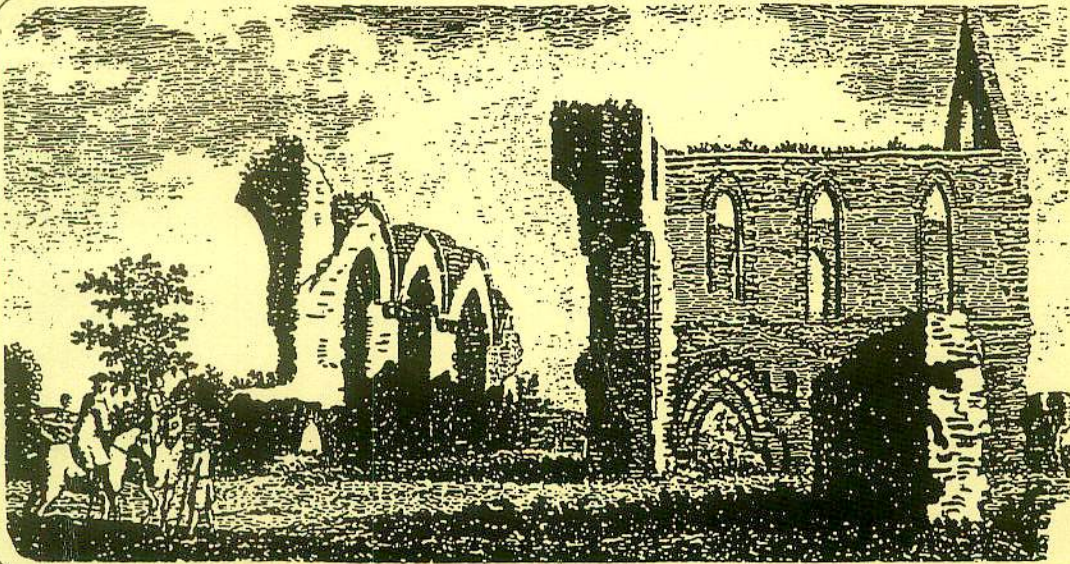


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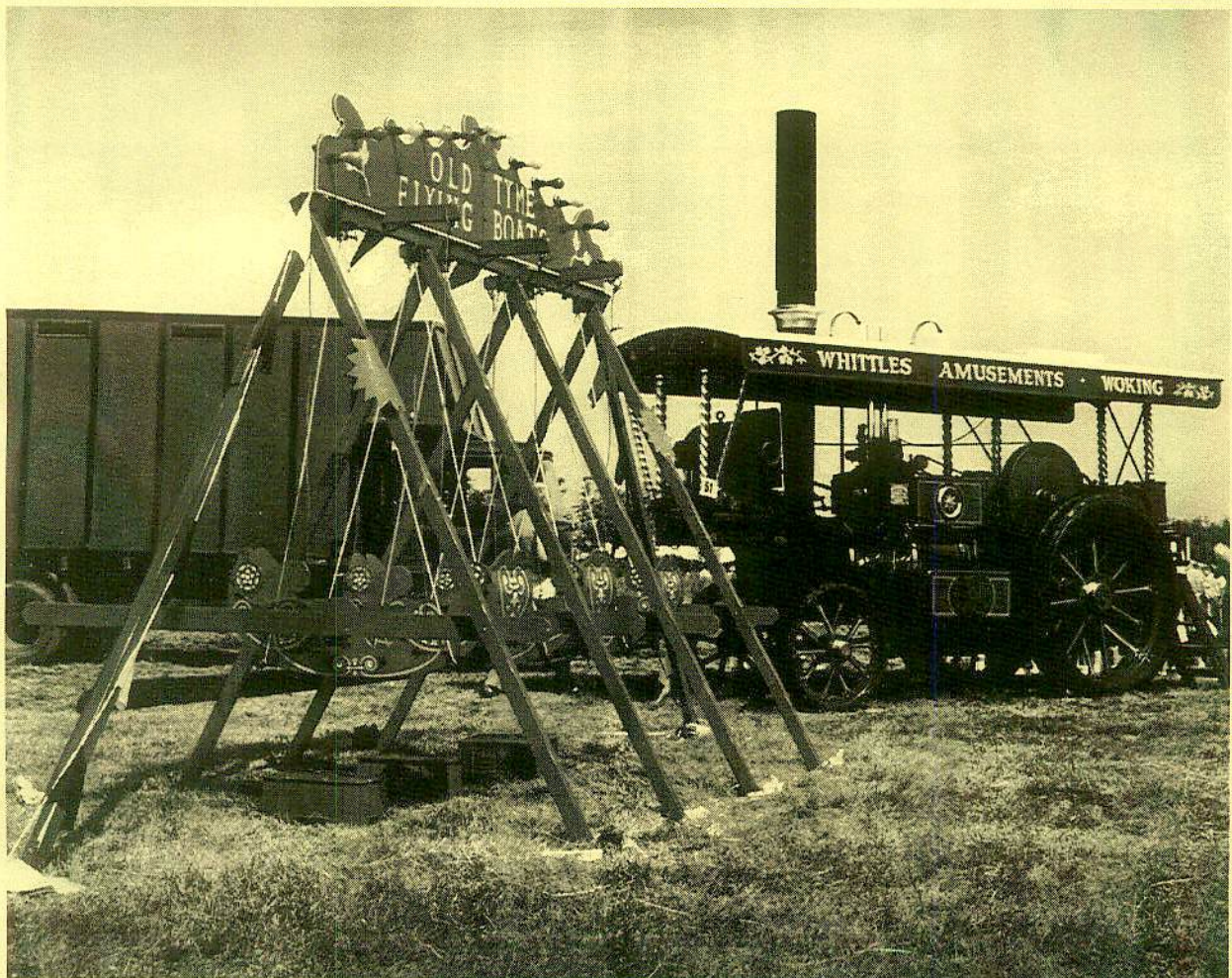
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Newsletter No.132

January/February 1997



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Typed by Mrs Chris Parker

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Newsletter No 132

January/February 1997

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Cover Illustration: "Furious" Steam Traction Engine, built by Burrell 1910 - see page 9

EDITOR'S COMMENT

In the last Newsletter, I commented on the fact that winters are usually fairly mild and if we do have snow, it comes more often in late January or February. The weather, of course, is always unpredictable, and this year we had a light fall of snow on 27 December and again on 9 January, the temperature being at or below zero for most of this time. Peter Spindler's photograph of Papercourt Lane, which I reproduce here again, in fact, was taken on 12 December 1981, and just to prove how dangerous it is to predict anything, there was actually snow in London on Christmas Day and the "bookies" had to pay out a great deal of money.

A reminder to all our members that the AGM will be on Thursday, 27 February, and will be held at the Church Room. Send, at 8 pm. After the official business, there will be an illustrated talk by John Buckingham, who will give a personal account, illustrated by slides, of his discoveries in the top two inches or so of the farmed land surrounding Newark Priory. This promises to be a fascinating talk.

As no editor can resist the temptation of being first with the news, I can report that John and Bette Slatford are about to publish, on behalf of the Society, a new book which is full of detail on the topography and genealogy of a certain area in Ripley. The publication should be released in the spring - more about this to follow.



THE FARMERS OF BOUGHTON HALL FARM

By Ken French

Alexander Baird Mitchell, a Scot, took over the farm and land from John Alden some time between the 1871 and 1881 Censuses. The farm land he leased from the Paultons, which included most of the island formed by the boundary roads: Send Marsh Road, Send Barns Lane and Portsmouth Road. The fields which now form Boughton Hall Estate were cultivated for growing potatoes. The rest of the land was pasture to support a dairy herd with grazing and hay. His resident workers lived in a pair of cottages facing Send Manor (now demolished and bungalows on the site).

