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# Send & Ripley History Society

WINNER OF THE 2021 BALH AWARD FOR BEST LOCAL HISTORY SOCIETY JOURNAL



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## CONTACTS

Send & Ripley  
History Society  
Established 1975 as  
Send History Society  
Registered Charity  
No. 1174161

President: John Slatford  
St George's Farmhouse,  
High Street, Ripley,  
Woking GU23 6AF  
T: 01483 222107  
E: jmslatford@gmail.com

Chairman: Cameron Brown  
Church Farm House,  
Wisley GU23 6QL  
T: 07811 276386  
E: cmb@aappl.com

Hon. Secretary: Jenny Jackson  
The Haven  
Polesden Lane  
Ripley GU23 6DX  
T: 01483 222 980  
E: jmj@jennyjackson.co.uk

Treasurer and Membership  
Secretary: Christina Sheard  
Old Manor Cottage,  
Send Marsh Green, Ripley,  
Woking GU23 6JP  
T: 01483 224600  
E: christina.sheard@btinternet.com

Journal Editor:  
Cameron Brown  
T: 07811 276386  
E: cmb@aappl.com

Art director and copy editor:  
Ditz Brown

Journal Distribution:  
Christina Sheard  
E: christina.sheard@btinternet.com

Archaeology Specialist:  
Andrew Jones  
106 Georgelands, Ripley,  
GU23 6DQ  
T: 01483 479647  
E: andrew738jones@bt.com

Web site management:  
Chris Brown  
Web site: www.sendandripleyhistorysociety.co.uk

Advertising:  
Angie Richardson  
T: 07792 198363  
E: angie77@live.co.uk

Museum Curator:  
Clare McCann  
T: 01483 728546  
E: cricketskill@hotmail.com

## Cover image:

The Liddell Cortis memorial window in St Mary's, Ripley  
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## EDITORIAL

CAMERON BROWN

It is good to see that the first phase of the new Ripley village hall development is complete, that the site is now tidy and the museum once again accessible to pedestrians and motorists. Sadly it is no longer visible from the main road but at some stage we hope to have a sign which will let passers-by know that the museum exists.

I am making a plea – not for the first time, for help from any members familiar with social media. Whilst we have a very basic understanding of facebook and twitter we are not utilising today's means of communication nearly as much as we should. We have masses of interesting information which we could – should – be sharing with the local community as well as researchers and historians.

This edition of the journal will hopefully be with you before the Queen's Jubilee celebrations begin. It would be good for us to have a record of local events so please let me have photos, stories, reflections on the long weekend and we will try to put together a collection to keep for future researchers and historians. We will also publish a selection in the next journal. The Society will be manning a stall at the fair on Send Rec on Friday, 3rd June.

From time to time I conduct a guided walk around central Ripley for members of local groups such as U3As, WIs etc and a number of members have said they would

like us to do a tour for members only. It takes 90 minutes, starting and finishing at the museum. Some members prefer a weekend and I therefore propose offering one on Saturday, 18th June, 11 – 12.30 and another one on Wednesday, 22nd June 2 – 3.30pm – both subject to getting sufficient interest. Please email me at [cmb@aappl.com](mailto:cmb@aappl.com) or phone/text 07811 276386. There will be no charge but donations to the Society are always welcome (we normally charge non-members £4 a head). I will also be taking groups during the Guildford Open Days (on 9th and 10th September) but these can be very busy.

### CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at [cmb@aappl.com](mailto:cmb@aappl.com) by 15th June 2022.

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

[cmb@aappl.com](mailto:cmb@aappl.com)



## CLAUDE GRAHAME-WHITE

ALAN COOPER



Claude Grahame-White in perhaps his most familiar photographic pose taken from the *Flying at Hendon* photographic postcard series

In 1910 an early Farman biplane landed in Old Woking on the Broadmeads, an event briefly touched upon in the Send & Ripley History Society publication *Looking Back* and in Journals 177 and 178, with the centrepiece being a wonderful photographic image of this event. A fascinating reminder of days gone by but quite mundane when compared to the extraordinary story of the pilot. What follows is an in-depth study of the life and varied talents of the pioneering aviator Claude Grahame-White.

Claude Grahame-White was born on August 21st 1879 in Bursledon, Hampshire, to parents John White (who later took the name Grahame-White) and Ada Chinnock. Census returns tell us that John lived on 'income from houses', unsurprising really as his father-in-law was a London property agent and knowledge of this occupation would greatly benefit Claude in his later years.

He was educated firstly at Crondall House School, Farnham, followed by Bedford Grammar School. Upon leaving he learned to drive at just 16 years old and was apprenticed to an engineering company in Bedford, later working for his uncle, Francis Willey, a wool magnate in Yorkshire.

The young Claude became obsessed with everything of a mechanical nature, and even managed to convince the shrewd Yorkshireman that replacing the company's horse-drawn vans with motor lorries was a positive step forward.

At the tender age of 21 he was living in Bradford and had formed the Yorkshire Motor Vehicle Company to service motor vehicles which competed with the steam trams operating there. Although this was an inspired idea the company failed due to the lack of skilled motor vehicle drivers.

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Seven years later, he took time out to visit South Africa, extending his stay dramatically to nine months to indulge in his passion for big-game hunting. Returning to London, it was back to work and he opened a motor-engineering business in Albemarle Street, Mayfair, under the name C Grahame-White and Co. [1]

In 1909, when Louis Bleriot became the first man to fly across the English Channel, Claude was transfixed by this extraordinary feat. He immediately travelled to France, attending the Reims aviation meeting where he met Bleriot and immediately enrolled at his flying school.

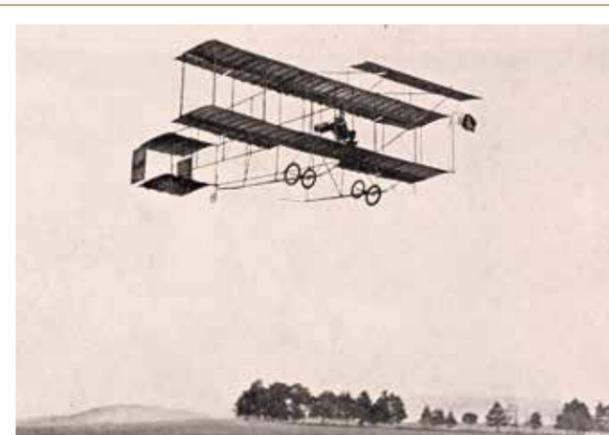


Claude Grahame-White's Farman biplane sitting on the Broadmeads. How he finally arrived at the magistrates' court is unknown, but in all probability, it didn't take very long!

Within a year he became the first Englishman to qualify as a pilot, albeit with a French license and received certificate no. 6 from the Royal Aero Club. He instantly became a celebrity when, later that same month, he entered into a contest with the French pilot Louis Paulhan to fly between London and Manchester in less than 24 hours. The *Daily Mail* offered a prize of £10,000 to the winner, a staggering amount of money for the time which today would be close to £1.3 million. He lost the race but in taking part achieved a first by flying at night, after which his fame and standing in the world of aviation was undeniable.

