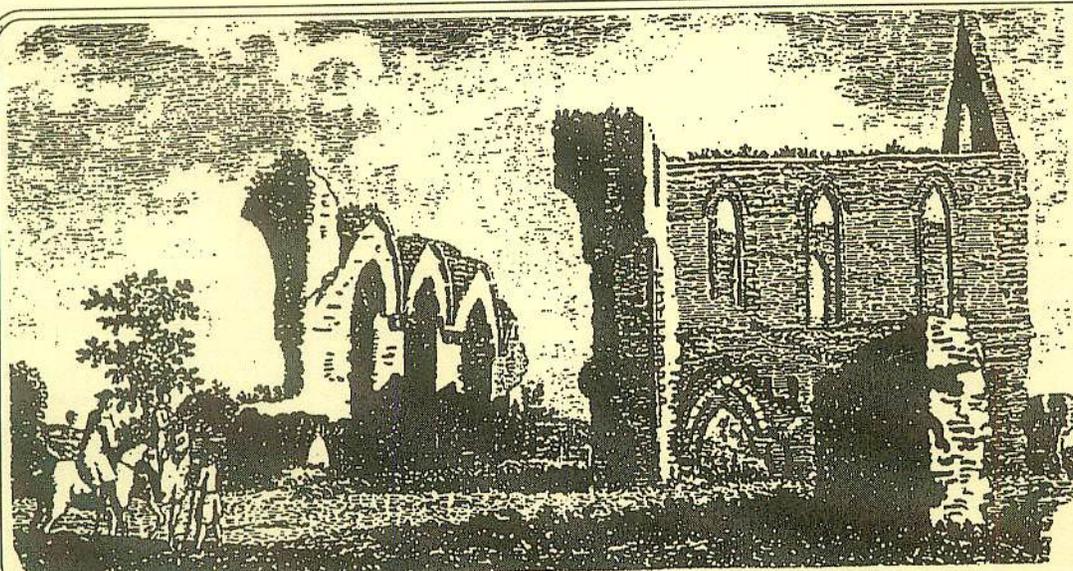


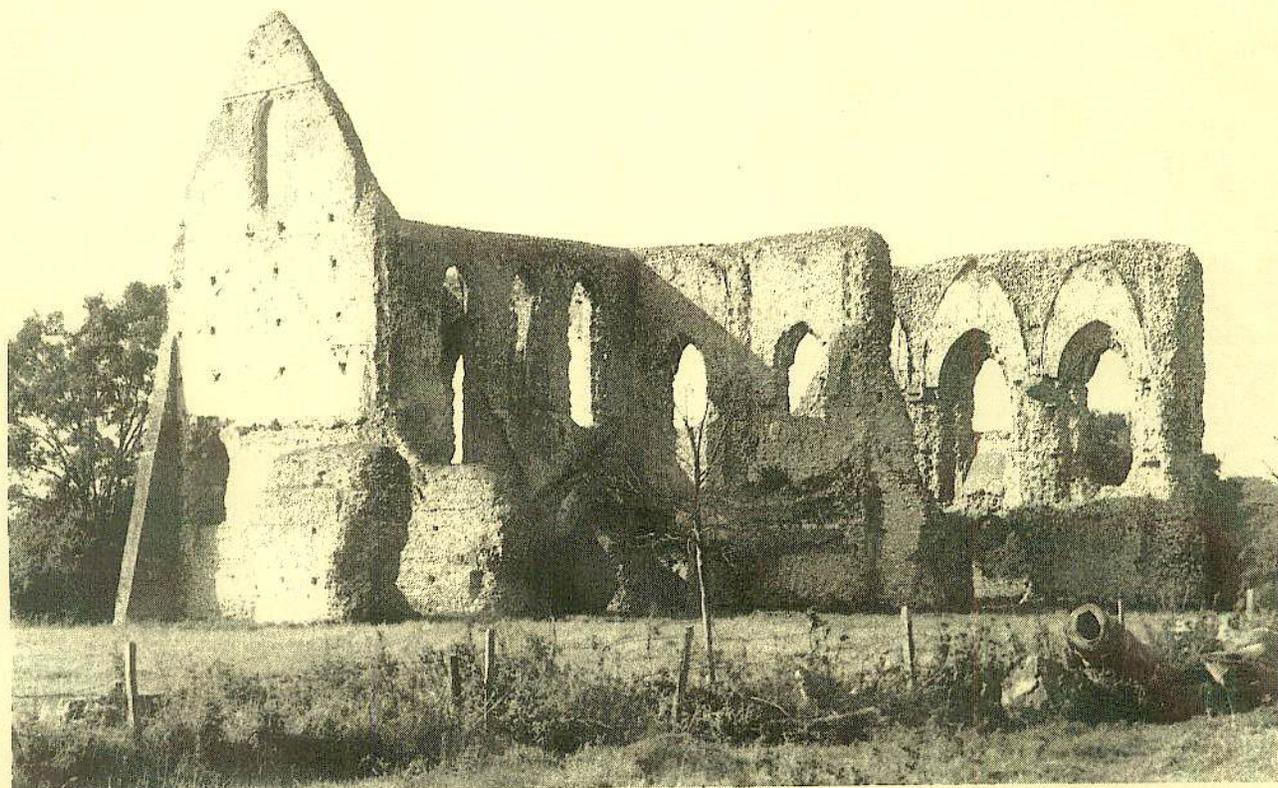
Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY
Registered Charity No. 296324



NEWARK PRIORY

Journal Volume 5 No.163 Mar/Apr 2002



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Send & Ripley History Society

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Registered Charity No 296324

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Journal Volume 5 No. 163

March/April 2002

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Cover Illustration: Newark Priory circa 1980 see *Camping at Newark* – page 6

Editors Comment

In my role as Journal Editor I thank, firstly, all the contributors for their support with such excellent articles which arrive by post or e-mail and which continue to fill the journal, much to my relief, but more importantly to satisfy our readers expectations. Secondly, the excellent system of distribution developed by George Bleach who retired last year, is now in the capable hands of Norman Carpenter and not forgetting Les Brown who produces the membership lists. Norman and the society's team of distributors have done a grand job ensuring that each member received their copy every two months. Last, but not least I thank those businesses who support the journal through their advertising, not only does this help the society to control the cost of the journal but it does record for future generations the type of businesses that exist here at this time. We also urge journal readers to support those who support us.

As times change so must we, and consequently the journal is experiencing a period of review, which should result in an improvement of its production and printing methods. Without doubt this will be beneficial to our readers, our contributors and our advertisers, in ways, which will in time become self-evident. The continuous aim is, as always, to present information and interesting facts about the history of the villages of Send and Ripley.

The e-mail addresses have now been added, as appropriate, to the society officers addresses on the index page. Please e-mail kenbourne@novoloco.fsnet.co.uk on all matters relating to the journal. Alternatively the usual postal route is also acceptable.

Send & Ripley History Society 27th AGM 13th Feb. 2002.

The AGM, which commenced promptly at 7.45pm was concluded in record time by 8.06pm under the able chairmanship of Les Bowerman. The undoubtedly brief but never-the-less competent, formal part of the evening, was necessary in order to provide sufficient time for the speaker who followed. Some pre-planning by the officers of the Committee with written reports, already distributed to the members, no doubt also helped. Copies of the accounts were distributed, discussed and approved, together with the resolution to maintain the annual subscriptions at their current level. The accounts are reproduced herewith in this journal. There being no other nominations the officers and members of committee were re-elected en-bloc and are:

President – Ken Bourne, Chairman – Les Bowerman, Vice Chairman – Tony Medlen, Secretary – Marilyn Scrace, Treasurer – Christina Sheard, and the Committee are: Alan Baker, Anne Bowerman, Clare McCann, Patricia Medlen and David Porter.

President's Report

For this, the society's 27th AGM the officers' reports were written and circulated to members prior to the meeting. As was hoped this did assist in expediting the formal business of the AGM and brought it to a satisfactory conclusion in record time. Bearing this in mind my report acknowledged once again, that our society had had a very good year. This had, without doubt, been due to our chairman Les Bowerman, under whose direction the society had continued to flourish. Knowing Les would wish to convey his thanks on your behalf to a very hard working and competent committee and I therefore left this in his capable hands.