Alex Mitchell, a hard worker and successful farmer, died in 1903, leaving a widow, Agnes, and several sons and daughters. He left a sizeable fortune, for those days, as did most of his fellow kinsmen, who migrated to Surrey around the same time. His widow, a full-time mother and housewife, had little knowledge of farming. She tried her best, with very little co-operation from her children (unfortunately, the oldest son was killed in the 1914-18 war). Boughton Smith sold some of the land in 1907. He also took back land to make another holding near Send Dip. With decreased acreage, bad luck, bad management and bad advice (she even had cows on HP and rented a cow), Agnes was forced to surrender the lease by 1924.

The Mitchells had sent their milk, in churns, to London from Clandon Station. I was told an amusing account by both Archibald Broomfield, whose father kept the Saddlers Arms, and Harry Pullen, another Send Marsh resident.

The returning milk cart could often be seen at the small pond opposite the Saddlers Arms (filled in when Tuckey Grove was developed), with the driver asleep. The driver, a member of the family, had done the early morning milking, then the afternoon farm work, such as hay-making, then again the late afternoon milking, and, after taking the milk to Clandon, had fallen asleep on the way home. The horse would find its way to water at Send Marsh. One of the Broomfield children would be sent across to wake the driver.

William Eric Gathercole took over Boughton Hall Farm shortly after the 1924 Estate sale. By then it had been reduced in size to about 65 acres, plus the fields opposite Boughton Hall, which were rented from Mr S Boorman of Heath Farm.

The arable land, now Boughton Hall Avenue, was no longer part of the farm, so the farming was reduced to dairy farming. At this he excelled. His prize herd of Channel Island cows earned a Gold Medal award for the quality of the milk, and the cows and cowherds an award for cleanliness, due mainly to the efforts of a young man from Old Woking, Frank Ingram. Frank, as cowman, used something perhaps unheard of in most farms of those days, a scrubbing brush and a hose-pipe. Mains water had just been laid on to the farm, so there was plenty of pressure (mains water did not reach Goodgrove or Boughton Hall Cottage for another seven to eight years). They saw the advantage of a developing Send by starting a local milk round as well as taking milk to Clandon Station.

As Gathercole was building up the farm, another Send Marsh resident was also developing his interest: Gordon Stewart, with his Send Manor Great Danes (one of these pedigree dogs was given to Edward, Prince of Wales at an Obedience Show in the newly erected "Winter Garden"). When you have lots of large dogs, you have lots of noise. If one is disturbed any time of the day or night, the whole lot will start barking. A night watchman was employed, who would shout "Shut up!" through his megaphone any time of the night. The dogs were taken for walks by kennel maids, with two leads in each hand, along the Send Marsh Road, to Mays Corner. There was no footpath then and people's shoes got into a mess on the grass verges they shared with the dogs.



The noise was bad enough at Goodgrove to wake me at night and Boughton Hall Farm was nearer. Farmer Gathercole, sickened by the noise, complained to Gordon Stewart. The actual words of Stewart's reply, which were repeated in a farewell letter Gathercole wrote to my father, were "As the motor dealer who gave Nuffield his first order for new cars, I have a royalty percentage on every car he makes, therefore I have a much longer stocking than you. I will not get rid of my dogs, so go ahead and sue me."

Farmer Gathercole, a good tenant farmer and a kindly man, who had insisted that the French children stayed with his household when Goodgrove was flooded in 1927, sadly departed from Send.

PERCIVAL ROBERT WELCH, 28 MAY 1900 - 23 NOVEMBER 1996

We sadly report the death of Percy Welch, a one time member of the Society, and father to Phyllis Bourne. Percy was born and grew up in Maidstone, Kent, the middle child of a family of five. He attended school and, in his spare time, did odd jobs for the local vicar and also lit the gas street lamps. He became quite an expert at this. Riding his bicycle, he would ride past each lamp, pulling the chain to the "on" position and then speeding on to the next. When he left school, Maidstone being quite an industrial area, he found no difficulty in getting a job as a trainee electrician.

