not be entirely inaccurate.

**Cycle Paths.** In the 20 year period from 1875, as recorded in earlier issues of the Newsletter/Journal, the main traffic on the London to Portsmouth Road in our area consisted of bicycles and tricycles. The arrival on the road of "those fearful stink waggons", as a member of the Bath Road Club once memorably described the new motor cars, spelled the end of the halcyon days of cycling on what they knew as "the Ripley Road". The opening of junction 10 of the M25 20 years ago, and the upgrading of the A3 to virtually motor-way standard, has meant that motor traffic has become so fast and so heavy that all the appeal of the road to cyclists has long since disappeared, and, incredible as it would have seemed to the early wheel-men, there have even been bans on cycling on parts of the Ripley Road. Very narrow cyclists-only lanes at intermittent intervals for about a mile either side of Ripley village were created in recent years, more to slow motor traffic than to assist pedal cyclists, but in recent months those have been considerably widened and made virtually continuous (with a completely new cycle/pedestrian path from Burpham to Woodhill), so that it is now possible to cycle from the Civic Hall at Guildford to Ripley without becoming mixed up with the motor traffic. This is a great help to all but the fastest of cyclists (some of whom travel at up to 30 mph). The section from Woodhill to Burnt Common (part of the original road) is especially good, with cats' eyes to illuminate cycle lanes on the road and access to property.

**The Tudor Barns at Send Barns.** The Redevelopment of the barns into residential property is well under way. Planning requirements meant that the main features of the barns are to be retained, but it is not yet known how effective this will be in practice. The general appearance is attractive.

### VACANCY FOR SECRETARY

Those members who attended the AGM will recall that our current Secretary, Audrey Sykes, indicated that she wished to retire from this office, which she has carried out with great humour and devotion over the past 11 years. Not wishing to see this post unfilled, there being no volunteers at the AGM, she has agreed to carry on until the next AGM in 2001. Anyone wishing to inquire about this vacancy, please contact Audrey on 01483 222060.

### VACANCIES ON COMMITTEE

As reported in the last issue of the Journal, Irene Bleach will be retiring from the Committee, and Tony and Patricia Medlen will also be retiring, as they will be moving from the area in the near future. If anyone wishes to stand for Committee or wishes to nominate anyone else, with their permission, of course, please forward their names to our Secretary, Audrey Sykes.

## VACANCY FOR JOURNAL DISTRIBUTOR

George Bleach, who has carried out the task of Newsletter and Journal Distributor, together with those of Membership Secretary and Advertising Executive, wishes to hand over the reins to someone else: ideally, someone who would like to combine these tasks, as George has so well over the past few years, or alternatively, these tasks can be separated. For the record, the distribution of the Journal involves collecting from the printer at Surrey University and handing out batches of Journals to the team of distributors on a two-monthly basis. The advertising is reviewed, and subscriptions for advertising collected, on an annual basis, as is the membership. Please contact George Bleach on 01483 222233 for further information.

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## LETTERS TO THE EDITOR

*The following comments are from Pat Clack.*

There were some pieces of particular interest to me in the last Journal, No 154. The first was the article by Jane Bartlett on the Isolation Hospital.

During the First World War, my uncle Bert was brought home from France, wounded, and was in the Isolation Hospital for a while. Mrs Boorman (before Secretts acquired Heath Farm) worked there as a volunteer nurse and she knew my granddad, who was Manager of Colman's furniture store in Woking. Although she was not supposed to divulge any information, she went into the shop and told Granddad that his son was safe and at Clandon Hospital.

Between the wars, there was a big liner (can't remember which one!) that came into Southampton with several smallpox cases on board, and they were brought to Clandon. In about 1930, I had several children to my birthday party and a couple of days later one of the boys was ill. He was diagnosed with scarlet fever and duly taken there. I can recall going to the gates and waving to him at the window - we were not allowed in! The rest of the children at the party were examined, but nobody else caught it.

Incidentally, Jane mentions Jenner: my friend lives in Gloucestershire, and there is a Jenner Museum in Berkeley, in the house where he was born (The Chantry). The cow which infected Sarah Nelmes with cowpox in 1796 was called Blossom, and Jenner also helped to launch a hydrogen gas balloon and, in 1788, published a paper on The Natural History of the Cuckoo. He went to school at Wotton-under-Edge and Cirencester, and is buried in Berkeley Churchyard. I think the house is open to the public.