Chairman's Report

My report last year concluded with the observation that if replacements for retiring officials were not found, we would be unable to continue functioning as we had for the previous 26 years. Well, here we are and it all looks optimistic again. Marilyn Scrace smoothly took over from Audrey Sykes as Secretary in July. Anne Bowerman took over from Audrey as Programme organiser. During the year Mary & John Campbell volunteered to be Museum Stewards Organisers and Terry Hewitt will in future take on George Bleach's old job of Advertisements Manager for the Journal. Once all of last year's subscriptions were in I took over from George as Membership Secretary for 2002. George has finally given up opening and closing the Museum, and it is hoped that this will in future be done by the stewards themselves, with a key available from John Slatford, myself, Clare McCann or George, depending on who is available and most convenient. Tony and Patricia Medlen, Vice-Chairman and Committee member respectively, have, fortunately for the Society, not yet moved from the area, so have served on the Committee all year. The Committee has thus continued to function happily and smoothly as have the non-Committee posts. Many thanks to the outgoing officials who continued until successors were in place and to the successors for offering their services so willingly. A final word of very sincere thanks here to Chris Parker who, aided by Geoff, typed the Newsletter/Journal for 26 years until Chris's increasing workload and a tighter schedule imposed on our Editor by Surrey University Print Unit necessitated a change.

With the Museum, the dropping of Saturday afternoon openings in the summer has taken some of the pressure off the stewards and has concentrated attendance more in the mornings. As a result Saturday mornings at the Museum have something of a clubroom atmosphere about them with people coming to give or ask for information, to deposit items of local history, or just to have a chat. It has been a good year for accessions to the Museum with some 20 extra deposits of items. The actual number of individual items is immense because two of the deposits from Brian Cobley before he moved consisted of numerous pieces of ironware (horseshoes, hinges, tools, etc.) from Ripley Smithy and a similarly large number of mostly 19th century glass, pottery and china shards, tobacco pipes, etc., which he had excavated from his garden in Newark Lane. Other notable items were a finely made mahogany, brass and marble pill-making machine and a pewter lozenge making tray from Ripley Pharmacy (the latter two items on loan), a good copy of the 1804 Send & Ripley Inclosure map, a WW2 stirrup pump, and not least the locally made iron seat which used to stand on Send Hill. The seat has been expertly restored to usable condition by Ted Goldup and will be installed shortly outside the museum. The inventory of antiquities has been updated. Any member was welcome to inspect the list, which was available at the AGM and is now at the Museum. With help from Clare, Jane Bartlett has put on computer the whole index to the Society's archive of photographs.

The Scout and Guide Exhibition at the Museum attracted many visitors and was kept on display until well into the year, to be succeeded by the one on Rural Life, parts of which went briefly to the Symposium, but which is now back in place. In pride of place on our Symposium display was the new model of the working parts of Newark Mill intricately made by Reg King. His cutaway isometric drawing shows where the parts modelled fit into the overall building. Clare McCann has been primarily responsible for the Exhibitions. She and Anne Bowerman have attended a number of meetings organized by the Surrey Museums Consultative Committee.

Our publications have continued to sell well with two more possible reprints being required during the coming year. John Slatford continues to be efficiently responsible for sales. Sheila Brown's *History of the Send & Ripley Schools* and Ken Bourne's *Ripley Church Guide* which

it was thought would appear during 2001 did not do so, but now both are very close to publication with perhaps the schools being marginally closer.

As Ken has reported on the Journal, I need say little about that other than that it continues to be more than anything else the glue which holds the Society together, and that for interest, illustrations and presentation it is unlikely to be bettered by any other local history society.

In conclusion, on behalf of all our members I thank everyone who has been involved in any way with the running of the Society for making 2002 such a stimulating and enjoyable year.

Secretary's Report

My predecessor Audrey Sykes announced her retirement at last years AGM. Audrey nobly continued to keep the society running with her characteristic efficiency and charm until I was able to take over the reins on returning to work locally in April of last year. My thanks to Audrey for handing over everything in apple pie order and making my job so easy. On hand over it was decided that the job of programme secretary should be separated from that of secretary and Anne Bowerman took over this duty from Audrey. The programme in the 2001-2 season has been full of interesting and entertaining talks and visits. Highlights of the summer visits were those to Polesden Lacey and particularly to Woodchurch in Kent. This visit organised by our president Ken Bourne showed what small local societies can achieve in terms of museum provision and gave us much to aim for. The village was full of delightful buildings and was thoroughly enjoyed by those attending. Talks throughout the Autumn and Winter season were of a high quality and it is regrettable that some were poorly attended. We now hope to produce an annual programme a year in advance and to circulate this widely to other interested societies which should boost our numbers

We had an excellent stand at The Surrey Local History Symposium prepared by Clare McCann and other members of the society. It was much admired and was of a very high standard.

The society marked the festive season by a very well attended Christmas Social using memories of Christmas past and general recollections of Send and Ripley as a basis for the evenings' enjoyment. Refreshments were much enjoyed and added to the jollity of the evening.

Anne has prepared a very interesting programme for the rest of the year with many highly recommended speakers and we hope to see all members participating in the activities of the society.

Marilyn Scrace

Treasurer's Report

The Chairman presented the accounts on behalf of the Treasurer which were approved and accepted unanimously. The appropriate pages of the accounts are shown herewith.

SEND & RIPLEY HISTORY SOCIETY
(Established in 1975 as Sand History Society)

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31 December 2001

	2001	2000
	£	£
Income		
Subscriptions	1,545	1,284
Publications sales	1,147	1,046
Newsletter - advertising revenue	625	70
Sundry Income	185	465
Donations & Funds raised for Museum	44	134
Income from Investments	225	128
	<u>3,771</u>	<u>3,127</u>

Expenditure		
Museum expenditure	126	308
Publication - costs	907	863
Newsletter - costs	1,214	1,187
Exhibition expenses	100	219
Sundry Expenses	992	798
	<u>3,339</u>	<u>3,375</u>

Excess of expenditure over income 432 (246)

Funds brought forward at 1 January 2001 9,610 9,858

Funds carried forward at 31 December 2001 £ 10,042 £ 9,610

SUMMARY BALANCE SHEET AS AT 31 DECEMBER 2001

	2001	2000
	£	£
Fixed Assets		
2	1	1
Current Assets	12,136	12,533
Current Liabilities	(2,095)	(2,924)
Total net assets	<u>£ 10,042</u>	<u>£ 9,610</u>

Approved by the committee on 13 February 2002

Chairman

Treasurer

NOTES TO THE ACCOUNTS - 31 DECEMBER 2001

1 Accounting Policies

Basis of accounting

The accounts have been prepared under the historic cost convention. The accounts are stated on an accrual basis as include income and expenditure as they are earned and incurred.

2 Fixed Assets

Cost

At 1/1/01 and 31/12/01

£
487

Depreciation

At 1/1/01 and 31/12/01

Net Book Value at 31/12/01

(486)
1

Since its formation of the Society has had in its possession various items, most of which have been donated, on which it is not possible to put a value. These are held in trust and are not included in the Assets. A list is available for inspection by members.

3 Currents Assets

Stock of Publications (Note 6)

Cash at Bank

Cash at Building Society

Cash in Hand

Debtors

	2001	2000
	£	£
	2,198	3,090
	3,310	3,275
	6,292	6,077
	44	91
	292	-
	<u>£ 12,136</u>	<u>£ 12,533</u>

4 Current Liabilities

Publications

Sundry accruals

Subscriptions prepaid

Advertising Revenue prepaid

	2001	2000
	£	£
	-	1,469
	432	182
	1,128	808
	535	465
	<u>£ 2,095</u>	<u>£ 2,924</u>

5 Ripley Museum

The ownership of the building is vested in the Ripley Hall Management Committee. The Society has the exclusive right to use the building free of rent in perpetuity. The costs of refurbishing and equipment are charged to income & expenditure in the year of expenditure.

6 Stocks of Publications

The stocks are valued at cost, less due allowance for slow moving items.

The History of the Guildford Institute

Russell Chamberlin, described by our Chairman as, 'a full length speaker' and indeed he was in stature and certainly in the knowledge of his subject. Russell an Historian and Author entertained some 40 or so members and guests for the rest of the evening with facts and anecdotes concerning this unique establishment. As he explained Guildford is fortunate to possess the only example still extant, of a Working Men's Institute in the country, having been in existence in North Street since its foundation in 1834. Having been asked to write a history, he went on to describe the discovery of documents, which, upon examination proved to be a complete record of the Guildford Institutes affairs, from its foundation to the present day. The subsequent result of much painstaking research is in his book, copies of which were available at the meeting, entitled, *Survival, The rise, fall and rise of The Guildford Institute of The University of Surrey*. The long and sometimes precarious history is recorded in this book and the fact that the Institute has survived is as remarkable as the Institute itself. One fact of interest to all but particularly to speakers, were the fees paid to speakers, which by today's standards must be considered enormous, e.g., a popular Victorian lecturer could expect to earn up to £40,000 a year! This, and many such facts kept the audience enthralled and provoked a lively discussion. The thoroughly entertaining evening ended with refreshments and a Raffle.