In 1918 he joined the Army and saw service in Germany with the Army of Occupation.

After the war, jobs were hard to come by, and he travelled farther and farther afield on his bicycle to seek employment. Eventually he decided to migrate to Surrey and found his first job at Chiddingfold, his bicycle being his only form of transport. By this time he had become skilled in carpentry and this was to become his lifelong occupation. He travelled everywhere on his bicycle, carrying his carpenter's tools, ready to start work at any building site requiring labour, which was hired by the day. The pay was small and the hours long, starting at 7 am and finishing, in the summer, at 6 or 7 pm. There was no sick or holiday pay, and if the weather was inclement, work was stopped and nothing could be earned.

Percy moved into digs in Guildford, where he met his wife, Amy, who was his landlady's daughter. They were married at Stoke Church on 3 April 1926, and subsequently moved to



Pirbright, where he lived for the remainder of his life, except for the last three years, spent at Heathside, Woking.

Percy was a member of the Surrey Archaeological Society and, in the early days of the Society's formation, often attended the outdoor meetings and lectures.

Percy will always be remembered for his cheerful demeanour. He was always ready with a smile and friendly greeting, and his friends and family were often treated to a piece of prose or anecdotal song from his vast repertoire. He had the appropriate quote for every situation.

The funeral was at St Michaels & All Angels Church, Pirbright, on December 3 1996.

Ken Bourne

MILLS BUS SERVICE

In the early years of this century, horse-drawn buses were few and far between in Woking. Gradually, however, motor buses began to appear, an event which was to change for ever the insular status of the villages surrounding the town of Woking.

The lack of public transport proved to be a challenge to businessmen such as Frank Mills, who, together with his family, arrived in St Johns in 1910, at the dawning of this new era in motor transportation.

Small in stature, but large in vision, Frank Mills had the foresight to see the advantages, for himself, the village and the soldiers at Inkerman Barracks, in providing a transport link between St Johns and Woking Station.

In common with most pioneers, he had scant regard for rules and regulations which might be considered to hinder progress. This was to lead to constant battles between Mr Mills and the police (as chronicled in the local press), as well as with the Urban District Council and the local cab drivers.

Mr Mills first got into trouble with the law in 1912 when he was a member of the St Johns Division of the local fire brigade. In November 1912, he was summonsed for driving at a speed dangerous to the public. The occasion was a test call given by the Council's Fire Brigade Committee, to see how quickly the St Johns Section could reach the town in the event of a fire. The policeman stated that the defendant was travelling at a speed of 35-40 miles an hour (the limit being 10 miles per hour), and that when he held up his hand and blew his whistle, the defendant took no notice.

When asked why he did not stop, Mr Mills replied that he had not seen the policeman, and if he had he would not have stopped, as it was a test fire call.

On this occasion, Frank seems to have gained the support of the Council, for when he advised them that the cost of prosecution was 32 shillings, the Councillors had a collection to raise the money.

But the Council's support did not last long. Licence applications for routes, drivers, conductors and vehicles were dealt with by the Highways Department of the Council, and any infringement of the byelaws could mean the withdrawal of a licence.

During the war years, shortage of manpower meant that women were called upon to fill the breach. Mr Mills' daughters applied for, and were granted, licences to be drivers and conductors, but with a lack of vehicles, Mr Mills soon found himself in trouble again.