1910 saw the infamous landing on the Broadmeads. Claude had flown down from Hendon to attend Woking Magistrates Court, to answer a charge and pay a fine for driving his motor car at more than 20 mph. The irony here was the field in which he landed was owned by Mr Francis A Wellesley of Honey Pot, Westfield. Wellesley just so happened to be the chairman of the bench at the court. [2]

This would not be his last brush with the law and he racked up a staggering number of convictions in Surrey alone, mostly for exceeding the speed limits in force at that time. [3]



Louis Paulhan in flight over Hendon aerodrome



A Bleriot monoplane at Hendon aerodrome. Three years previously an earlier version of this machine crossed the English Channel for the first time

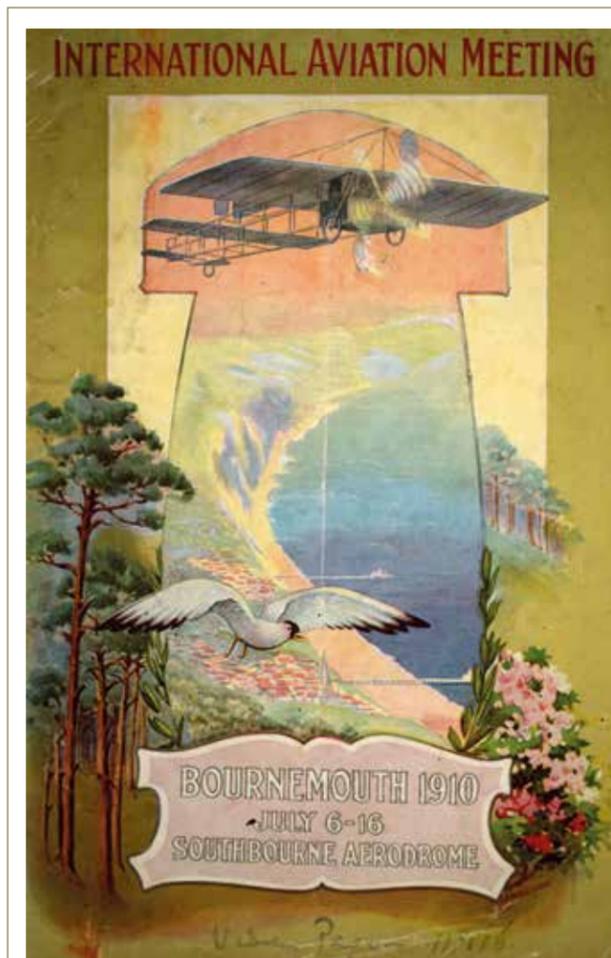
Claude entered and won many flying contests in both England and America, where he won the coveted Gordon Bennett trophy. One such event in England was the inaugural International Aviation Meeting at Bournemouth. This was the main attraction of the town's centennial celebrations which also included a flower battle, carnivals, concerts, a military tattoo, an athletics meeting, a motorboat regatta, masquerade balls and many other events. Tragically, it claimed the life of Charles Rolls, of Rolls-Royce fame (flying a Short-Wright biplane), giving him the somewhat dubious distinction of becoming the first Briton to be killed in an aeronautical accident with a powered aircraft. Fellow pilots Alan Boyle (flying an Avis monoplane) and Alfred Rawlinson (flying a Farman biplane) also crashed their machines, leaving both with life-changing injuries. [4]

As a result of his exploits he was by now an inordinately wealthy man and proceeded to invest in 220 acres of pasture at Hendon, Middlesex (now Greater London). Here he became instrumental in founding Hendon Aerodrome and where better to start his own aircraft design and manufacturing business? (This explains why he features so regularly on the *Flying at Hendon* series of postcards much sought-after by collectors today).

In 1911 the Grahame-White Aviation Company was formed and at least 18 different types of aircraft he designed reached production.

From then until 1930 he found time to write and have published 14 aviation books along with countless contributions to papers and magazines of the day.

During the three-year period leading to the outbreak of World War One the weekend flying displays at Hendon were the greatest attraction in London and his 'box-kite' designed aircraft, not dissimilar to the Farman's he favoured in his formative years, became the core of his flying school.



The front cover of a programme for the inaugural International Aviation Meeting at Bournemouth in 1910

LIST OF COMPETITORS—continued.						
No.	SIGNAL.	NAME OF COMPETITOR.	TYPE.	MAKER'S NAME.	MAKE OF ENGINE.	ESTIMATED H.P.
10	○ X	Grace	Biplane	Short	E. N. V.	8 cyl., 65 h.p.
11	○ X	Grahame-White <i>practically 4 cyl.</i>	Monoplane (Biplane)	Farman Bleriot	Gnome	7 cyl., 60 h.p.
12	○ X	Jones	Biplane	Farman	Gnome	7 cyl., 60 h.p.
13	● ○	Moore-Brabazon	Biplane	Short (Voisin)	E. N. V. Green	8 cyl., 65 h.p. 4 cyl., 60 h.p.
14	● ●	Morane	Monoplane	Bleriot	Gnome	7 cyl., 60 h.p.

Inside page showing a partial list of competitors and details of their machines



Pierre Verrier, a familiar aviator at Hendon



Pierre Verrier performing a daring banking manoeuvre over Hendon airfield in his Maurice Farman machine



Poster advertising the Grahame-White Aviation Company which featured in *The Aeroplane*, a weekly magazine launched in 1911

Claude organised the first official air mail delivery from Hendon to Windsor on September 9th 1911, flown by 21-year-old German aviator Gustav Hamel, flying the 21 miles in 18 minutes. Hamel even managed to find the time to write a postcard during the journey. Some feat indeed! [5]

Hamel, born in Hamburg, Germany, was the son of Dr Gustav Hugo Hamel, the Royal Physician to King Edward VII. The family moved to England in 1899, becoming naturalised citizens in 1910 and lived in Kingston-upon-Thames. His life ended in mysterious circumstances when he disappeared whilst flying over the English Channel on May 23rd 1914.

A body was spotted by a fishing vessel on July 6th 1914 answering to his description and conspiracy theorists of the day believed he was the victim of sabotage due to the mounting international tensions. [6]

In 1912 Claude married the American socialite Dorothy Caldwell Taylor. The marriage was dissolved in 1916 and he immediately married his ex-wife's friend, the revue star Ethel Levey. He would marry for a third time in 1929,

another American, Phoebe Lee and this too ended in divorce, in 1939.

With the onset of World War One, Claude joined the Royal Naval Air Service as a flight commander but quickly resigned his commission in June 1915 to concentrate on aircraft design. By 1918, and facing bankruptcy, he again moved into different ventures: furniture and car manufacturing and what became the extremely lucrative business of refurbishing war-surplus Rolls-Royce Silver Ghost chassis. He also co-founded Aerofilms Ltd, alongside fellow aviation enthusiasts Herbert William Matthews and Francis Lewis Wills. [7]

In the aftermath of the war, Claude became increasingly disillusioned with the aviation industry, mainly for reasons of lengthy battles with the government to receive payment for aircraft production that had taken place at that time.

Matters were then further exacerbated by the compulsory purchase of Hendon Aerodrome by the RAF in 1925 following its requisition by the Admiralty in 1914 and the subsequent refusal of the Air Ministry to return it. This included all his company's factories and assets, including three yachts and many fast racing speedboats.

That was the last straw and having withdrawn from the world of flight, he took solace in real estate from which he made a considerable amount of money both in the British Isles and America.

Indeed, one such investment was the purchase of the site of Victoria Coach Station in London, from which he pocketed £100,000 – about £7 million today. [8]

Claude died on August 19th 1959 in Nice, France, where he was then living, just two days before his eightieth birthday.

Photo of biplane on the Broadmeads and International Aviation Meeting, Bournemouth 1910 program c/o SRHS archives

All other photos c/o Alan Cooper collection



Gustav Hamel's celebrated flight was marked in 2011 when his image appeared on a series of postage stamps

- [1] *Grace's Guide to British Industrial History*
- [2] 1911 *Kelly's Directory*
- [3] *Surrey Mirror*
- [4] [www.thefirstairraces.net](http://www.thefirstairraces.net)
- [5] [www.britainfromabove.org.uk](http://www.britainfromabove.org.uk)
- [6] Wikipedia
- [7] [www.airminded.org](http://www.airminded.org) – *Airpower and British society 1908-1941*
- [8] *Who's Who* 1938

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## 40 YEARS AGO - PART 2

### CAMERON BROWN

This appeared in Newsletter 43 of April 1982. It is the second part of a précis of a talk given by Les Bowerman entitled *The Arrival Of The Bicycle In Surrey* and presumably written by Les himself. We published the first part, from Newsletter 42, in J283. The pictures used here were not included in the original article.