Next was Ruby Sheppard's article, *Dr Pearce, Rose Lane and Rabbit Pie*. I was in the WAAF with Ruby's sister-in-law, Cynthia Sheppard (Len's sister), and we remained close friends until her (Cynthia's) death. Her daughter was my bridesmaid. The family lived in Horsley and had a removal business. I attended Cynthia's wedding in 1946 at Horsley, while we were both still in the Forces, with the reception at The Thatchers. Oddly enough, Cynthia's married name was Turner and Ruby lived in Turner's Cottages. I remember Dr Creet and also Ruby's brother, Ron Spooner, who was a baker in Ripley.

Finally, Sheila Brown's article - I remember Mr Rawes and his daughter, who was married to Mr Dolbear, so presumably the granddaughter that Sheila has found would be the Dolbears' daughter. Mr Dolbear appeared in the cricket photos which were at Sendholme; I wonder where they exhibit these old cricket pictures, now that the cricketers have sadly left Send?

## PETER RIXON - OBITUARY



*Peter Rixon - with Certificates and Trophies from British Legion*

We were all sad to hear of the death of Peter on 27 August, due to septicaemia, aged 68.

He was a man of both Send and Ripley. He came to Send as a child when his father, foreman to Mr Secrett, moved with his boss to Heath Farm and helped run the large and successful market garden. So Peter went to school in Send and joined in the various activities. As a teenager, he was on the Youth Committee of the Red Cross at the Sandy Lane Centre, and already showed his distinctive characteristic of consideration for others - in that, at the parents' request, he escorted the girls on the Committee safely back home after meetings.

Like many large men, he was a good dancer and attended many a dance at the Drill Hall (now Lancaster Hall), and, once more, was entrusted in seeing his partners safely home. One prime example of his thought for others was, when living in Send Road, he took into his house his friends, Mr and Mrs Pay, and their children, when they were without a home.

Peter did not follow his father's career in market gardening, although he has told us much about those wartime days of farming. Instead he worked for Surrey County Council in highway maintenance. In fact Peter very seldom talked about himself. It was from others I heard he was a keen fisherman and fished in the lakes near Potters Lane - and that he won dozens of trophies for darts and dominoes. He was, however, a supportive member of the History Society and introduced us to many of his wide circle of friends, who he thought could give us useful information on such varied topics as cricket in the '30s or being a volunteer member of the Fire Brigade.

He moved to his house in Rose Lane in 1975, which is almost opposite the British Legion, where he served for many years on the Committee. He was presented with a certificate as "a mark of esteem and appreciation for his work for the Branch and Club at Ripley for the years 1958-1981".

Although suffering from ill health for many years, he never grumbled and always greeted people with a smile. As one person who has known him from schooldays said, "He would help anybody. He was a real gentleman."

Jane Bartlett

## CONNAUGHTS - THE FINAL DEMOLITION

The closing months of the year 2000 witness the demolition of the last remaining buildings at Burnt Common formerly occupied by Connaught Cars and Connaught Contractors during the 1960s.

My late father and I worked for Connaughts, both being employed as motor vehicle mechanics (today referred to as technicians!). Dad commenced his employment in March 1960 and left in November 1969, prior to the move to Bramley, where the company traded as Alan Brown Racing. I joined Connaught (Dick Claydon) Ltd, formerly Connaught Contractors (Mechanical Enterprises) in 1977, staying with the firm until 1985.

Dad and I enjoyed a wealth of happy memories from our Connaught days, which I hope will provide enjoyable material for our cherished Journal in the future; however, in the light of the current demolition, I shall focus on the buildings and the role which they played within the company.

Earlier this year, the buildings near to the former A3 London to Portsmouth trunk road were demolished. In 1960, the main building housed the company offices, I believe, and the flat above was occupied by the Forecourt Manager, Mr Barney Breeman, and his wife, Ann. Access to this flat was gained by the steps on the right. In front of this building was the Esso Petroleum forecourt, controlled from a simple pump island. There was no star rated fuel in those days: the four brands offered by Esso were Golden (Five Star), Extra (Four Star), Mixture (Three Star) and a basic Premium Grade for commercial vehicles with low compression engines.