Ken Bourne

Disappearing Petrol Stations

Yet another business appears to have been lost in Ripley with the closure of The Gables Petrol Station. This set me thinking about how things have changed in this respect in Send and Ripley.

When we first came to live in Send back in 1968, there were two petrol stations in Send, Challens and the Walnut Tree and two in Ripley, the Gables and Hurst Park (now Blazes). In between there was Connaughts (now the new office complex), Fishers (now Court and Smith) and Metholds (now Briwell Motors). Also there was the earlier station at Burnt Common on the present Shell site. A total of eight and all have now gone with only the Shell station to serve the whole area (I don't count the A3 service areas).

Of course most of these old sites were quite inadequate for meeting today's needs and it is understandable why they haven't survived. I know we all go to Sainsbury's and Tesco and they are very convenient but it is a pity that we no longer have our local facilities.

John Slatford

Camping at Newark Abbey

The following is a verbatim account of the extraordinary (for early 20th century) activities of the Aubry family who lived at West Hill Lodge, on the corner of Maybury Hill and Lavender Road, Woking, (now a housing development). It was written by my Aunt, Mrs. Gwendoline Rhoda Renshaw (nee Aubry), for her great grandchildren when she was in her nineties.

“We started camping at a very early age. I think it must have been of great interest to quite a number of people. We often got too many visitors who just wanted to come and see how and why we enjoyed living in the open air and sleeping in tents. They were quite impressed to find how civilised camping was. Our camping equipment was excellent, and the set-up and running of the camp was good. Necessary rules were easy to understand and follow. We had a very happy time and we were always sorry to leave when the holiday ended.



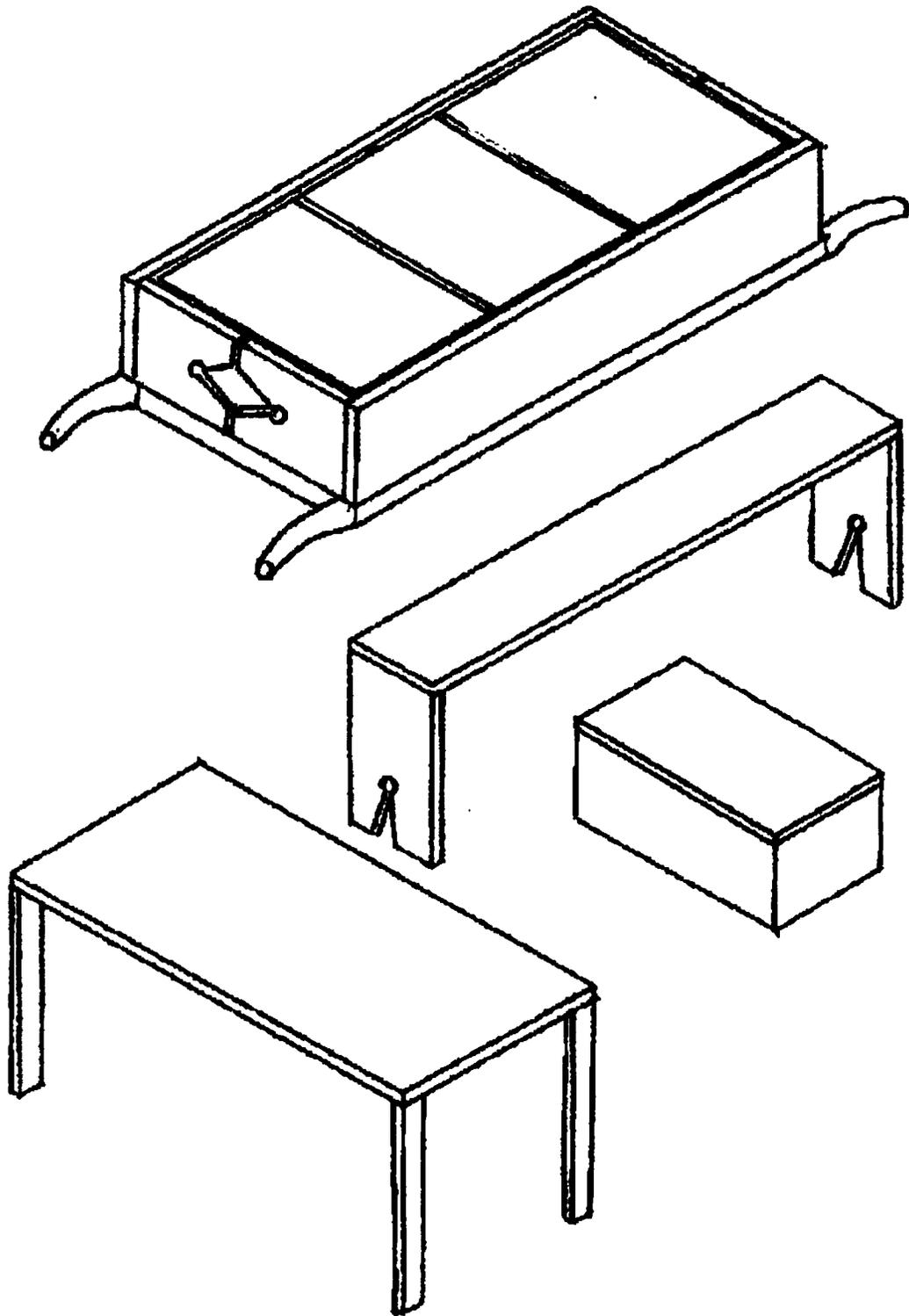
My father designed and constructed a marvellous hand truck to convey the camping kit from home to the camping site. It was made to be taken to pieces to make two forms, a bed (for Mother), and three storage boxes. The tents were stacked on top of the boxes. There were handles at each end of the truck, and adjustable struts to hold it when stationary. Daddy pushed, and four of the children would pull on ropes attached to the truck.

It seemed quite a long journey to us but we cheerfully did our best and put our best foot forward. There was rough ground over the heath and up the hill past the church. This was when we got really excited because we could see the river, the meadows, and the trees under which we would camp. We passed the farmhouse and were welcomed by the farmer and his wife, and told us the straw for our bedding was ready for us to collect. This we did after the tents were pitched and the truck unloaded. How we did enjoy helping!

The water for drinking was fetched in a bucket from the well at Walsham Lock house. There was plenty of dead wood for us to collect for the trench fire. Large cooking pots and a kettle were used for most of the cooking. A Primus Stove was very useful for making tea and other drinks. It was also greatly appreciated when we had wet weather and were not able to attend to the fire. At one camping holiday I remembered it rained and rained for such a long time that the suet pudding went off the boil and instead of being the most delicious food to satisfy our appetites, it was not edible. We had a good laugh about it and it remains another memory.

A lot of time was spent in and on the river. We had a punt which was kept at the Lock House and were able to navigate it along the back waters. There were seven streams and we found, going quietly, lots of creatures and plants to study and talk about, and to find in our Nature Study books. My father told us that he had seen a badger nearby. I did not know what a badger was and waited for someone to enlighten me. My sister Ruth asked, “Is a badger a very big bird?” We all giggled, so Father asked us all what a badger was, and none of us knew, which made Ruth feel less silly.