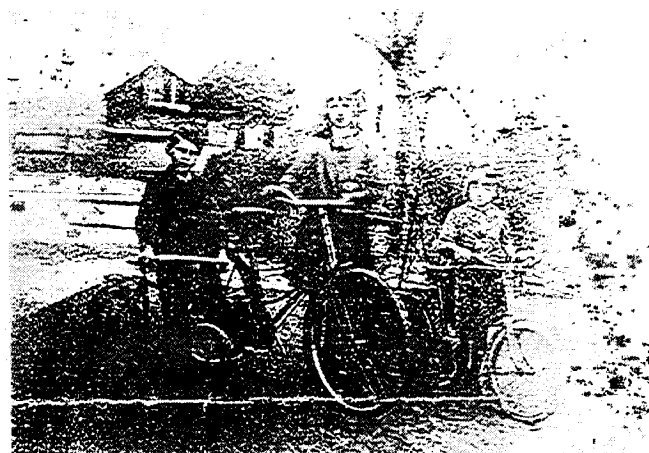
The Council was concerned to learn that soldiers from the barracks had stormed the bus, causing overcrowding to such an extent that in some cases they were riding on the roof of the vehicle. An application for Minnie Mills to drive a motor-omnibus was rejected and Minnie was restricted to driving only a small bus, the Council stating that "it was outside the power of a girl to manage a big bus".

On the station rank, the Mills family used the small buses to collect passengers for the

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TIME TABLE

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ST. JOHN'S, depart 2.15, 4.30, 6.45, 9.30.

WOKING, depart for **SEND**, 2.30, 4.50, 7.0*, 9.45*.

SEND (CARTBRIDGE), depart for **WOKING**, 2.45, 5.0, 7.10*, 10.0*.

WOKING, depart for **KNAPHILL**, 4.0, 5.50, 9.0, 10.30.

* Arriving and departing from Crossroads.

WEDNESDAYS ONLY.—**KNAPHILL**, leave 6.20, Return 10.30. **SEND**, leave 7.10, Return 10.

EXTRA JOURNEYS SATURDAYS ONLY—Woking for St. John's 7.45, return 8.0. Woking for Send 8.30, return 8.45.

FARES.—Knaphill to St. John's, 2d.; St. John's to Woking, 2d.; Woking to Old Woking, 2d.; Old Woking to Cartbridge, 1d.; Woking to Kingsway, 1d.
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The 'Bus will run every day **EXCEPT** Sundays.

larger charabancs which plied between the barracks and the town, giving rise to many complaints from the taxi-cab drivers.

In 1919 Frank was nominated to stand as an independent Councillor for the St Johns Ward, perhaps a case of "If you can't beat them, join them". However, he withdrew his nomination before Polling Day, for reasons that we can only guess at.

In 1920, Frank Mills was in court again, but this time on a much more serious charge than just speeding to a fire practice. In 1918, whilst driving his car, he had knocked down and injured a rugby player from Merthyr Tydfil (who was stationed at Pirbright Camp), with the result that the Lord Chief Justice awarded damages against Frank Mills of £1500.

It seems that this event was responsible for the demise of the Mills Bus Service, leaving Mr J R Fox to take over his route between St Johns and Woking in 1921.

Editor's Comment: We are indebted to the Aldershot & District Bus Interest Group for permission to reproduce the above article, and also for the accompanying photographs. We are also indebted to David Porter, a member of the Group, for providing this article for publication.

CLARRIE JARMAN - AN APPRECIATION

By Pat Clack

Clarence Walter Jarman (Clarrie) was born on May 9 1896, and died 100 years and 6 months later, on Armistice Saturday, November 9 1996.

He enlisted in the Queen's Regiment, under age, and lost his right leg in the Battle of the Somme in 1916.

I seem to have known Clarrie for most of my life. He was the School Attendance Officer (we called him the "School Board Man") from 1925 to 1961. He was responsible for a large number of local schools. He would get about on an upright bike, with a fixed pedal, and this is still in existence.

His visits to Send Primary School, where I was a pupil, were on a Wednesday, and he was still visiting when my son started school.

I always thought him a very congenial man, but that was probably because I was a "goody-goody", and hardly missed any school at all. Some of the children, who were habitual absentees, were very wary of him. His eagle eye would immediately spot any empty chairs, and he would point, saying "Who should be sitting there?" The parents of the vacant chairs would promptly receive a visit, and when he called again at the school he would remember, and have a word with the returned child.

On top of this, I recall, because they had spoiled the attendance record, that child would also get a dressing-down from the class teacher, appropriately named Mr Penn!