The velocipede craze had hit America hard in the '60s, but the US manufacturers suffered after the craze died, and although high bicycles were beginning to be made in Britain from 1871 onwards, it was not until after 1876 when John 'Happy Jack!' Keen, among others, exhibited at the Philadelphia Centennial Exposition that they began to be produced in America. Keen has four claims to fame - he was Professional World Champion, he was a leader in the development of the high bicycle, he was largely instrumental in introducing serious cycling to America, and he, as a Surbiton-based world class racing cyclist needing a good training route, was one of the first to realise the possibilities of what later became unbelievably popular to cyclists as the 'Ripley Road'.

Although John Keen claimed to have 'discovered' the Anchor at Ripley for cyclists, the most detailed account was given by Alf Dibble of the Anchor when interviewed by *Cycling* in their edition of 3rd April 1918. His version was that the Surrey Bicycle Club in 1877 held a race on the Ripley Road from the Griffin at Kingston to the White Lion at Guilford and back to Ripley, where a large hotel (The Talbot?) refused them tea. Harriet Dibble (who had come originally from Wotton in 1849 with her husband George, and who was by 1877 a widow with many children to support), was looking for custom and was happy to welcome them. This version is almost corroborated by the *Bicycle Rider* magazine of September the previous year, which reported that the Surrey BC, 'this tip-top racing club', held their captaincy race on August 12th 1876 over the course detailed by Mr Dibble. The Guildford Cycling Club, incidentally, which was meeting at the White Horse in 1884 and at the White Hart in 1893, apparently had its first recorded meeting on 11th July 1877. Was the Guildford Club perhaps funded by local men who helped with the Guildford end of the

Surrey BC captaincy races? Their uniform was dark blue in 1886 and grey by 1893, with a silver badge.

In 1874 Honeywell, the Kingston organist and hard-riding bicyclist, launched the Hampton Court meet, which in its heyday, attracted 2,000 riders and 30,000 spectators. They lined up over a mile from Hampton Court to Kingston Bridge with their high bicycles, and stretched over 8 miles when proceeding, led by the Pickwick Bicycle Club (still surviving as a dining club) in their uniforms of dark blue serge, gold laced caps, and white kid gloves and ties. If one were to have fallen, they would have gone down like a pack of cards. The original intention was to show that bicycling was an acceptable form of transport. The meet was last held in 1884.

By the late '70s the elegant high bicycle had been perfected and more and more clubs for riding them were



The author Les Bowerman on a 'high bicycle' at the Ripley Event 1983



At the same event thirty years later, in 2013, Les gave a talk about the development of the bicycles and one of the riders demonstrated how to mount a penny-farthing ©Ditz

being formed. At this stage in the talk R French of the Hastings & St Leonards CC (formed 1876, and the fourth oldest cycling club in existence) entered in his club's contemporary uniform on a splendid 52" Rudge and sped silently, towering above the seated audience, down the centre of the room. Flora Thompson in *Lark Rise to Candleford* wrote '...it was thrilling to see a man hurtling through space on one high wheel, with another tiny wheel wobbling helplessly behind'.

These members of the earliest cycling clubs had a great sense of their own importance. Cycling was considered such a dangerous pastime that they telegraphed home news of their safe arrival at the farthest point of their journey: 'Did run in 2 hrs 40½ mins. Only ran down two fowls, a pig, and a carter!'. Doubtless it was similar in Ripley.

The Anchor was becoming more and more popular as the inscription on the barometer owned by Miss Joan Dibble shows - 'Presented to Mrs Dibble by a few members of the Temple BC as a slight recognition of kind attention received at the Anchor, Ripley...Christmas 1882.'

That year Herbert Liddell Cortis, of the Wanderers BC, on a 60" Keen's Eclipse, became the first person to ride



Barometer, formerly at the Anchor, presented by Temple Bicycle Club

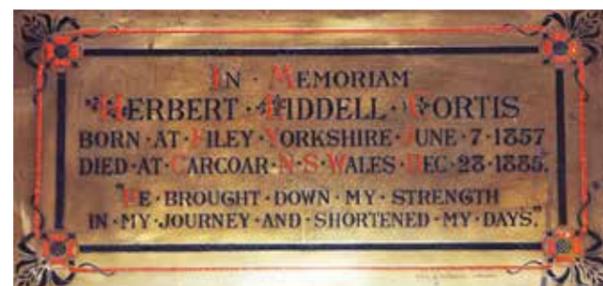
20 miles in one hour - on the Crystal Palace track. The 'Long Wanderer', as he was known on account of his height, was so admired that after his death consequent upon a riding accident in New South Wales in 1886 his friends in this country subscribed to the memorial window and plaque, still in Ripley Church, and others in NSW including a 9'-high granite memorial over there.

Athletic young men were able to travel far and fast, but in the middle and later 1800s there was great competition from the multiplicity of tricycles which could be ridden by ladies and the not so young, and by the 'dwarf' geared-up safeties with chain drive to the rear wheel. In Rudge's 1889 catalogue tricycles had pride of place.

In December 1885 the North Road CC was formed for 'speed men' of North London (still going very strong). Three months later (not to be outdone) the Ripley Road Club was formed as a 'combination of some of the best men from Metropolitan Clubs', the Ripley Road being the most popular of all the great highways as it was universally agreed to have a magnificent surface and unsurpassed scenery, and picturesque hospitable Ripley was an ideal distance from town. Unfortunately, not all of the 'best men' using it were compatible in the same club, so in November of the same year the Bath Road Club was formed at the New Inn, Ham Common (regarded by the bicyclists as the start of the Ripley Road). The Ripley Road Club lasted only four years, killed perhaps because of the universal popularity of the road. The Bath Road Club happily survives. It promoted its major events on the A4, but was always very active on the Ripley Road and it was probably only that early clash of temperaments which prevented the most famous of all the clubs from bearing the Ripley name. It was the Bath Road Club which organised the Ripley Roadmenders Dinners [sic], commencing in 1890. According to the locality in which the men lived the dinners (four a year) were held at the Anchor, the Angel at Thames Ditton, the New Inn at Ham Common, the White Lion at Cobham, or the Bay Tree at Merton.

On 20/11/1889 the Ripley Cycling Club was formed. The headquarters was at the White Hart and the uniform was grey with a back cap and badge. The Secretary in 1890 was James Teddus, and the following year A Gosden of Oaks Cottage, Ripley. The Captain was TJ or WJ Lewis. It apparently ceased in 1893.

We tend to think of camping, starting with the first Lord Baden-Powell's experimental camp on Brownsea Island, as an activity started for the Boy Scouts, but the Camping Club of Great Britain & Northern Ireland was in fact formed in 1906 out of the Association of Cycle Campers,



Cortis's memorial window and plaque in St Mary's, Ripley

which itself had been founded in 1901; but cyclists were camping for pleasure long before that.

The first Southern Counties Cyclists' camp, held at Alexandra Palace in 1884, was not successful. The second, at Tunbridge Wells the following year with 30 Bell tents, was successful. The third and fourth camps were at Shalford Park, Guildford in 1886 and 1887. The fifth was at Busbridge Park, Godalming, and the sixth also at Godalming.

The Guildford camps were organised largely by Guildford CC which was by then some 9 or 10 years old and already a leading club. In '86 there were over 60 tents, 200 campers, and some 3,000 spectators. The official camp handbook gives the general camp arrangements - regulation Bell tents were fitted with four hammocks, four pillows, four pairs of blankets, four waterproof sheets, lamp, wash-bowls and cans. They were reserved upon receipt of £2, with an extra 10 shillings if flooring was required. Marquees were constructed for reception and drawing-room purposes during the day. Flowers, in pots for tent decorations, were lent by Messrs Hart & Sons. On all matters of discipline and order, members were subjected to the ruling of the camp martinet, Mr E Lane Campbell.

The race meeting, on Guildford cricket ground at

Woodbridge Road (old site) included a one-mile handicap for 'Bicycles (penny farthings), Single Tricycles, and Safety's [sic]' for the Anchor Challenge Shield, value £20, presented by Mrs Dibble.