Father was a very keen fisherman and would often fish late into the evening. It was very quiet and restful for him. He was not able to be off work every day of the holiday and would cycle to the building site and return to camp as soon as possible. Mother would, when necessary, go home on her bicycle to do some cooking to replenish the food supplies, and would return with cooked ham and beef and freshly baked cakes. Father would help her get them to camp. When it was strawberry time he would bring a large round basket of berries and a big dish of cream. We would all sit on the ground and with saucers for the sugar and cream had a feast. What delicious strawberries they were in those days! The farmer kept us supplied with milk and vegetables. Other shopping was done in Ripley. The quickest route

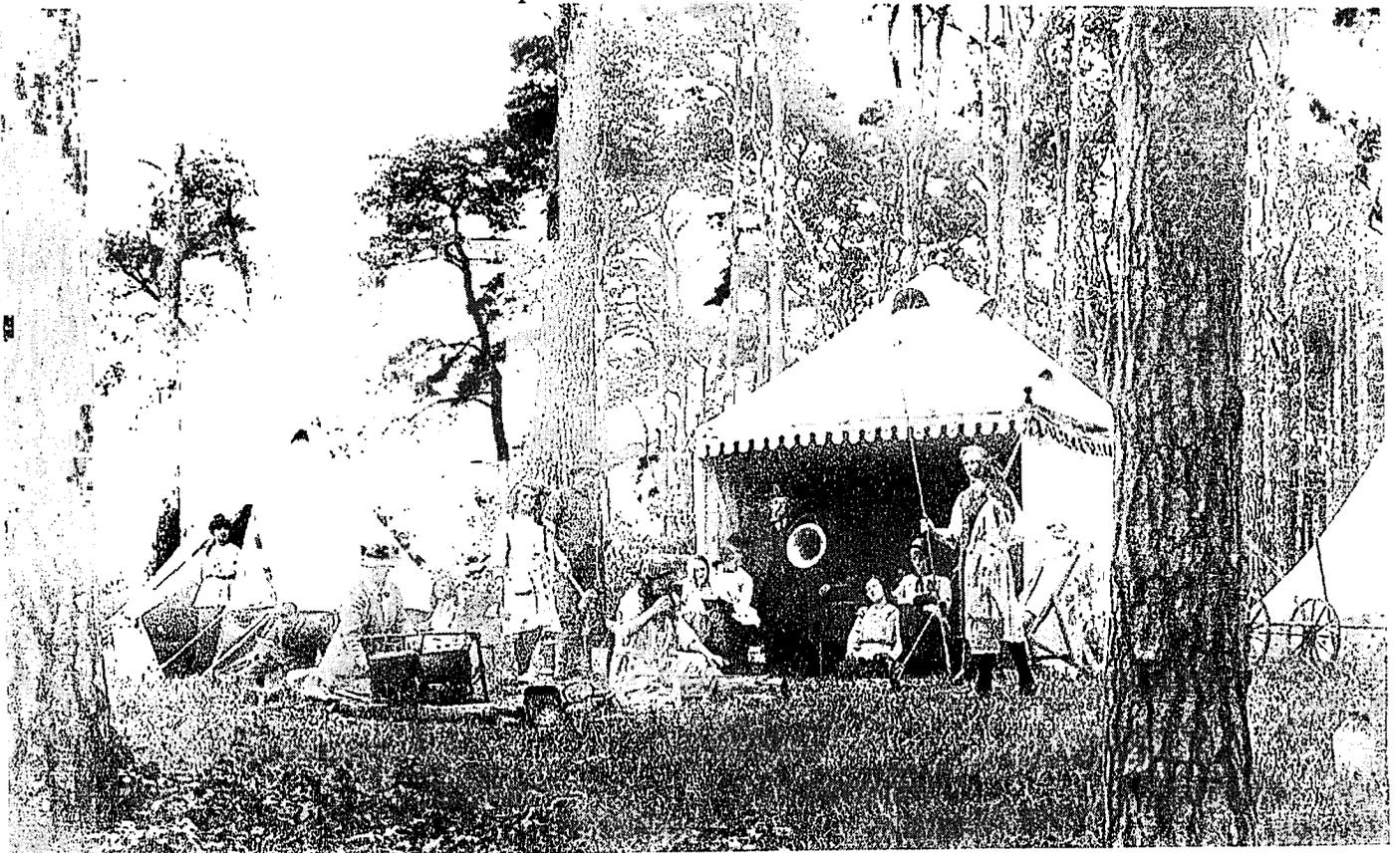


Isometric drawing of Trek Cart components

A camp bed (for Edith Annie) formed the base. The table folded flat on top of that. The two benches formed the sides and the three boxes fit inside them. A pair of wheels fixed onto the underside. The tents and poles were tied on top.



Camp life at Newark Abbey, near Pyrford.

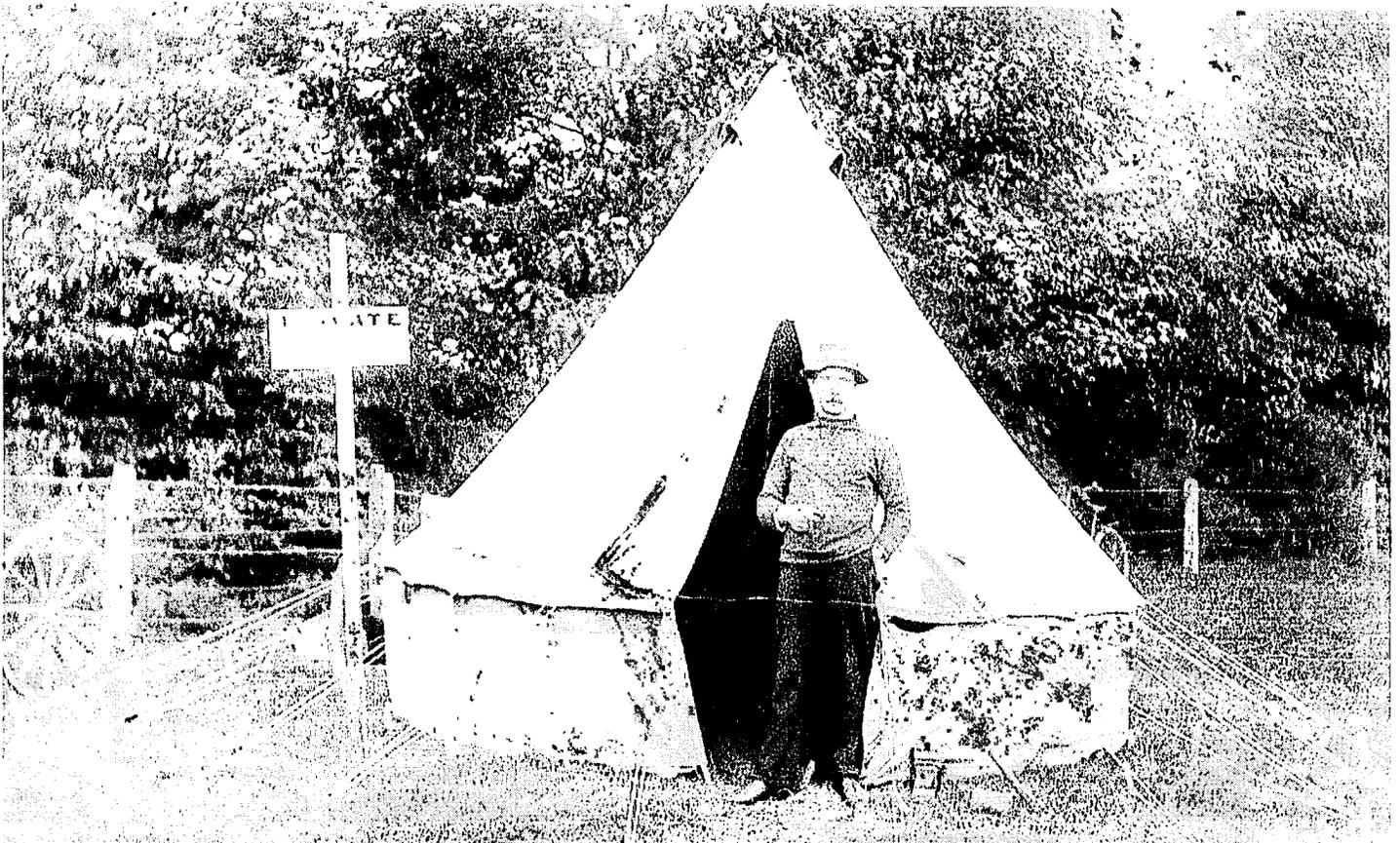




back :-A.J.R. & Arch, Grace & Ruth Aubry; Helen Belton; man?, Gwen Aubry & girl friend; Cecil Aubry
front:- Edith Annie, girl friend?, Mary Anstey, Elsie Timms, Jill Aubry.



The Aubry family returning from camp with parents Alfred John Robert and Edith Annie.
 Children left to right:- Grace, Arch, Cecil, (? Fuller, a friend), Jill, Gwen, Ruth.
 Photo believed taken on Old Woking Road near the junction with East Hill road.



A.J.R. Aubry outside tent. The notice reads:- PRIVATE For permission to enter camp apply at the Guard House



Alfred John Robert and Edith Annie Aubry



Ruth Aubry at a later camp.

there was to go over the river in the punt, and then walk along a footpath to Ripley Green and the main road where the shops were. We always bought bread and lardy cakes. There was a blacksmith's which we found very interesting, watching the horse shoes being made and the Shire horses being shod. On the return journey we would linger and enjoy the fun, and looked at a very interesting large house which had a moat and a chain fence. We couldn't resist making the chains swing but ran away before being shouted at. When we got back to the place where we crossed the river we shouted for someone to come and get us.