Clarrie was at school himself with my father and his brothers, and my Uncle Reg (Reg Gibbons) and he were long-standing members of Woking Football Club. Clarrie was their Secretary for 25 years, and my uncle was then Sports Editor for the "Woking News & Mail".

Clarrie swam every day until well into his 80s and also played cricket, employing someone else to run for him.

A wonderful man and a very fulfilled life!



Editor's Note: Pat Clack provided newspaper cuttings from "The Times", Tuesday, November 12 1996, and the "Woking News & Mail", both of which obituaries are complementary to the above. Photocopies may be obtained from the Editor.

MUSEUM QUIZ

The winner of the quiz associated with the Pubs and Inns Exhibition is Charles Baddock, of West Byfleet, aged 12 years. An appropriate prize, as an alternative to a "couple of pints" at the local, will be given. Well done, Charles.

A & P CHANDLER

By David Porter

The Shell Petrol Station at Burnt Common stands on the site formerly used by the firm, A & P Chandler. On the corner facing Clandon Road was the transport café known as Crossways Café (Burnt Common was then an ordinary crossroads). This was still in use in 1972.

Behind the café was the forecourt of Crossways Garage. The fuel was Cleveland, a brand of petrol not seen for many years now. Behind the small garage was a large building which housed a small fleet of coaches. All three businesses were run by Mr Alf Chandler and his son, Peter. The latter two covered the area of the present Shell forecourt.

St Bedes' School coach contract was operated by Chandlers, both before and after my period of education there, 1961-5.

I believe two 41 seater Bedford coaches were purchased around 1960/61. Both were new and had Duple bodies and were powered by Bedford diesel engines (6 cylinders).

Other vehicles in the small fleet were purchased secondhand, and a few early examples were "half cabs". One, I am told, was a Bristol, powered by a Gardner 6 LW oil engine.

St Bedes' contract brought children to and from Ockham, Ripley, East and West Clandon. I believe the Ripley trip required two vehicles. Three coaches were to be seen side by side in the girls' playground, just inside the gate, every afternoon at 3.45 pm, awaiting departure.

In the early '60s, some pupils of St Bedes embarked on a tour of Scotland, accompanied by two teachers. One was Mrs Bryson, who taught Form 1C in Annex 1, who was a true Scot herself. The two coaches were driven by Mr Peter Chandler and Mr William (Bill) Callaghan, then an employee of the firm, who was also responsible for the maintenance of the coaches. Mrs Callaghan was employed looking after Crossways Café and both lived in the flat above for a while.

At some time after I left St Bedes (April 1965), the coach contract was taken over by Blue Saloon, then still using the Stocton Road yard in Guildford. The coaches of A & P Chandler were no longer a part of village life. Crossways Café was demolished in the mid '70s and replaced by a Happy Eater restaurant. Crossways Garage forecourt became a car park for Connaught (Dick Claydon) Ltd.

"Bill" Callaghan became a workshop foreman for Connaught (Dick Claydon) Ltd in 1970, therefore working next to the former yard of A & P Chandler. I joined him as a diesel mechanic in October 1977, and together we maintained the fleet of lorries for Mr Claydon for many years.

G A WHITTLE, "AMUSEMENT CATERERS", WOKING

By David Porter

Known to be trading as Smith & Whittle a century ago, this family of travelling showmen brought their fairground rides to Send Recreation Ground for many years. I am told they made their final appearance during World War 2, and their equipment was hauled on the road by steam road locomotives, even during the war. It is therefore most likely that the steam engines owned by the Whittle family were the last to be seen in the village hauling the road train of waggons on the road and generating the power for the rides and lights on the Recreation Ground itself.

Steam vanished very quickly after the war when ex-War Department diesel and petrol vehicles were sold in very large numbers, many being ideal replacements for the steam road locomotives.

The last fair to be held on Send Recreation Ground was c 1960, and this final fair was

presented by the Trickett family.