To the left of the forecourt was a small building, which I believe was a surface air raid shelter of very robust construction. After the commencement of trading by Connaught Contractors c1961, this small building was occupied by Mr Teddy Haygate, who was responsible for maintaining the plant used on site, such as air compressors and pneumatic drills.

To the right of the main building, standing near to the Burnt Common Entrance to the forecourt, was the showroom with a weather vane on the roof. Behind this building was a fish pond containing several goldfish. The small back room adjacent to the entrance gate contained the telephone switchboard with its array of plugs and sockets, ably operated by Mrs Pauline Shipp, who worked for the company for many years. The telephone number for Connaught Cars (1959) Ltd (its full correct title) was Ripley 3108 or 3122.

It was possible to drive around the main building in an anti-clockwise or clockwise direction. There was no one-way system and the main A3 trunk road outside was a single three-lane carriageway with the Send/Clandon road junction forming a crossroads at Burnt Common, where the roundabout is now.

Behind the main building was a workshop; however, in 1960 this was used for car preparation by the Sales Department, with only minor repairs undertaken within. The main workshop was the building to the right at the back of the yard, and the Service Reception was little more than a shed (equivalent to a modern Portakabin). This building has been clearly visible from the roads since the demolition of the forecourt buildings earlier this year.

In 1960, to the left of the workshop stood four Nissen huts, which were demolished in 1963 when the new workshop was built. This was fully operational by 1964.

The two Nissen huts adjacent to the main workshop contained the stores. Mr Keith Vincent was the Store/Parts Manager at the time. In the next hut to the left were the small band of mechanics engaged on Citroën cars only. There was just enough space for three Citroën cars, one behind the other, in one of these huts, the work bench running the full length of the hut on the left. These were very cramped conditions; however, it was the importance of the Citroën work, in which my dad soon got involved, that led to the success of Connaught Cars in the first half of that decade. The fourth hut on the far left of the row (the Ripley end)



contained much of the engineering machinery from the racing days, such as lathes and milling machines. In charge of this machinery was Mr Benny Benstead, known to everyone simply as Benny. His father owned the village garage in Horsell, which today is a restored building. Benny's racing knowledge was adapted to make the very fast French Citroën ID19 and DS19 models (which often involved the burning of the midnight oil!) go even faster. Citroën had won the Monte Carlo Rally in the late 1950s with this very advanced motor car.

Dad worked in the Citroën Nissen hut within months of his career with the firm. Benny's team included my dad (Max), Bill Smith and Tony Arthur, nephew of the General Manager, Desmond, who lived in Tuckey Grove with his wife, Josy, and son, Tommy.

By 1961 the famous Citroën conversion (of which there were three stages) had been an overnight success. The Nissen hut was always at full capacity with conversions, and regular servicing was done in the main workshop. Odd jobs were undertaken in the yard! 1962 saw the Citroën staff using the front workshop, formerly used by the Sales Department. In size, almost on a par with the main workshop, this, too, was soon working to full capacity. At its peak, there was a backlog of no less than 22 Citroëns. Dad recalled counting them all when so much overtime was getting the better of him!

The bitterly cold long winter of 1962/63 found the gas heating inadequate in this workshop and two coke braziers were employed to increase the temperature. I remember going to Woking Gas Works in Boundary Road with Dad in the firm's Ford Thames 12 cwt van (318 TPG) to help collect more bags of coke while on Christmas holiday from St Bede's School! Dad always looked upon the years 1961 to 1964 as his best years at Connaughts.

In the front workshop, more staff were engaged on the Citroën conversions, which included Mr Peter Dew of Send Close, who eventually took charge in later years. Apprentices were also engaged, and two good lads (as Dad described them) from St Bede's School included

Michael Beauchamp from Georgelands and Clive Carter, another Ripley lad. By 1964 the new workshop, built on the site of the Nissen huts, was up and running. All cars were repaired, including the Citroën, inside under one roof.

Connaughts were by now contracted to maintain the fleet of SPD lorries based at Sheerwater Trading Estate, with a few coming in from Reigate. The old original workshop was now the Commercial Workshop, and there was internal access between this and the new workshop.