We all learned to swim in the river. Father would be in the punt in case someone needed help, and very soon we knew where it was safe to swim and it was a very popular bathing place. Sometimes a barge would come along and stirred up the water which took some time to clear. We got to know the crew and they would let us drop off a wooden bridge onto the barge and take us as far as the next lock. I was never brave enough to drop off the bridge but walked along the tow path behind the big horses and watched the opening of the locks. Quite a lot of pleasure boats used the waterway, including houseboats. The lock keeper had boats for hire.

The swans on the river took food from our hands and became very tame when we fed them, and we liked to watch the lumps going down the swans' necks. Sometimes the swans became aggressive, hissing at us with arched wings. We took notice and did not get too close. They nested near the water and both parents shared in incubating the eggs; they would attack an intruder with ferocity. We liked it when the adult swans carried the young ones on their back after they'd left the nest."

.....

A tale my mother, Ruth, used to tell was that Grandad said, "when Pyrford church clock struck midnight on Midsummer's Eve, Pyrford Stone would turn round three times". The stone was then standing on a grassy triangle in the middle, and at the end of, Upshot Lane. Grandpa walked the children - his own and visitors - all the way up Church Hill and to the entrance to Pyrford Court to await the event. Midnight came and half an hour elapsed before someone asked why the clock had not struck. The reply was, there was no clock in Pyrford Church! The disgruntled but mildly amused children made their way back to the Abbey and their straw beds.

Ken and Mary Dawson

Alex Wood Memoirs Part 2 – RAF Training

I was almost eighteen when the Second World War started on the 3rd September 1939 and I was employed at the Head Office of the Legal and General Assurance Society Limited in Aldwych, London W.C.2. I, with almost all male staff, had volunteered as a fire watcher without any real idea of what might be involved and with very limited means of tackling a fire on a first aid basis. The 3rd September was a Sunday and the announcement of the outbreak of war was broadcast by the Prime Minister at 11 am. After tea that afternoon I travelled to London to take up firewatching duties. It was getting dark and the train lights were all removed except for a few blue bulbs so that the whole effect was eerie. In London there were no street lights and few lights in buildings as the blackout was in force.



There were about eight on firewatch and it was strange to wander around a large deserted building by torchlight. Early the following morning there was an air raid warning and we all went on to the roof, 9 storeys high, from where we could see the puffs of smoke from anti-aircraft gunfire towards the Thames estuary. It later transpired that the gunners had fired on our own Blenheims returning from a raid on Kiel.

Apart from witnessing part of the Battle of Britain from Kingswood, Surrey, the war seemed remote until, to avoid being drafted into the infantry, I volunteered for the Fleet Air Arm in February 1941. I was called to H.M.S. St Vincent, a ground training station at Gosport for interviews, tests and a medical examination. I was not accepted so in March I volunteered for RAF aircrew and, after an interview and tests at Oxford, was accepted. I was placed on deferred service until September 1941 when I was required to report to the Air Crew Reception Centre at St Johns Wood, near Regents Park, on 29th September. A number of large blocks of flats had been requisitioned by the Air Ministry and I was billeted in Stockleigh Hall which is still there as a block of luxury flats.

The accommodation was crude, consisting of three "biscuits" (small mattresses 3 feet x 2 feet stuffed with horsehair) on a bare wooden floor and two blankets but no sheets, and no furniture. Meals were taken in the North Cafeteria in the zoo to the accompaniment of howling chimpanzees nearby. The stay at ACRC was two weeks during which we were supplied with RAF uniform, medically examined and taught the rudiments of foot drill.

I was posted to No. 11 Initial Training Wing at the Prince of Wales Hotel, Scarborough, where I went back to school and learnt theory of flight, navigation, meteorology, the morse code, theory of the internal combustion engine, its fuel and oil systems, aircraft recognition and more foot drill. At the end of the course there were examinations in all subjects which I passed and in December 1941 I was posted to No. 15 Elementary Flying Training School, Kingstown, Carlisle, for initial pilot training and assessment for aptitude for flying.

The aircraft were Miles Magisters, a low wing two seat open cockpit monoplane with fixed undercarriage. The weather was mainly cold with snow in January but I managed to get 7 hours flying and was passed as ready to go solo. This was my first time in an aeroplane and on my second flight I was with the Flight Commander as passenger from Kingstown to a small satellite field at Burnfoot, Dumfriesshire, when he decided to demonstrate the "use of the controls" and put the aircraft through a series of aerobatics which was quite frightening to an inexperienced person.

From Kingstown I was posted to Heaton Park, Manchester, which was a Reception Centre for aircrew awaiting passage overseas to Canada or Africa for full training. I was eventually posted to Canada for training in the USA under the Arnold Scheme, devised by General Arnold to train RAF pilots with the US Army Air Corps. It was started before the USA entered the war and in theory the RAF cadets deserted in Canada and enlisted in the USAAC, being reclaimed by the RAF on completion of training.

I sailed from Gourock, on the Clyde, in the 7,500 ton US troopship "Chateau Thierry" on the 1st February 1942 in company with a former cattle boat on the Argentine to Britain run, the "Highland Brigade" and a Blue Star liner "Arandora Star" and escorted by three destroyers, two four stack ex US lease-lend destroyers from the First World War, and a modern Polish destroyer. The accommodation aboard the "Chateau Thierry" was appalling, consisting of steel framed 3-tiered canvas bunks in the holds and a large cafeteria for food. The deck space was very limited and it was obvious that most of the time would be spent in the hold. When volunteers were called for therefore I and two friends stepped forward and were selected for what proved the best duties aboard ship. We were detailed as bridge runners and worked a 4 hours on, 8 hours off duty rota for the entire voyage so that one of us was on duty in the wheelhouse at all times. We were able to see what was happening and knew all that was going on since discussion in the wheelhouse was free. We also had a "chitty" enabling us to obtain meals at any time and were allowed on deck at all times.

On the second day out of Gourock a floating mine was exploded by cannon fire from the Oerlikon heavy machine gun and on the third day the "Arandora Star" detached with one destroyer and turned south for the Canary Islands. That vessel was torpedoed and sunk later that year.

The small convoy proceeded at 15 knots, a "fast" convoy but restricted to that speed by the "Chateau Thierry". On the 6th day out we ran into a severe storm lasting for three days during which the "Chateau Thierry" rolled up to 35° either way and the two destroyers were often invisible in the troughs of the giant waves. Conditions aboard were terrible, with people being sick everywhere and moving about only possible with the use of rope guides rigged for the purpose.

After the storm there was three days of calm, one of almost flat calm on the 11th day out with only a swell and hardly a ripple on the water. That day the "Highland Brigade" hove to for engine repairs, one destroyer staying with her and the other escorting our ship whilst we steamed west and then east to rejoin the "Highland Brigade" on completion of her repairs, which took 24 hours. There is a surviving specimen of this aircraft at the Imperial War Museum collection at RAF Duxford, Cambridgeshire, which has been rebuilt and is in flying trim.

During the whole voyage none of the bridge runners were given anything to do until we were entering Halifax harbour on the 14th February when the Captain entered the wheelhouse, saw me sitting there and enquired "Who the hell are you?". When told I was a bridge runner he kept me busy for the next hour or so running errands to various parts of the ship.

After disembarking we joined a train on the dockside and traveled to Monkton, New Brunswick, a journey of about 200 miles. RCAF Monkton was a transit camp for RAF cadets entering Canada and awaiting posting to flying training units and also for those returning to the UK on completion of their training. We arrived on the 14th February and the Canadian winter was at its height. Everywhere was covered by about 2 feet of snow and it was bitterly cold. Our flying clothing, which had travelled from Britain with us, was collected and we were told that we were going to the USA to train as pilots and not to a Canadian flying school so the thick, warm clothing would not be required.

After 10 days or so we entrained for an unknown destination in the USA and travelled via Quebec, Montreal (along the St Lawrence river) and Toronto. The border was crossed from London, Ontario, to Detroit, Michigan, where we changed trains from the CNR to a US railway. One night had been spent on the train from Monkton to Detroit and two nights were spent on the second train, arriving at Albany, Georgia, in the morning of the fourth day. When we left Monkton the temperature was about -10°C and somewhat the same at Detroit when changing trains. At Albany on our arrival it was between 18° and 20°C. We all had only standard RAF uniforms and greatcoats so were totally unprepared for the vast change.