In the post-war years, the rides were "modern" and few early traditional rides were to be seen. All were powered by diesel generators.

Fortunately, some of Whittles' equipment survives today, preserved by private individuals, including two steam engines which hauled the rides prior to the war. The photograph shows the Burrell 5 ton tractor named "Furious", currently owned by Steve Hardy, in Goole, who kindly donated the photograph. Note the extension chimney in place and the belt between the engine flywheel and dynamo (mounted forward of the chimney). The extension to the chimney was essential whilst generating, to keep the smoke and soot away from the fairground patrons, in spite of the fact that these engines were to be found behind the rides and sideshows.

It was not uncommon for wire mesh spark arrestors to be fitted to the top of the tall extension chimneys in dry weather. Some larger engines would carry dynamos capable of a maximum output well in excess of 400 amps at 110 volts and a crankshaft speed of just 165 rpm!, the engine regulator permanently fully open and running at this speed continuously on the centrifugal governor. One man may have two or three engines in his charge performing this work, a full-time job keeping the boilers topped up with water and attending the almost white hot fire in the firebox!

The history of "Furious" is of interest, as this steam tractor was built by Charles Burrell in Thetford, Norfolk, in 1910, as Army Service Corps engine No 77, the Burrell engine number being 3191. Its sister engine, 3192, by coincidence, also found itself on the fairground after World War 1 and is preserved today, named "St Bernard". This type of tractor was very popular with showmen (for lighter duties), who lengthened the canopies forward of the chimney.

In 1910, "Furious" (and "St Bernard") was a crane engine and fitted with a forward mounted jib crane. With a maximum lift of just five tons, it was not fitted with roping pulleys; therefore the engine power could not be used in conjunction with the crane! All lifting was done manually with chain operated "block & tackle", similar to that used to remove car engines!, suspended from the jib.

"Furious" was fitted with extra large belly tanks beneath the boiler, in order to carry more water. All the Army Service Corps engines were so equipped.

It is unclear when Whittles bought the tractor. However, it had been converted to Showmans specification by 1933 and was in their ownership. It was in 1933 that "Furious" was sent back to the Norfolk factory of Charles Burrell (where she was built 23 years previously), as part exchange for a larger Burrell engine in full Showmans livery, which was repossessed by the Burrell Hiring Company.

"Princess Mary" was soon to be joined by "Furious", as the Whittle family repurchased their tractor soon after. It is therefore very likely that both these steam engines came to Send throughout the 1930s and during World War 2, as both were in Whittles' ownership in this period. "Princess Mary" also survived into preservation.

The following traction engines and road locomotives have been purchased by this firm:

Date	Builder	Engine Number	Description
27/5/1898	Savage	674	New to Smith & Whittle, named "Fire Queen"
27/2/1899	Burrell	2173	New to Smith & Whittle, named "Empress"
Unknown	Burrell	3191	Secondhand to G A Whittle, named "Furious"
1933	Burrell	3933	Secondhand to G A Whittle, named "Princess Mary"

In 1914, Burrell 2173, "Empress", was sold to the Scottish showman, James Biddall, and renamed "Flora".

I am grateful to Steve Hardy for the photograph of "Furious". Steve has restored the tractor to Whittles' specification as a Showmans engine. Prior to his ownership, it was restored as an ordinary tractor with a short canopy and minus the dynamo.

Furthermore, Steve has kindly given me a local address of a senior member of the Whittle family. As my research continues, I will submit further articles on this firm and their amusements.

Editor's Note: David Porter has kindly donated the photograph of "Furious" to the History Society archives.

MUSEUM ACQUISITIONS

The following items have been donated to the museum:

A brochure advertising an Eric Clapton album, donated by Simon Bourne.
Surrey Archaeological Collections volumes for 1965, 1974, 1975, 1976, 1977 and 1986.
Surrey Archaeological Research volumes Nos 6, 7 and 9, plus Staines 1975/76.
The above were donated by P R Welch.