The event was promoted to 'give patrons of the famous Ripley House an opportunity of meeting on the path.' The Shield was to be engraved with the winner's name, and placed in a conspicuous position at the Anchor. It was won, fittingly, by Harold Crooke of the Guildford CC on a Rapid Roadster bicycle. Over the years it was put up for a variety of different types of race and was ultimately won outright by Leon Meredith (Paddington and Anerley) in 1905, by whose widow it was later presented to the National Cyclists Union (now the British Cycling Federation) and is at present on loan to the Ripley section of the Southern Veteran Cycle Club.

By common agreement, one of the most spectacular tents at the camp was that of the Guildford Club; it was carpeted, piano'd, and furnished with green velvet, upholstered furniture, mahogany sideboard and a looking-glass; outside were two small brass cannon. It was reported that the police of Guildford were a trifle officious and several members of the Surrey Wheelers were warned by a constable for singing in the street. A



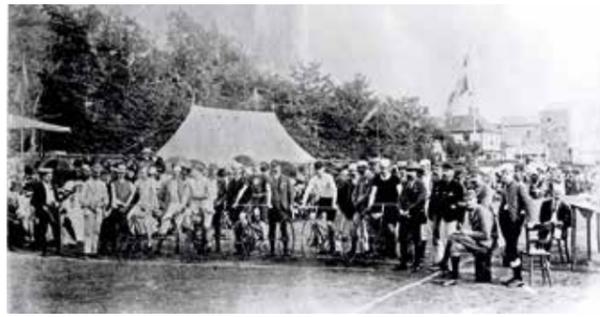
Bell tents at one of the Guildford camps



Tricycles and penny-farthings near Shalford. Date unknown



The spectacular Guildford Club tent



The start of the tricycle race at Guildford cricket ground, Woodbridge Rd



Riders from the Guildford Cycling Club with the Dibble Shield in 1887



Ten men on a bicycle (not the war-cycle referred to in the text)

report to the inspector and a reprimand for the officious policemen ended the incident!

In 1893 the Guildford CC had 146 members, but by 1900 it was evidently not catering for all tastes because the Guildford Wheelers and the Stoke CC were in being, and in 1903 the Charlotteville CC (still very active) was formed to cater for the 'working-class cyclists' in the area. Sadly, the last mention of the Guildford CC was in 1913 after a life of 36 years.

One of the strangest machines of the late 1880s was the Singer Victoria War-Cycle. It consisted of five (or indeed any number) of Humber-type tandem tricycles connected fore and aft by bars with universal joints. It was ridden from the showroom in High Holborn by ten eminent cyclists across London to the Angel at Ditton and down to Ripley where they were ministered to by Annie Dibble 'as blooming as of yore' (then aged 32). It was then taken over the Hogs Back to Aldershot where the following morning they performed a series of experiments on it for the military. After that they rode it back to Ripley with 300 lb of baggage and their rifles on their backs. It was reported that the entire population of Ripley turned out to see them and the occupants of the Anchor remarked that 'Ripley Fair isn't in it'. They returned at dusk via Burpham, Jacobs Well and Normandy to Aldershot. When a small boy shouted "Oh, mother, come quick, the Salvation Army have come!" they twirled their moustaches and grasped their weapons!

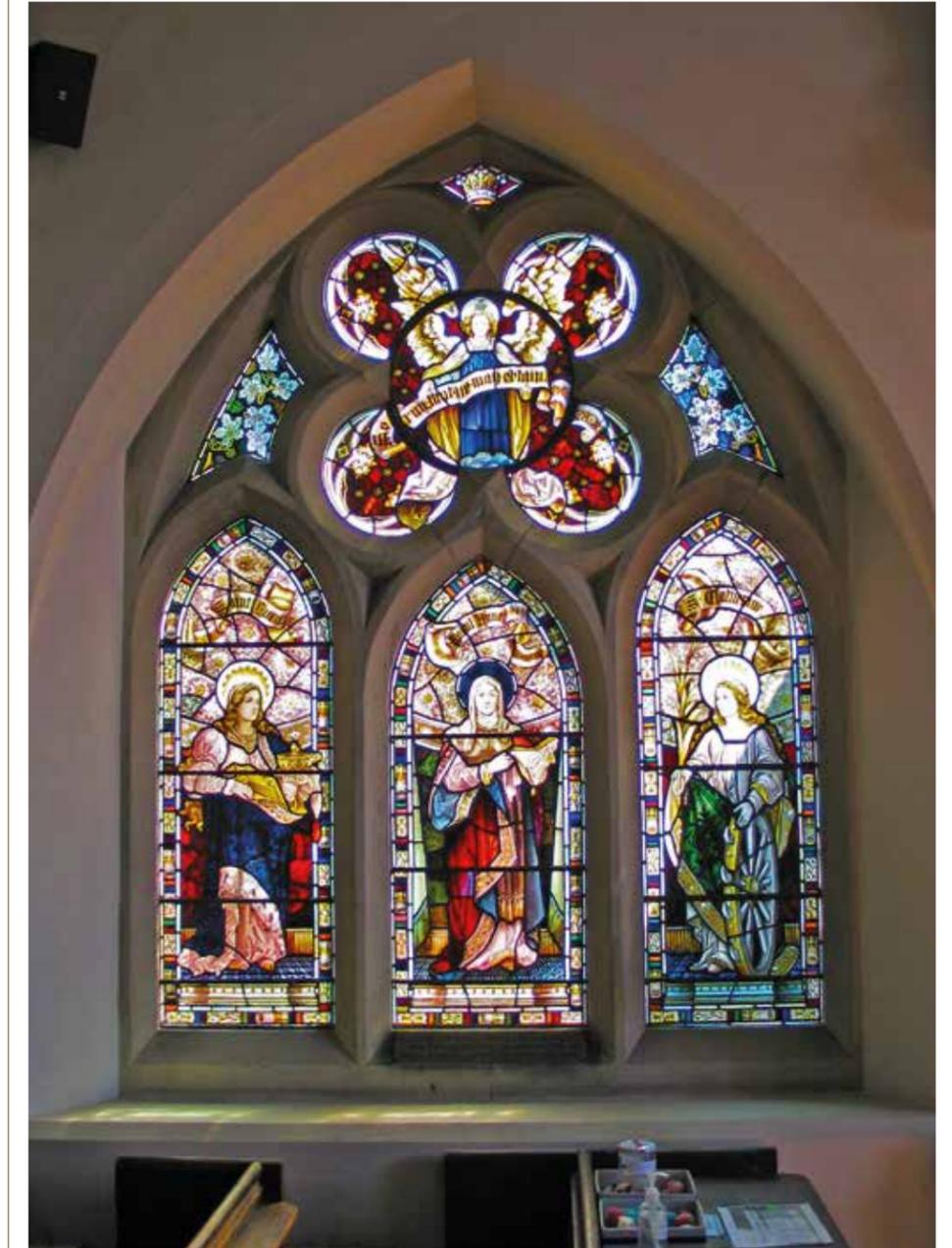
By the time John Keen of the Surrey BC discovered the Anchor in 1877, Harriet was a widow of 54. Her daughters, Harriet and Annie, were highly popular and when they died in 1895 and 1896 respectively, their cycling admirers subscribed for another stained glass memorial window in Ripley Church.

John Boyd Dunlop's pneumatic tyre, invented for the bicycle in 1888, and the perfection of the rear-driven dwarf safety<sup>1</sup>, spelled the end of the 'ordinary' bicycle and made the tricycle more or less obsolete. In the 1890s safety reigned supreme.

The Angel at Ditton was known as 'the cyclists' Rialto' and the Anchor as 'the Mecca of all good cyclists' (Earl of Albemarle). For 1892 the cyclists' visitors' book of the Anchor contains 4,275 signatures, including all the famous names of the time and hundreds of clubs from all over the country. The facetious ones bring alive the atmosphere, eg Scorchers CC; Ta-Ra-Ra CC; Boother Baby; Baby Club; Ne'er Do Wells. The Bath Road Club features more than any other but the only entry

for Send is J Hosking. There are also well-known cyclists from Ireland, Europe, USA, Canada, South Africa, Australia and New Zealand.