The stay at the USAAC Field, Albany, was four weeks to acclimatize to the US Army Air Corps, in which we were officer cadets, the language (the Southern drawl which was barely understandable when we arrived) and the climate in a region where frosts were unknown and the afternoon temperature in winter was much the same as the summer temperature in the UK. The day started with callisthenics (physical training) and continued with various occupations including American foot drill, aircraft recognition, meteorology and navigation.

At the end of the four weeks we were posted to various Primary Flying Schools and I went to Southern Field, Americus, Georgia, about 40 miles from Albany. Americus is a small southern town and everyone knew everyone else. All the citizens set out to make the stay of the RAF cadets as comfortable as possible and all were adopted by a household. I and another cadet, Bill Ruffle from Bournemouth, were entertained by a local woman journalist who later married my flying instructor and became Anne Roberts.

The standard US Primary Trainer was the Stearman PT17, a metal framed fabric covered biplane with two open cockpits in tandem and a 250 hp Continental radial engine. It was much larger and heavier than the Tiger Moth and, because of its narrow undercarriage, had a tendency to "ground loop" if not carefully controlled after landing. A "ground loop" is a swing to right or left causing the aircraft to tilt on one wheel and drag the outer wingtip on the ground. There is a surviving specimen of this aircraft at the Imperial War Museum collection at RAF Duxford, Cambridgeshire, which has been rebuilt and is in flying trim.

At Souther Field there were only RAF cadets so the discipline was similar to that in the RAF and I was not introduced to the full USAAC methods until posted to Basic Flying School Gunter Field. Souther Field was a "grass" field with no runways and a surface mainly of sand - almost a desert - and flying was very different from that in England because there were few landmarks and it was therefore more important for a pilot to keep an accurate mental plot of the headings flown and the time on each to avoid becoming lost. The aircraft, in common

with all primary and initial training machines at that time, were not equipped with radio. In the Stearman, the instructor occupied the front cockpit and the student the rear. In the rear cockpit all the instruments except altimeter, tachometer (rev. counter), engine oil pressure and temperature gauges were removed or obscured so the pupil had to learn to fly judging air speed by the tone of the wind in the wires and the feel of the controls (flying by the seat of the pants).

My instructor, a civilian Mr L G Roberts, was a very experienced light aircraft pilot, having been one of the barnstorming pilots of the late 1920's and 1930's, flying around the country from town to town making a living giving joyrides and ferrying small items from place to place.

The training programme included, in addition to the usual co-ordination exercises such as "S" turns along a road, stall turns, spins, chandelles (an "S" pattern with a stall turn at each end) and steep turns, a series of landing "stages" taken at intervals during the course to give some training in how to effect a forced landing if the engine should fail.

The course included several hours instruction and practice in aerobatics with a final front cockpit experience flight with Mr Roberts which he used to demonstrate and teach manoeuvres which would normally only be encountered in an emergency, outside loops or bunts and inverted spins.

I was then posted to Gunter Field, Montgomery, Alabama, the home of 86th Basic Flying Training School Squadron equipped with Vultee BT13 aircraft, a low wing monoplane with wide fixed undercarriage and a 450 h.p, radial engine fitted with a 2-pitch variable speed propeller giving fine pitch for take-off, landing, climbing etc., and course pitch for normal flying. This course comprised much the same manoeuvres as the Primary course but with the faster and less predictable aircraft and an introduction to night flying, day and night solo cross-country navigation exercises and instrument blind flying. We had 48 hours leave at the end of this course and four of us went by bus to Birmingham, Alabama, and had an enjoyable day there, climbing to the top of "Vulcan", a huge iron statue just outside the city.

For advanced training I was posted to the Advanced Flying Training School at Craig Field, Selma, Alabama, where I converted to North American AT6 aircraft used also by the RAF and known as the Harvard. It was a very nice machine to fly, light on the controls and highly manoeuvrable. The course comprised aerobatics, combat training, day and night cross-country navigational exercises, air to ground and air to air gunnery, for which the course flew to an airstrip in the pine forests of Florida. Air to air gunnery practice was carried out solo over the sea off the Florida coast and if, as occasionally happened, the target towing aircraft had to return to base before our ammunition was expended we would drop to sea level and find a shark near the surface to shoot up and, if lucky, kill.

Whilst at Craig Field I was one of a number of students on a night cross-country flight on the 28th/29th September 1942 to Tuscaloosa and Meridian. The students from Craig Field had arranged beforehand to rendezvous over Meridian and fly over the town in formation (against regulations). We did that and then peeled off and flew one behind the other along the wide main street at about 50 feet. There was of course quite a furore afterwards but, fortunately,

two other flying schools had students over Meridian that night and it was never established who had been responsible. There was an item in a television programme in about 1983 or 1984 in which a resident of Meridian made reference to this incident.

On completion of the Advanced Course those passing satisfactorily were awarded the Army Air Corps silver wings but were not permitted to wear them with RAF uniform. We were returned to Monkton having seen very little of the United States except the towns immediately adjacent to the Air Force bases since there had been no leave and only about 48 hours between courses. From Monkton I returned to this country on RMS "Queen Elizabeth" which crossed the Atlantic alone and unescorted at speeds of 27 knots during daylight and 33 knots during darkness---to be continued.

Alex Wood

Letters to Editor

I read David Porter's article on Public Transport with interest (p6, Journal Nov/Dec 2001). Your readers may like to know that the flooring material for the famous Routemaster buses was designed and manufactured not so very far from Ripley and Send.

For many years prior to the 1950s, James Walker & Sons of Woking had been marketing a rubber-bonded cork material for use in industrial packing applications (washers, gaskets and the like). To be precise, the material (trade name – Nebar) was actually produced by a subsidiary company. The Flexible Cork Company and the factories of both companies were based in one complex; Lion Works, on the corner of Maybury Hill and Oriental Road. I was a FCC laboratory assistant at the time, helping their chief chemist, Ben Goulding and while I was there (1954-1959) the firm developed a rather superior 'duckboard' out of Nebar, for factory use, and then we started to manufacture the flooring for the Routemasters from the same material. I believe it was a great success, but I never did see the stuff in action; the river of life carried me off to other parts of Britain and by the time I returned, Woking had been 'modernised', Ripley had been 'by-passed', and Greens, my old 'outfitters' had closed down. I've just looked on the A-Z to check those street names and even the factory complex has become the Lion Retail Park – sic transit Gloria!

John Donovan

Sixty Years of St Bede's School - More Personal Memories

The 22nd November 2001 marks the 60th Anniversary of the official opening of "The Send Church of England Central School", re-named St Bede's C of E Central School in January 1944.

In April 1945, following school reorganisation in the UK the school was yet again re-named and was now St Bede's C of E Secondary School which was retained until 1971 when it became a Junior School. The building has changed very little since its completion just prior to the Second World War when the official opening was delayed due to the war looming on the horizon.

Major extension work began in 1962 only months after I joined as a first year pupil and took between one and two years to complete. The contractors engaged to do the work were Hoad & Taylor of Horsham, West Sussex, and the work involved the construction of a new science laboratory, two classrooms, a gymnasium with new toilets and showers and an outdoor swimming pool. The latter was officially opened by Sir Douglas Bader in 1964.

When local education was brought into focus at a recent exhibition in our museum I duly donated some photographs, some of them kindly given to me by Mr Walter Waghorn the woodwork teacher for many years at the school. Since then I have been very fortunate in obtaining further material from Mr Short, the headmaster during most of the 1950s. Mr Baxter took over from Mr Short in September 1960.

Just four of Mr Short's personal photographs are re-produced here provoking many happy memories; however, many questions need to be answered in order to complete the picture so any feedback is most welcome, in particular names and dates.

Photograph 1 - shows a line up of senior girls at Speech Day, when prizes were given to pupils in recognition of their hard efforts throughout the school year. Always a colourful occasion, the specially chosen pupils would be invited one by one (usually beginning with the younger pupils) on to the stage where members of the Board of Governors were seated. When called by the Headmaster the pupil climbed the steps seen on the left, crossed the stage to the table just visible above the fourth girl. From here, he or she collected the prize with a firm handshake from the Governor chosen to perform this duty. Exit back down to the hall was via another flight of steps much wider than the former to the far right of the stage. There was a continuous flow of pupils.