Connaught Contractors (Mechanical Enterprises) was also growing and thriving over the fence near Burnt Common, possibly taking some of Chandlers' premises. Chandlers Coaches ceased trading in the late '60s, its contracts going to Blue Saloon, then in Stocton Road, Guildford.

By 1967, a wind of change was blowing over Connaught Cars. The new workshop, only three years old and way ahead of its time, was handed over to Connaught Contractors for lorry and plant storage and repair. All cars were now repaired in the front workshop, formerly the Citroën Shop. The SPD lorries were repaired on site at Forsyth Road, Sheerwater, on the premises of Lever Bros (later Unilever). Connaughts had a travelling mobile workshop for this purpose. 1969 was the last full year of Connaught Cars at Burnt Common and Connaught Contractors. In 1970 the former became Alan Brown Racing, based in Bramley High Street, and the latter became known as Connaught (Dick Claydon) Ltd, with Mr R H (Dick) Claydon at the helm.

The new smaller company used the front workshop for all lorry and plant repairs. A new fence was erected dividing this from the back workshops, which were in the 1970s used in the construction of fitted kitchens (Plus One Kitchen Furniture). The original showroom became drawing offices and the flat in the front building became Company offices. Ann Breeman was in charge of wages, no doubt feeling at home in her surroundings! Teddy Haygate's "shelter" became a small workshop for Mr Filip Sapia, a former Fiat mechanic in Connaughts' days, now self-employed together with his eldest son, Giuseppe.

The former Contractors' site became offices, one of which was occupied by Mann & Co, estate agents. All have now been demolished.

A more detailed account of the work on which Dad and I were engaged during our Connaught years will appear in the Journal in due course.

David Porter

## A SUFFRAGETTE NEST: PEASLAKE 1910 AND AFTER

### A Talk Given by Jenny Overton and Joan Mant on 14 September

A small gathering of Society members and friends enjoyed a fascinating talk in Ripley Village Hall Annex by researchers of the above subject, Jenny Overton and Joan Mant.

The speakers began researching Peaslake's links with the Suffragette Movement after reading a copy of the diaries of Edwin Waterhouse, a founder of the accountancy firm, Price Waterhouse, and a resident of the neighbouring village of Holmbury St Mary. Holmbury, Peaslake and Gomshall 150 years ago, before an influx of well-to-do Victorian residents, were scattered hamlets within the large parish of Shere, which lies midway between Guildford and Dorking. Writing in 1912, Waterhouse called Peaslake "a nest of Suffragettes; there were fourteen ladies there of very advanced views, among them Mrs Brackenbury and her two daughters, all of whom were convicted recently of breaking shop windows in London for the purpose of advertising themselves and their cause." They knew about the Brackenburys already, since the grandmother of one of the speakers had worked for them; but who were the other

eleven? Fourteen ladies in a small village, high on the Hurtwood Common, which at that time contained 167 households, seemed a high proportion.

An outline of the historical background was given, including the long history of the Suffragist Movement, which for a generation had been patiently working to win votes for women by constitutional means. The Suffragettes, bursting onto the scene in 1903, led by Mrs Emmeline Pankhurst and her two daughters, decided to try a new initiative. Women owned property, paid taxes and rates, and had to obey the laws of the land, but had no right to vote.

An account was given of the sources researched and what they found at the Public Records Office, the Fawcett Library, the British Museum, the Museum of London and Trinity College, Cambridge.

The great advantage of local connections in trying to trace a story of this kind was highlighted.

Among the Suffragettes who lived at Peaslake was Marion Wallace Dunlop, the first-ever British hunger-striker, Helen Gordon Liddle, who was forcibly fed in prison and left a vivid account of the experience, and Betty Brewster, whose speciality was burning down empty grandstands.

The endurance of the prisoners was sustained by a great sense of fellowship. The men who sympathised with the women's cause and did their best to further it included Frederick Pethick-Lawrence, whose wife, Emmeline, was a leading Suffragette. The Pethick-Lawrences lived in Peaslake for over 30 years.