In the middle '90s the club cyclists were not universally popular. In 1895 CG Harper in *The Portsmouth Road* mentioned 'self-advertising long distance riders and cliquy and boisterous club-men who use the Ripley Road as a stalking ground. For the past 20 years it has been the most frequented by cyclists of any road in England. In good weather it is alive with cycles and noisy with the ringing of bells as an almost inconceivable number at weekends do the journey'. A campaign against them was waged by the police and magistrates at Kingston for furious driving and no lights. It was claimed that 'no fewer than 20,000 cyclists passed through Kingston on Whit Sunday 1894' and that they were an unmitigated nuisance and a source of danger. But the police were not entirely anti-cyclist, because at the beginning of 1900 the Chief Constable of Surrey was reported to have ordered 125 Singer bicycles for a special squad of police to overtake and halt motorists who exceeded 12 mph. Bicycles were also used to help the early motorists and a photograph on display showed a group of early



The Dibble window and commemorative plaque in St Mary's, Ripley



An AA patrol at the Hut Hotel, Wisley



Two of the many claimants to being the first chain-driven safety bicycle; an H Lawson of 1873 and a Starley Rover, probably 1884

AA patrols with their bicycles outside the Hut Hotel, Wisley.

The talk concluded with quotations from two Road Books of about 1900, which showed that the Ripley Road (to Portsmouth) was one of the five main roads in the country, and recorded 'fairly good surface to Kingston, bumpy to Ditton, after which magnificent surface to Guildford with very slight undulations.' This summed up the reasons for its popularity, although not all cyclists would agree about the 'very slight undulations'.

1) The term 'safety bicycle' was used in the 1880s for any alternative to the penny-farthing. The front and rear wheel were not necessarily the same size. Later historians began to use the term in a more restricted way for the design that was a direct ancestor to most modern bicycles

Photos in St Mary's © Ditz, remainder from the SRHS collection or publicly available online sources

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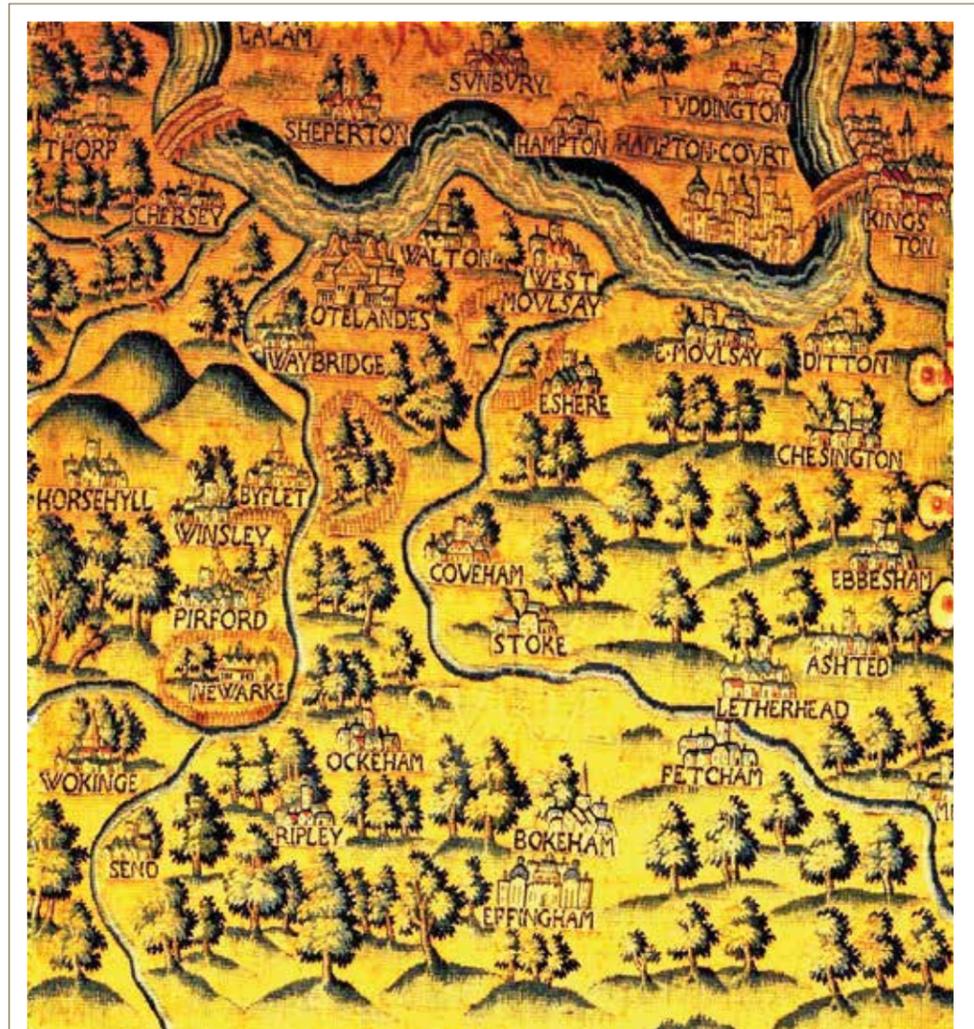
## LOCAL HISTORY IN MAPS

CLARE McCANN

In an article in J281/12 I covered the interesting study of Old Woking that was part of THE MAGIC OF MAPS exhibition. However, I thought it might be worth reflecting on the value of some of the other maps in the exhibition and what they can teach us about local history. The earliest maps in the exhibition were photos of a 16th century tapestry map from the V&A and the John Ogilby strip map of the road between London and Portsmouth, dated 1675, both revealing variable spellings of local place names.

The Surrey map of 1753 showed the county divided into hundreds. I knew that Send and Ripley were in the Woking hundred but had never really understood what this meant. It related to the governance of the country. In south and western England, a hundred was the division of a shire (county) for military and judicial purposes under the common law. Until the introduction of districts by the Local Government Act 1894, hundreds were the only widely used assessment unit intermediate in size between the parish and the county.

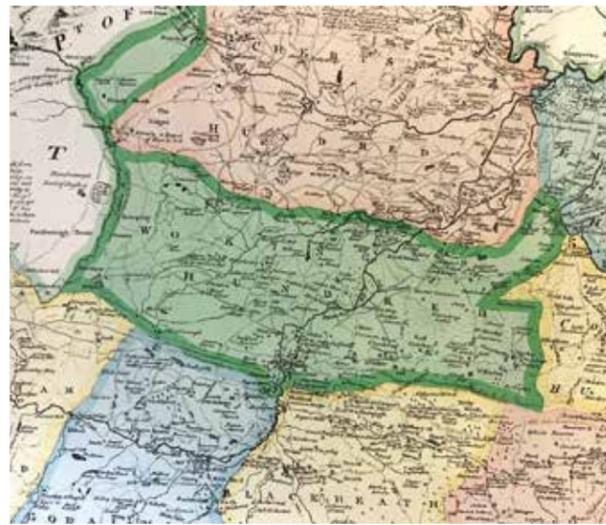
The term 'hundred' is first recorded in the laws of Edmund I (939-46) as a measure of land and the area served by a hundred court. During Norman times, the hundred would pay geld (a tax) based on the number of hides (a smaller unit of land). To assess how much



16th Century tapestry map

everyone had to pay, a clerk and a knight were sent by the king to each county; they sat with the shire-reeve (or sheriff) of the county and a select group of local knights. There would be two knights from each hundred. After it was determined what geld had to be paid, the bailiff and knights of the hundred were responsible for getting the money to the sheriff, and the sheriff for getting it to the Exchequer – so we can now understand why the Sheriff of Nottingham was so unpopular!