MEMBERSHIP

We are pleased to welcome new members, Drs Ian and Edna Slater, of West Clandon.

There has been an excellent response to reminders to renew membership subscriptions. If you have done so, thank you; if not, please hand or post them to the Membership Secretary, George Bleach, 2 Church Row, High Street, Ripley, without delay. Subscriptions are £6 single, £8 double (plus £2 postage per year if outside Send and Ripley parishes).

Treasurer

FORTHCOMING EVENTS

Thursday, 27 February 1997 - Church Room, Send, 8 pm

The History Society's Annual General Meeting, followed by an illustrated talk, by our member, John Buckingham, on "Some Simple Treasures of Newark Priory".

Wednesday, 9 April 1997 - Ripley Annex, 8 pm

"The Road to the Workhouse", a talk by Dorothy Davis, member of Walton & Weybridge Historical Society.

Thursday, 11 September 1997 - Church Room, Send, 8 pm

An illustrated talk by John Jannaway, entitled "Surrey Murders".

Summer Programme

Details of the summer programme will be forthcoming.

Newsletter Contributions

The closing date for material for the next Newsletter is Friday, March 7.



SEND & RIPLEY LOCAL HISTORY MUSEUM

OPEN: May-September, Saturdays 10-12.30 & 2-4.00.
October-April, Saturdays 10-12.30

ALSO: 3rd Sunday of each month, so as to coincide
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Other times for school groups and small parties
by arrangement.

*Please contact George or Irene Bleach on 01483 222233 if
you require information or wish to help in the museum.*

HISTORY SOCIETY PUBLICATIONS

"Then and Now, Changing Scene of Surrey Village Life"	Out of print
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, a Victorian Walk around Ripley"	£1.50 (only 4 copies remain)
"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"	£2.85

Apart from the out of print publication, all the above are obtainable from the museum on
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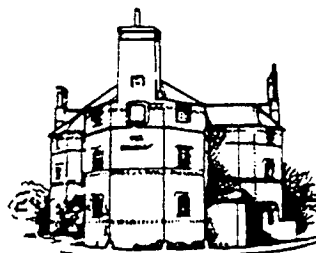
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The Hautboy, with its lovely gardens, makes an ideal setting for a Wedding Reception. Brochure available on request.



GOODRICK-MEECH

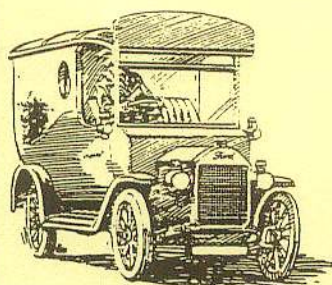
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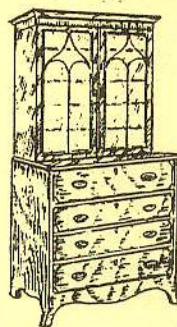
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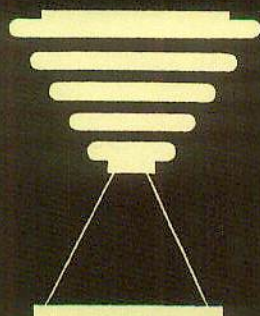
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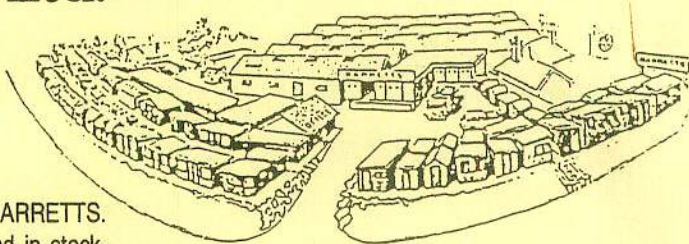
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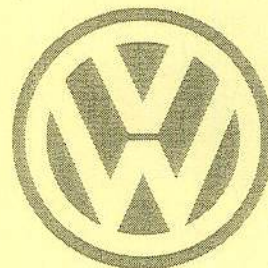
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