The small links, too minor for a historical study of the Movement, fascinated the speakers, both because of knowing the locality - like the *Surrey Advertiser's* account of one "lively meeting" in Godalming - and because of the vividness of hearing them at first hand. Their contacts ranged from a cousin of the débutante who shocked Society by saying, as she curtsied to the King at her presentation, "Your Majesty, stop forcible feeding", to the Peaslake butcher's daughter who described seeing an ambulance draw up in the village, and Mrs Pankhurst being lifted out on a stretcher.

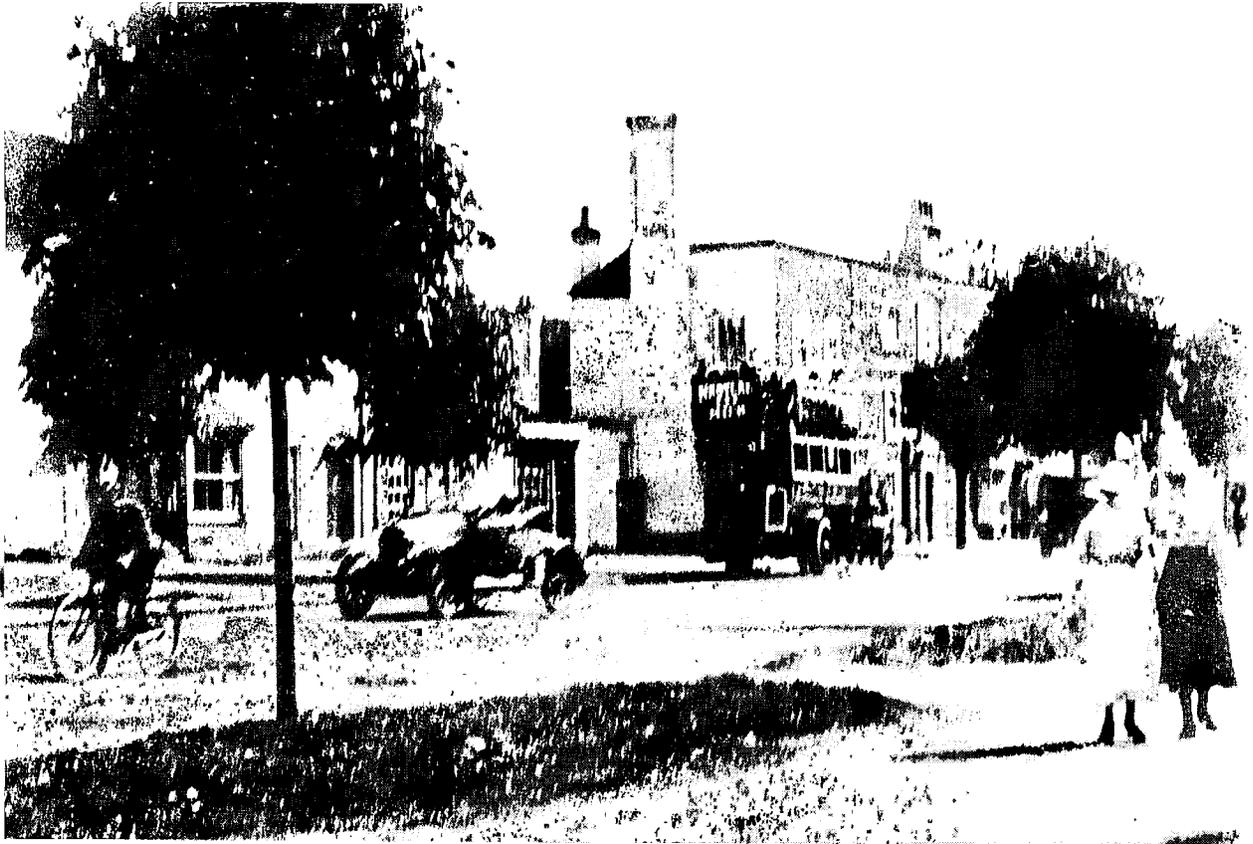
## REMEMBERING THE ROSE LANE TIGERS

On August Bank Holiday Monday this year, the Cobham Bus Museum held its Annual Running Day in Woking, in conjunction with the Classic Car Show. As a member of the Museum, I duly volunteered to lend a hand on that day and was given the task of keeping a watchful eye on our two exhibits, which were on display opposite the Post Office. Both vehicles generated a great deal of interest, as the public were invited to climb aboard for a closer look. The vehicles were the Open Top 1925 Dennis, formerly operated by the London General Omnibus Company (LGOC), and TD95 an ex-London Transport Leyland Tiger, dating from the early post-war years.