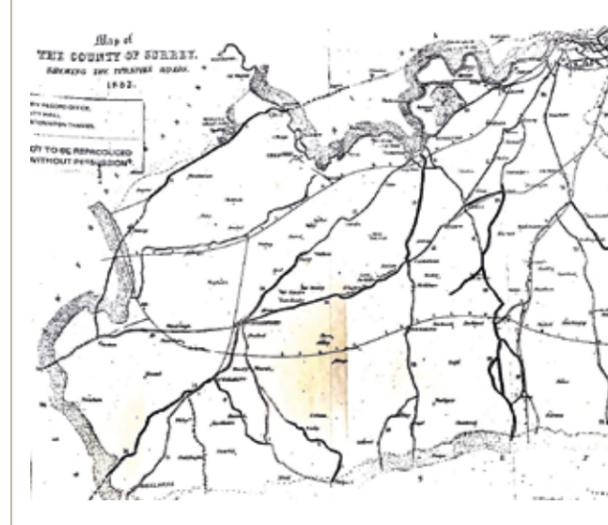
The Roques map of 1768 (overleaf) shows Send in the Woking hundred. It is possible to see that Send as we



Surrey map of 1753



Railway



Turnpike map of 1852



Ockham brickworks



Roques map of 1768



Burnt Common

marked but also local industries – gravel pits on the map below and nurseries at Burnt Common.

The little map of the Ockham brickworks showed that at one time this would have been quite a substantial employer, one that has now disappeared. Similarly Kiln

Lane can be seen on Ripley maps.

I have not included all the maps that were on show but hope this gives a flavour of the exhibition and would like to thank Helena Finden-Browne for all her help.

know it today did not exist. There is a small settlement near the church and another at Send Marsh. The majority of modern day Send is described as Send Heath.

Another interesting map is the turnpike map of 1852. As we know, Ripley was an important staging point on the road from London to Portsmouth and the post was collected and dropped off at the Talbot. This map shows the turnpike road from London going through Ripley but also the route of the South Western and South Eastern railways bypassing Ripley, which was to have a huge impact on the development (or lack of it) of the village.

The arrival of the railway in Woking had the opposite effect on Send as it became a more significant route. The development of modern Send was a gradual affair and from maps of different periods we can see how it changed from a small rural settlement into the linear village we know today.

Another way maps can inform local history is by showing how the land was used – farms are usually

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# A SHORT HISTORY OF ST LUKE'S – FROM WORKHOUSE TO HOSPITAL

PHIL DAVIE

In 1838 a workhouse was built a mile outside Guildford, in accordance with provisions of the 1834 New Poor Law. It housed 300 destitute people from 20 parishes, including that of Send and Ripley.

Conditions were designed to be worse than the poorest labourer could afford, to discourage entry and ensure that the workhouse was run at the lowest possible cost. These costs were charged back to parishes, based on their population.

One of the few workhouse advantages was provision of basic medical help to the destitute (one cannot say 'care'). There was a sick bay with just ten beds for all illnesses, leading to cross-contamination. A part-time medical officer was employed, typically a local doctor, to attend and treat inmates with medicines which the doctor had to provide and pay for. Nursing was by untrained and probably uncaring inmates. They were paid in gin or beer and reputedly stole patient rations and any prescribed brandy or beer.

Changes to the workhouse generally only followed an external inspection by the Poor Law board who had responsibility for such institutions in the UK. Such an inspection, in 1855, reported that the infirmary was overcrowded by 30% and the ventilation 'most imperfect' with 'the infirmary being totally unfit and a disgrace to the Establishment.' A new infirmary was built in 1858 with 16 beds and staffed by the first nurse actually employed for the task. By 1877 a further 17 beds were added with two further employed nurses. Medical treatment remained much the same however.

In 1891 there was another highly critical inspection of the infirmary. Much discussion about costs followed

until, in 1896, a significantly expanded infirmary was built. There were 170 beds and initially only seven nursing staff, quickly increased to 15. Part of the old 1858 block was converted into an operating room, with an oak desk as an operating table. The remainder was a matron's office plus accommodation, and an infirmary kitchen (recognising the importance of food in patient recovery). This infirmary was recognisably the forerunner of St Luke's Hospital and continued to be used for maternity, obstetrics and gynaecology until 1991, so any babies born in St Luke's Hospital were in former workhouse facilities.

During World War I the infirmary and most of the remaining workhouse buildings were taken over by the military at very short notice, in 1916, becoming the Guildford War Hospital. The Workhouse Children's Home became a temporary infirmary with just 30 beds to treat the destitute from Guildford and its surrounds.

There was room for 480 patients in the War Hospital. Dr HA Powell FRCS ran the hospital with staff comprising a surgeon, several women doctors and 80 nurses (drawn from many sources including QAIMNS – Queen Alexandra's Imperial Military Nursing Service) plus orderlies and

clerks. As it was a 'front line' hospital its patients were battlefield casualties. Their wounds were often infected, being several days old following the journey from front line to field hospitals, to channel ports and finally to Guildford. The Guildford War Hospital treated 7,680 casualties between 1916 and 1919, mainly British, Australian and Canadian 'other ranks' (not officers).

After 18 months of bureaucratic wrangling over dilapidations, the Guildford Infirmary reopened in 1921 but obtaining and retaining civilian nurses was a major problem post-war. The work was heavy, uninteresting, unpleasant and poorly paid. The hours, although shorter than before the war, were still 55 hours a week or more. One solution was, in 1925, for Guildford Infirmary to start a Preliminary Training School (PTS) for nurses, linked to Lambeth Hospital. The PTS hosted them for two years, giving a basic introduction to workhouse nursing. Provided they were satisfactory and passed an examination, the girls transferred to Lambeth for another two years of formal training. It provided a route for ordinary working class girls with limited education to enter nursing and obtain a formal qualification (and also a source of cheap labour for Guildford Infirmary).

From 1925 people other than workhouse inmates began to be accepted as infirmary patients. At the request and expense of Guildford town council, people suffering from influenza, pneumonia and puerperal fever/pyrexia were accepted and treated. This was essentially the first step towards the infirmary becoming a truly public hospital.

Despite the increasing workload it was another four years before additional medical staff were obtained. A full time resident medical superintendent was appointed (Dr Rees) who was supplemented, as needed, by a consultant surgeon (Mr Maitland) and a consultant anaesthetist (Dr Paget Jones).

The 1930 reorganisation of Poor Law facilities saw management of the infirmary pass to Surrey County Council (SCC), which rapidly changed the name to Warren Road Hospital. By now there were 190 beds. The council developed proposals to build a large modern hospital on the site but these plans were suspended as the country prepared for another war.

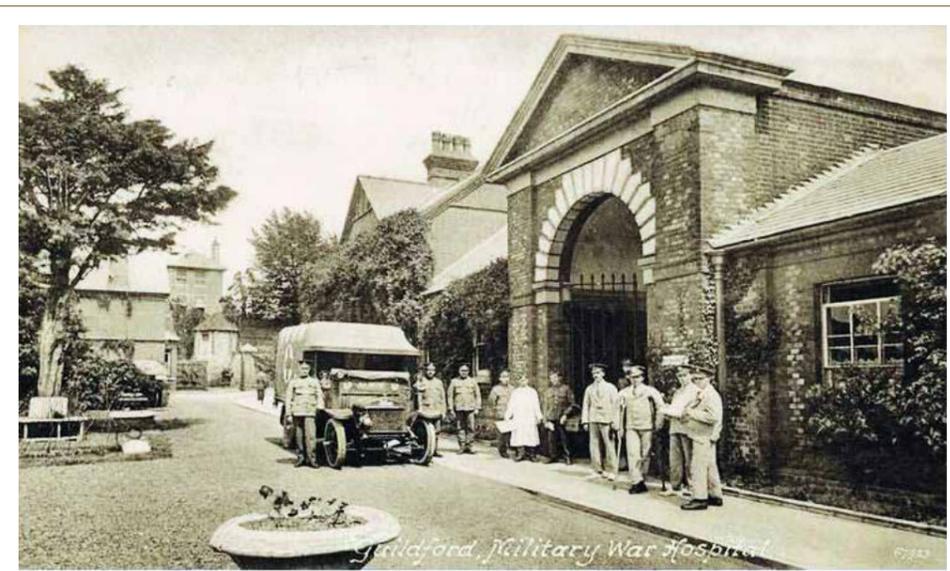
In 1938 the Ministry of Health reorganised all the previously independent London hospitals into a single unit to meet the number of casualties expected from bombing. Warren Road Hospital was included within Sector 8 of the (London) Emergency Medical Service, led by St Thomas' Hospital. This led to many long term

patients from St Thomas' being evacuated to the safety of Guildford. These included the radiotherapy wards with a 'temporary' radiotherapy unit being set up in Warren Road (and becoming the origin of the later St Luke's cancer treatment centre).