Speech Day was always held in early summer I believe. The ladies hats and indeed their colourful dress and the gentlemen in their best suits generally reminded me of a Royal occasion. On the Board of Governors were Mrs Hope Sanger, Miss Mary Milner, Dr C P Wallace and the Rev Cyril Sylvester. Indeed there were more – can anybody name them?

The school was also used for Send Primary School speech day and I have vivid memories of the Headmistress, Miss Stella Perrin, standing on the far left of the stage just above the steps, making her address to the Board of Governors which always preceded the giving of prizes. Miss Perrin always wore very colourful dresses on this special occasion.

Just prior to Speech Day 1961, my last at the old Primary in Send Hill, Miss Perrin gave us all a short lecture one afternoon saying, "and when I make my speech I want complete silence" and went on "as I do not intend to stop halfway through like Mr Baxter"! For a while I did not know to whom she was referring, as Mr Baxter had not been at St Bede's for very long. Interruption was bad manners, showed a lack of discipline and was not tolerated. When Speech Day arrived, you could have heard a pin drop in the hall of St Bede's when Miss Perrin was in full voice, a dynamic disciplinarian!

The girls in the Speech Day photograph are wearing summer uniform, the skirts are royal blue and have no pleats. Winter skirts were navy blue in colour and were pleated. Boys' uniform remained unchanged throughout the year. As the 1960s dawned the girls' skirts became

OPENING OF
THE SEND CHURCH OF ENGLAND
CENTRAL SCHOOL

BY THE
RT. HON. VISCOUNT SANKEY, G.B.E., D.C.L.

On SATURDAY, NOVEMBER 22nd, 1941.

In the Chair: THE REV. A. R. WINNETT,
Chairman of the Managers.

Programme

The Rt. Hon. Viscount Sankey declares the School open.

Hymn: Come, Holy Ghost, our souls inspire.

Opening Remarks by the Chairman.

Mr. W. R. Skeet, J.P., Chairman of the Surrey Education Committee,
will speak on behalf of the Local Education Authority.

The School Choir: Fair Land of England.....R. G. Thompson

Dedicatory Prayers by the Lord Bishop of Guildford.

Hymn: Who would true valour see.

The Rt. Hon. Viscount Sankey will give his address.

Vote of Thanks:

Proposed by the Rev. Canon E. M. Girling, Chairman of the
Day Schools Committee of the Diocesan Board of Religious
Education, and Seconded by Mr. R. B. Roberts, Headmaster
of the School.

Presentation of Royal Humane Society's Vellum to Derek Holyoake,
a scholar of the school.

Benediction and National Anthem.

The words of the Hymns will be found overleaf.



(1)



(2)



(3)



(4)

shorter as the boys' hair grew longer – all ups and downs you might say! The date of the photograph is unknown – possibly circa 1955.

Photograph 2 – shows two full “houses” namely “Potters” (blue) and “Thatchers” (yellow). I think it is reasonable to assume that the other two houses “Harriers” (red) and “Weavers” (green) were also photographed at the same time, however I have no evidence of this.

Again a picture from about 1955, prior to the erection of the annexe classrooms. Annexe 1 was located next to the flagpole seen here between the school buildings and Thatchers' banner.

Every pupil was allocated to a house upon arrival and house meetings were held in place of the first lesson each Thursday morning. During the 1960s the lesson times were as follows and often referred to as “periods” and of forty minute duration.

Arrival at School 08.50

08.50 – 09.20	Assembly in Hall
09.20 – 09.25	own base Classroom for register call
09.25 – 10.05	First period
10.05 – 10.45	Second period
10.45 – 11.00	Break
11.00 – 11.40	Third period
11.40 – 12.20	Fourth period
12.20 – 13.40	Lunch
13.40 – 13.45	own base Classroom for register call
13.45 – 14.25	First afternoon period
14.25 – 15.05	Second afternoon period
15.05 – 15.45	Third afternoon period
(15.45 – Home!)	

During my days at the Primary School (1955 – 1961) on my annual visit to St Bede's on Speech Day, I noticed the wooden board in the hall, fixed to the wall to the right of the stag. It read WEAVERS, POTTERS, FARRIERS, THATCHERS. The names always appeared in that order throughout my education at St Bede's, never being updated. The board was quite high on the wall which was possibly the reason for its neglect. At the time of my joining St Bede's in September 1961 the list should have read POTTERS, FARRIERS, THATCHERS and WEAVERS, myself being a member of the last house!

On Thursday mornings following Assembly Weavers house meetings were held in Room 3 just across the corridor from the hall. Potters remained in the hall after assembly. Room 5 was the venue for either Farriers or Thatchers and I assume Room 7 was the fourth classroom used for this purpose. All other rooms were for special subjects and therefore not suitable. I welcome further comments on this subject.

Teachers were also allocated to a house and Mr Baxter together with Miss Constance Agre, the deputy headmistress, would pay a visit to each house on a morale boosting exercise! Anybody losing house points for whatever reason had to explain why! This was done weekly and all houses had their regular point losers as well as the ones who made great efforts to gain some. Each house was told how their rivals were performing and on one occasion I recall the arrival of Miss Agre with a broad smile on her face.

Potters in the hall opposite were jubilant and their laughter could be heard clearly in Room 3 in spite of the doors being closed! Potters had such a lead over their rivals they had cause for amusement. However, by 1963 the tables began to turn.

The gap between Farriers and Thatchers was never really wide and Weavers seemed to be gaining ground. Clearly the points winners in Potters had left the school and the new recruits were no match whatsoever. It was truly exciting when the powerful Potters' lead gradually diminished. Competition was fierce!

By 1965 Potters had drifted into second place without much hope of ousting Thatchers who went on to enjoy a long term lead. However the yellow team had to be vigilant as the blue threat was never far away. Potters never fell below second place between 1961 and 1965. We in Weavers did manage to put Farriers in fourth position, but they soon fought back. When I left the school in April 1965 the excitement of witnessing Thatchers take over from Potters was history and the two horse race for the top was always blue versus yellow.

At the other end of the scale the red and green were each trying to avoid the embarrassment of trailing in fourth position with neither Farriers nor Weavers being powerful enough to topple Potters from their second position. In conclusion it would be nice to know if either red or green ever made it to the top before the Secondary School system closed in 1971. In the early days of the school the houses were called St Luke, St John, St Mark and St Paul. Does anyone know which colours were allocated to each Saint, and in what year were the houses re-named? In all it built excellent teamwork and I am proud to have been part of it.

Photograph 3 – an action packed picture of girls engaged in a relay race and an exchange of batons about to take place.

The white lines, erased in the 1960s when all outdoor sports were held in the large field behind the Infants' School in Send Barns Lane, are of interest. On the left just out of sight is the boundary-fence between the playing field and Ian Smith's gravel pit, which was still being worked when the photograph was taken. The straight lines used on the left were used in conjunction with the 100 yards (not metres!) sprint and the hurdles race. Out of sight to the right was the cricket pitch around which these girls will have run. Behind the camera are the sand filled areas, used in conjunction with the long jump and high jump, the latter being in the top left hand corner of the field and 'D' shaped. Again St Bede's was the venue for the Primary School's sports day and the 100 yards sprint was my best achievement. I was a reserve runner for the Primary in 1960 (I believe) when in competition with other local schools. The event was held at Woking Football Ground, but unfortunately I was not required!

It is worth noting at this stage that only the high jump could be practised at the old Primary School. This was done at the end of the boys' playground where there was a natural sand seam running near the fence which bordered Send Hill House. All other sporting activity was done on St Bede's playing field with Miss Perrin in charge!

Early memories include the "sack race" and "egg and spoon race" at St Bede's PE (physical exercise) and games were all double lessons. The former covered both third and fourth morning periods. Games were always held during the second and third periods in the afternoon. Double period lessons were common in maths, English, general science and woodwork. During the latter lessons girls did domestic science (today known as home economics). Art was another subject that required a double period and this subject was taught on the stage.

It can be seen that the girls in the relay race are all wearing bands around the neck and shoulder. Each girl is wearing the band of her house colour.

Photograph 4 – “Winner takes all” Mr Waghorn can just be seen behind the two ladies holding the tape. Who are they? Obviously standing on a chair, another member of staff looks on – who is he? The boys’ toilet block is just visible to the right of the picture in the background and the large well maintained gardens can clearly be seen. In order to gain access to the garden from the boys’ playground a short flight of steps had to be climbed. When the extension was constructed the science room and two classrooms were built at playground level. The gym and toilets were built on the site of the former garden, hence the short flight of steps at the end of the corridor extension. The extension work of 1962 changed this scene dramatically. The trees of the Send Hill sandpits known locally as the SANDIES are in the background.