Due to its age, the Dennis tended to attract more people, fascinated with its open, narrow and very steep staircase, many posing for photographs on their arrival upstairs. However, from a local history point of view, it was the Leyland which held happy memories for me.

Upon receiving my instructions the week before, I was advised to report at the Cobham Bus Museum by 9 am and ride to Woking on TD95 at 9.30 am. I had not ridden on one of these Leylands for over 40 years!

In the 1950s, my parents and I made one or two shopping trips to Kingston. These were very rare occasions. I recall catching the 436A service from May's Corner to Ripley Post Office, travelling on one of our regular green double deckers, which were less than ten years old at the time. Upon our arrival at the Rose Lane terminus, the red single-deck Leyland was already parked at the bus stop.



*An Open Top Bus in Ripley c1925*

We boarded the Leyland on service 215 and waited for the crew to arrive. They were drinking tea in one of the cottages situated between Gamlins Cottages and what is today Wards' Shoe Shop. I believe these were the "Tea Rooms", and in those days were frequently visited by London Transport bus drivers and conductors during their layover period in Ripley.

Sadly, due to the passing of the years, I had forgotten what these Leylands sounded like; however, I clearly recall how strange it was to have the conductor stand at the front of the bus instead of the back. Although this was common on the Greenline service 715 when the RF types were introduced, the Leylands are half-cabs with wide Leyland radiators, which meant they retained their bulkheads, and therefore, there was no communication between the driver and conductor other than the bell. I remember clearly a youthful conductor using a small coin (possibly a 6d or 3d piece) to tap the glass partition either once or twice as we travelled at high speed down the A3 towards Ripley on one return journey, as opposed to using the bell.

Although the bodywork on these Leylands is designed to have a front door, London Transport did not specify this! Needless to say, riding on these Leylands is a draughty experience, as I soon found out. Like all LT buses, a fare chart is on permanent display covering the route over which the vehicle is operating. On the Leyland Tiger, this is housed on the bulkhead, below the two glass windows in the centre, in line with the gangway. This immediately drew my attention as I boarded TD95, as the chart displayed covers the 215/215A service from Kingston to Ripley (215) and Church Cobham (215A).

The chart is not a replica and is somewhat yellow with age, dated 1960. The fares make interesting reading, confusing, no doubt, to the younger generation, who have never seen or heard of a shilling! Many fares are shown as a shilling, two shillings, etc.

On that memorable Monday, TD95 was driven by fellow Buus Museum member, Roy Adams, who, incidentally, owns the sister vehicle, TD130 (JXC 323). With an engine idling

speed of only about 500 rpm, the Leyland tended to "surge" a little, typical of a Leyland diesel. Transmission is via a normal clutch and a four-speed "crash" gearbox, which certainly put driver Adams to the test! By the time we passed Byfleet, the gearbox oil had warmed up, which made the difficult task of gear changing a little easier.

Just four of the Leyland Tigers exist in preservation, the majority having been scrapped or exported to the USA. Equally, four of the lowbridge AEC Regents exist as well and were used on the 436A service between Staines and Ripley. Throughout the 1950s, these two comparatively rare examples of London buses could be seen standing side by side in Rose Lane. The Tigers were the first to go and then the Regents, which lasted until 1969. A small part of Ripley's transport heritage has thankfully been preserved for future generations to enjoy.

David Porter

### FORTHCOMING EVENTS

#### **Thursday, 14 December - 8 pm, Ripley Village Hall**

There will be seasonal readings by members. This will be accompanied by refreshments commensurate with the season of Christmastide. Please note this date and keep it free in your diary. Contributions towards raffle prizes and/or assistance with the refreshments would be greatly appreciated; please contact our Secretary, Audrey Sykes.

#### **Thursday, 25 January 2001 - 8 pm, Ripley Village Hall**

An illustrated talk on Natural History by Ron Croucher.

#### **Thursday, 22 February 2001 - 8 pm, Ripley Village Hall**

History Society Annual General Meeting.