Capacity at Warren Road Hospital was increased by provision of a military style 'hatted hospital' (built by Canadian soldiers) comprising 144 beds, an operating theatre and x-ray facilities. It became operational just as British troops were being evacuated from Dunkirk, and treated hundreds of these casualties. They were followed by victims of the Blitz plus hundreds more immediately following D-Day, June 6th 1944.

In 1945, the old association with the workhouse infirmary ceased, in name at least, when Warren Road Hospital became St Luke's Hospital. SCC renamed the hospital after the Addison Road church of St Luke's (Luke being the patron saint of physicians) and the old workhouse sick-bay finally completed its transition into St Luke's Hospital, Guildford.

With thanks to The Spike Heritage Centre, Guildford



Outside the WW1 Guildford War Hospital. Postcard, date unknown



Lithograph of Guildford Union workhouse 1838 by Henry Prosser



WWII Emergency Medical Service ambulance outside Warren Road Hospital

# A VILLAGE STUDY OF RIPLEY, SURREY BY MARALYN WONG - PART 2

ALAN COOPER

Readers using this series of articles for research purposes need to bear in mind that this was written by a young lady (albeit an extremely observant young lady) who did not have access to the interiors of most of the buildings about which she writes. The building dates she suggests generally match those given in the *List of Antiquities in the Administrative County of Surrey*. Over the subsequent decades members of our society and of groups such as the Domestic Buildings Research Group have been able to conduct rigorous studies of many of Ripley's buildings and have reached conclusions about the age of some of them which differ from Maralyn's which is the case with, *inter alia*, Cobham Cottages, the Ship, Georgian House, the Manor House and Pinnock's. This is not to denigrate in any way the writer's keen eye and refreshingly direct opinions.



WB Green



The Green Lantern with Hurst Park Autos beyond

## AREA NUMBER 1: HIGH STREET (EASTERN SIDE) CONTINUED

The chemist's shop was originally the White Horse Inn when it was built in the sixteenth century, but it has been a chemist's for at least the last hundred years. It is not a particularly attractive building, although perhaps representative of its time, and I find it difficult to understand why it has been listed. The antiques shop (W Ellard) is listed as Green Cottage. As the building has been painted dark green with white doors and window frames, this is probably a good name for it. There have been no alterations to the building and the bay windows are particularly attractive. Next to the antiques shop is the White Hart public house which appears to be a Victorian building with the brickwork painted cream. It looks out of place with the surrounding buildings, especially with red and white striped awnings over the windows. The building would be enhanced by the removal of the awnings and by leaving the brickwork plain instead of painted.

1 - 3 Cobham Cottages are set back from the road, but unfortunately have no front.

The shop belonging to WB Green is a recent addition to the village, perhaps just under a hundred years old. The shop is a draper's and, on the whole, fits in well with Cranford (seventeenth century cottage) and the Green Lantern café which are joined onto it. The Green Lantern

has a cabin door built into it, but no one appears to know why (there must surely have been a nautical connection in Ripley at some time as most of the public houses have names connected with the sea). The next two cottages appear to have been built about the eighteenth century. The second one was, until recently, a toy shop. It is now a private house. The shop was originally a baker's, at the beginning of this century.

Hurst Park Autos was formerly Blakely Engineering and before that was Marvelholme, a private house. Although this is not a particularly attractive building, it is more



The High Street, Ripley. From right to left: Bakery, International Stores, Ye Olde Sweet Shoppe, The Ship

pleasing than the Trident Garage as there are fewer advertisements and petrol pumps. The pumps themselves are quite old by modern standards and stand some yards back from the road. This means that the petrol hoses are swung out to reach the cars waiting for service and are, therefore, usually out of the way of passing pedestrians.

The next three buildings are listed, that is, Richardson's (a greengrocer's shop), Ye Olde Sweet Shoppe and the Ship Inn. The latter are seventeenth century with later additions and until the last fifty years or so Richardson's shop was a private house. In the public bar of the Ship Inn are solid elm tables that are scrubbed white and which weigh at least a hundredweight each. The story goes that about a hundred years ago it was rather a rough house and the regulars were apt to throw tables at each other when an argument grew heated. The landlord stopped this by having heavy tables made so that it was difficult to lift even one end of them! It is not an outstandingly beautiful building architecturally, but it is perhaps representative of its time. Ye Olde Sweet Shoppe has changed very little over the years – it still has the old bay windows associated with buildings of this period.

The International Stores has recently been modernised and a completely new shop front has been added. Fortunately, this fits in well with the rest of the building,

as most of it has been constructed in a dark wood and the paintwork has been kept black and white. The shop next to the International Stores has always been a bakery and it is the only shop in the village which makes its own bread. The Hovis sign is very much out of place on a small building and this should be removed or a smaller one put in its place.

Across the road (that is, Rose Lane) from the baker's is the post office. This was originally just a draper's and it still sells clothes, toys, wool, etc. It is not a particularly attractive building. It is built of brick and the paintwork is maroon. Brighter paint would improve the shop and help it look more alive; at the moment it looks as though nothing has been done to it since Victorian times. Basset's, a ladies' hairdressers, was built in the eighteenth century. It was originally a men's club and library, but it has been altered little over the years. Next to the hairdresser's are grocer's and butcher's shops which until the last few months were interconnecting. The grocer's shop was a private house, Cranford Cottage, and the butcher's was a tailor's shop. They appear also to have been built in the eighteenth century and still remain unspoilt.

The Cedar Hotel and the Tudor House next door were originally the George Inn and were built during the sixteenth and seventeenth centuries. The George



The High Street, Ripley. From right to left: The Cedar Hotel, butcher's shop, grocer's, Basset's hairdressers (whitewashed), post office, bakery



The vicarage doorway



The High Street, Ripley. From right to left: The yew trees in the churchyard, a cottage, the Anchor, the vicarage (whitewashed) and the Tudor House

was one of the first public houses to be built in Ripley. Although in the mid-sixteenth century there were only about two hundred parishioners, the village had three public houses – the Anchor, the Talbot and the George. It is only in the last hundred years that the building has been divided into two, and at the turn of the century the hotel was a butcher's shop. As can be seen from the postcard, it appears that some of the windows have been renewed and the shape and structure of them vary a great deal. It is a typical Tudor building formed of a strong oak skeleton with panels of brick set in between. On the whole, the building appears to have changed very little since it was first built.

The vicarage is a large whitewashed building constructed during the late eighteenth and early nineteenth centuries (obviously vicars had large families at the time as there are three large reception rooms and an outside kitchen downstairs and about six bedrooms and two attics upstairs!). The doorway is of a typical Georgian style.

There is a large variegated holly tree in front of the house which has been cut into an attractive circular shape. This has a mass of berries every autumn and makes up for the small amount of garden which is in front of the building (it is only about two feet wide). In the photograph the holly tree has not been trimmed and has covered half of the building.

The Anchor Hotel is of plain brick in the photograph, but it has now been whitewashed. It is a long, pretty, half-timbered building and looks like a row of cottages. It is listed as being sixteenth century and it claims to be the oldest inn on the main London to Portsmouth road. At the turn of the century cyclists were outcasts – 'cads on casters' – and were insulted in bars and inns all over the country. But at the Anchor they were made welcome and the vicar of the church next door co-operated by opening a free stable for their cycles. This is a very attractive building and it is a pity that it has been spoilt by large advertising signs belonging to the AA and RAC. There are also two road signs at the side of it as well.