In conclusion I wish to convey my warmest congratulations to all the current pupils and staff at St Bede’s School on behalf of the Send and Ripley History Society and look forward to expanding on the wealth of memories I have touched upon in these pages. It is pure coincidence that I first set foot on the stage of St Bede’s School in December 1955 at the tender age of six, very near the time that these pictures were taken.

Footnote - I would like to thank Mr W Short for giving me permission to copy the photographs used here.

David Porter

The Broadmeads in World War 2

Reading the article on the Broadmeads in Issue 161 of your Journal set me thinking back to 1940.

Before the Anti-Aircraft (A.A.) guns arrived in the Broadmeads several bombs fell in the area between the River Wey and the New Cut (a between the Wars flood-prevention measure). Whether these were dumped by crews turned back from London or whether maybe the area was mistaken for an airfield, the rivers being much like a perimeter track around a grass airfield in the darkness, is not known. It is possible that some of the bombs may still be there in the soft earth as I seem to remember clumps of earth thrown up but not craters.

Huts (adjacent to the road) were built and concrete emplacements for 3.7 AA guns. The huts served as mess room and sleeping quarters for the gun crews, cooks, office staff, etc.

Later on, a building was erected between the gun site and the New Cut on the Send side. It was raised off the ground on struts and had antennae sprouting from the roof. The whole building was surrounded by fine wire, raised off the ground by about two and a half feet on posts. The width was about 15 feet. We were told that this was a Radio Location Unit (early radar?). The 3.7 guns were later replaced by 4.7 heavier guns.

Another unit in the area was an R E Bomb Disposal Unit at Heath Farm in Send Road. The only Canadians in the area were a Bridge Building Unit and a Water-proofing Unit which used a ramped pit to test vehicles. Both operated in flooded sandpits between Send Road and what is now Potters Lane. The water-proofing dip was nearer to Cartbridge. The nearest resident Canadian troops were probably those stationed at Ockham Park.

My only direct connection with the Broadmeads was fishing in the “Cut” during the beautiful warm summer of 1940 whilst on school holiday.

A pre-1939 recollection is that a German Count, living I think at Send Grove, used to land his Stinson Reliant aircraft on the Broadmeads. At least one RAF plane also landed there. It was a Bristol Bombay Transport.

Sid E Stanley

Forthcoming Events

Saturday 9th March to end May – Ripley Museum
New Exhibition *DINOSAURS!* See below

DINOSAURS!

The Lost World

What is a dinosaur? How do we know what they looked like? What did dinosaurs eat? Why did dinosaurs die out? This exhibition has the answers to these questions, fossils and casts to touch, and more (you can even smell the difference the dinosaurs made!).

Wednesday 13th March – 8pm Ripley Village Hall Annexe

An illustrated talk by Nick Pollard on “The History of Shepperton & Sunbury” (to be followed by a guided tour in May).

Wednesday 24th April – 8pm Send Church Rooms, Send Road

“Reminiscences of an Edwardian Butler”. A talk by Hugh Edgar, who plays the butler in the BBC’s “Edwardian House”.

Tuesday 21st May – Afternoon visit to Chatley Heath Semaphore Tower, and possibly another place of nearby historic interest.

Further details to follow.

Wednesday 26th June – Evening walk around Shepperton with Nick Pollard.

Finish at the Anchor in Church Square.

Sunday 21st July – All day outing to Bath.

Visiting Roman, Medieval and Georgian Bath, details to follow.

Wednesday 25th September – 8pm Send Church Rooms

“Secrets of the Victorian Boudoir”. A talk by Marion May with display of Victorian underwear!

Wednesday 16th October – 8pm Ripley Village Hall

The History of Squire’s Garden Centres. An illustrated talk by Charles Squire.

Saturday 9th November – All day starting at 10am at Chertsey Hall

The Surrey Local History Symposium, which this year is on the theme of “Surrey in the 1950s”.

Wednesday 20th November – 8pm Send Church Rooms

The Ritual Use of Plants in Old Houses. A talk by Chris Howkins

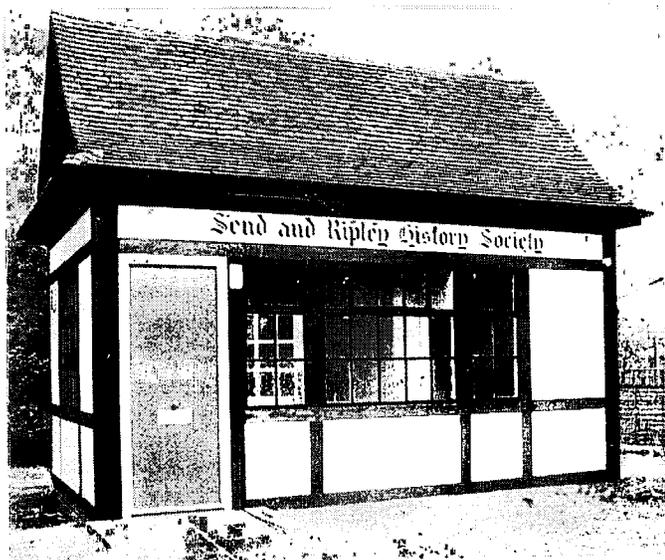
Wednesday 18th December – Ripley Village Hall

Christmas Social

For further details of any of the above events contact Anne Bowerman; Programme Organiser, 01483 224876.

Journal Contributions: Closing date for the next edition of the Journal is

Friday 12th April 2002.



SEND & RIPLEY LOCAL HISTORY MUSEUM

OPEN: May-September, Saturdays 10-12.30
October-April, Saturdays 10-12.30

ALSO: 3rd Sunday of each month, so as to coincide
with Ripley Antique Fair, in the Village Hall.

Other times for school groups and small parties
by arrangement.

Please contact Les Bowerman on 01483 224876 if you
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HISTORY SOCIETY PUBLICATIONS

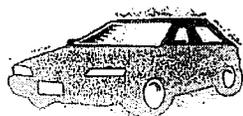
"Ripley & Send Then and Now, the Changing Scene of Surrey Village Life"	£10 Reprint 1998
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, A Victorian Walk around Ripley"	Reference copy only
"The Straight Furrow", by Fred Dixon	£1.50
"Ripley and Send - Looking Back"	£4.95
"A Walk 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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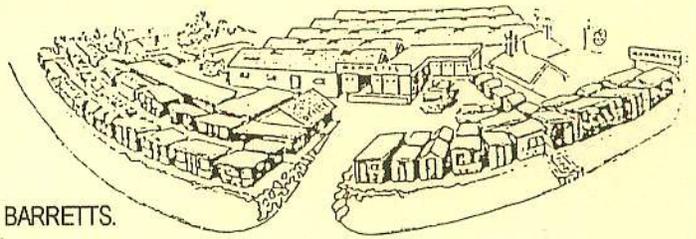


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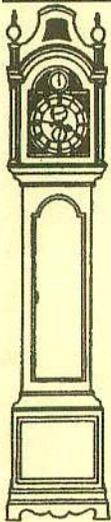


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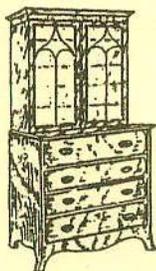
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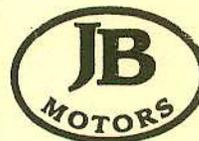


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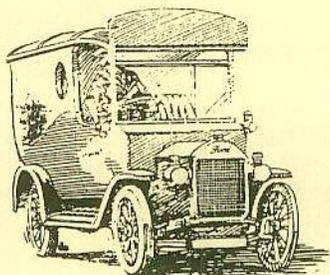
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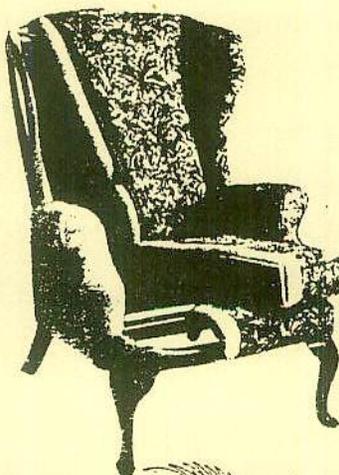
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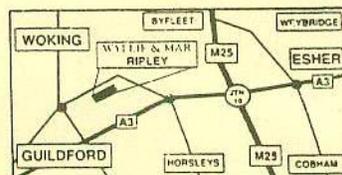
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