#### **Thursday, 8 March 2001 - 8 pm, Send Church Room**

A Talk on Bell-Ringing by Sally Morgan.

#### **Journal Contributions**

The closing date for contributions for the next edition of the Journal is Friday, 8 December.



# Film at Surrey History Centre



*Rover Drives a Car*

*Scene from Cecil Hepworth's film made at Walton on Thames in 1907  
Reproduced by kind permission of Elmbridge Museum Service*

Copies of fascinating historic films held by the South East Film & Video Archive are now available for viewing at the Surrey History Centre.

## Films include:

- The Molesey Regatta of 1921
- A ploughing match in Chertsey in 1922
- The Home Front in Godalming in World War I and Leatherhead and elsewhere in World War II
- Schools in Tilford, Cobham and Claygate between the 1950s and 1970s
- Industries such as the fire engine manufacturers Dennis Brothers and the lathe makers Drummond Brothers
- Family life in Chobham in the 1930s

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ALSO: 3rd Sunday of each month, so as to coincide  
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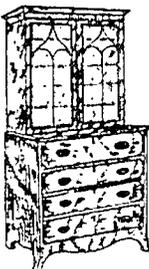
Other times for school groups and small parties  
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*Please contact George or Irene Bleach on 01483 222233 if  
you require information or wish to help in the museum.*

### HISTORY SOCIETY PUBLICATIONS

"Ripley & Send Then and Now, the Changing Scene of Surrey Village Life"	£10 Reprint 1998
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, A Victorian Walk around Ripley"	Reference copy only
"The Straight Furrow", by Fred Dixon	£1.50
"Ripley and Send - Looking Back"	£4.95
"A Walk about Ripley Village in Surrey"	£2.00
"Newark Mill, Ripley, Surrey"	£2.95
"The Hamlet of Grove Heath, Ripley, Surrey"	£4.00
"Ripley and Send - an Historical Pub Crawl in Words and Pictures"	£6.00

The reference copy is available at the Museum. All the others are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of "Ripley & Send Then and Now" is additionally available at Send Post Office.



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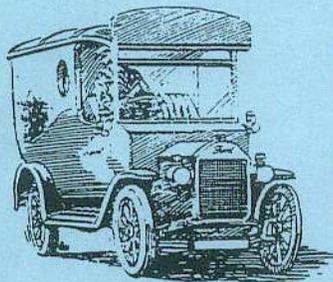
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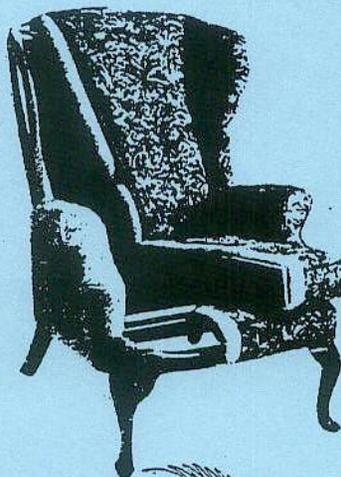
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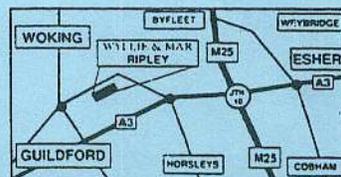
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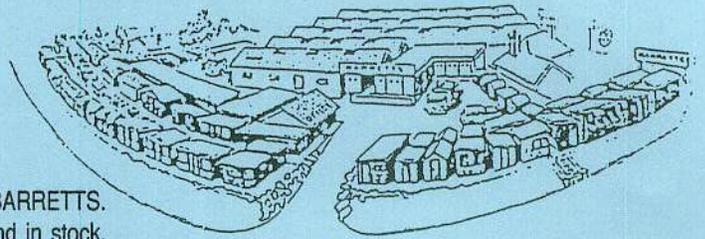
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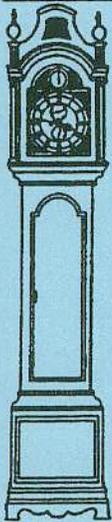


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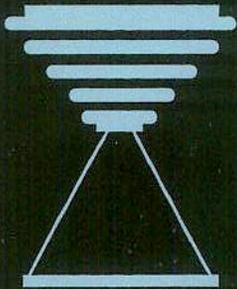
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