The church consists of a chancel, nave, south aisle and north porch. It was re-built in 1845-6, except the chancel which dates from about 1160, that is, late Norman. On the outside of the chancel are clasping buttresses and inside there is an enriched string course about three feet from the floor and piers for an intended rib vault. The string course has a diamond ornament enclosing stiff, flowerlike shapes.

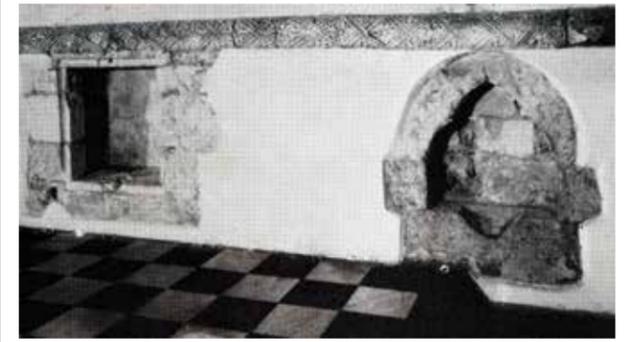
The architecture in the chancel does not correspond to any other work in Surrey. The east end of the chancel

has three thirteenth century lancets and on the south side another two. The older registers are incorporated with and kept in the mother parish of Send. The chapel at Ripley was granted to Newark Priory by Ruald de Calva and it was made a church of an ecclesiastical parish in 1878. There has been some discussion recently about the removal of the yew trees in front of the church but it was decided that they should remain as they provide a barrier against the noise of the traffic on the A3 road. As long as they are kept well-trimmed, they can be formed into an attractive archway up to the church porch. It seems strange that the church is not listed as it is worthy of preservation if only for the chancel with its Norman string course.

The buildings of Ripley school were opened in 1847 for 283 pupils. They were enlarged in 1898. It is now not used, as a new school has been built in the village. No decisions have been made as to what it should be used for, but it belongs to the church so the land cannot be sold. In the early 1950s the two entrances for boys and girls were bricked up and the porches made into storerooms. It is a pity that brick was used and not flints for this, as the whole of the front of the building has now been spoilt. There is a large tarmac playground around the school as was the usual method of making a playground until recently when grass was used, and if some of this is removed when the building is used again the site will look more attractive.

The row of houses following belong to the police and were built within the last fifty years or so. After this is a row of cottages which look about a hundred years old and were built perpendicular to the main road. There is an open space in front with a few trees, but cars are parked here and only bare earth remains. This could be improved by not allowing the parking of cars and by planting with grass and perhaps flowers. Behind this open space is a view of farmland. On the other side is an old cottage surrounded by a large garden which has somewhat been spoilt by a profusion of gnomes and other garden ornaments. Grandis Cottages were built before the last war and stand back from the road with long front gardens. There are also many trees planted along the path in front of the cottages which should be preserved as they help to take away the feeling of urban life which this type of building creates (in fact all the trees which grow along either side of the A3 should have preservation orders put on them).

There is now a gap of open farmland and at one point the path disappears behind a belt of trees and emerges near the dog kennels. Since having been taken over recently, the kennel buildings are more tidy and the trees in front help to disguise some of the more unattractive buildings. These trees should also be preserved.



The photograph shows the Norman string course and also a piscina (a stone basin where the priest used to wash his hands)



Ripley church and the old school



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From now onwards to the parish boundary all the buildings were constructed during the last fifty years and this part of the parish is more like the suburbs of a town than a village. Very little can be said about the individual buildings as they are very much the same and are typical buildings of the present period. The transport café has been modernized recently and is more attractive than the old café building. There is a good-sized pull-in for vehicles in front of the café, so little congestion is caused. The trees in front, between the road and the pull-in, need to be preserved as these are the last trees in the village, probably planted by Sir Wilfrid Stokes who lived in Ockham, but gave all the trees planted on each side of the High Street.

Barrett's, a manufacturer of garden sheds and other outhouses, is a tidy site. There are banks of grass down to the path and the sheds are displayed neatly on top of these banks. There is a lack of advertising material and the owner must be commended on this. Colborne Garage has lawns and flower beds in front of the main building and, for a garage or filling station, it is reasonably neat and attractive. The next row of houses is pre-war, not particularly attractive, but little can be done to improve the buildings. The next three bungalows were built within the last ten years. They stand some way back from the road and have attractive, long front gardens. The Jovial



The Jovial Sailor

Sailor public house has a large gravel car park at the side which is not particularly attractive. The planting of trees between the road and the car park would improve this. This is the last building on the east side of the A3 in the parish of Ripley.

TO BE CONTINUED...

Photos and line drawing c/o Maralyn Wong collection  
Ripley church and the old school c/o SRHS archives

## WHERE IS IT? ALAN COOPER

THIS PHOTO WAS TAKEN IN 1904. WHERE WAS IT TAKEN AND WHAT IS THE BUILDING TO THE RIGHT OF THE PICTURE?



WE ASKED IN J283 'WHAT IS THIS VEHICLE AND WHERE WAS THE PHOTO TAKEN?'

The answer is: a narrow-gauge industrial railway engine and wagons (petrol driven engine manufactured by Orenstein & Koppel). This particular engine finished up as an exhibit at the Amberley Working Museum. The picture was taken at Redland Pipes Ltd (late 1960s) previously Norcon Pipes, Papercourt Lane, Send.

Chris Lee guessed correctly.

## CORRECTION

In J283 on page 20 we ascribed authorship of the article on the SOE in wartime Surrey to Paul Kendrick. This was, not surprisingly, noticed by the author, who is called Paul McCue. He wrote: 'Journal gratefully received today, an impressive production and fine coverage of my talk -

thank you. I was intrigued to see that I'm described as Paul Kendrick. Shall I take it that I was given a nom de guerre in best SOE tradition?' He graciously added: 'It gave me a laugh and I'm not precious about such things!'. Our sincere apologies to Mr McCue (and perhaps to Mr Kendrick?).

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# THE RIPLEY PALS

PETER SPOONER

**A**lan Cooper writes: in J148 September/October 1999, Peter Spooner, great nephew of Robert Spooner (featured in this piece) produced an article about the seven friends from Ripley who, during World War One volunteered and joined up together, becoming known locally as 'the pals'. Peter contacted us again in February 2022 and has, following lengthy additional research, produced a much enlarged and more detailed picture of the fates of these young men: 2352 Rifleman Frederick Parfitt, 2353 Rifleman Clarence Worsfold, 2354 Rifleman Robert Spooner, 2355 Rifleman Andrew Gadd, 2356 Rifleman James Woolgar, 2357 Rifleman Ernest Hyde and 2358 Rifleman Ernest New. We have enhanced Peter's narrative with appropriate photographs.



The war memorial outside the parish church of St Mary Magdalen, Ripley

When war was declared in August 1914 it was recognised that, regardless of public belief, the war was not going to be over by Christmas and there would be a need for volunteers. This call was answered by a rush of men volunteering to join Kitchener's army; these included seven friends from Ripley.

Six of the men were attested in Guildford on 2nd September 1914 but for some unexplained reason Andrew Gadd was not attested until the following day. From initials written on all the attestation papers, it seems possible that the men wanted to join The King's Royal Rifle Corps but this was not to be. The day after attestation they presented themselves at Winchester, where they joined The Rifle Brigade (The Prince Consort's Own) and were allocated consecutive service numbers. Initially the men were posted to The Rifle Brigade depot, then the 9th (Service) Battalion and finally the 12th (Service) Battalion, being posted to C Company. None of the men were to survive the war.

Having been allocated to the 12th Battalion, the men commenced their basic training. This would have consisted of drill, physical training and fieldwork. In due course the battalion moved to Blackdown, Surrey, to join the 60th Brigade as part of the 20th (Light) Division. There was great difficulty in obtaining equipment and uniform and it was not until November that each man was issued with the emergency blue uniform. Rifles

were also in short supply and, whilst there was a limited number of old rifles available for drill purposes, there were so few SMLE (short magazine Lee-Enfield) rifles that they had to be shared on the range. Despite this, when musketry training took place in January, it was said that, in spite of difficulties and bitterly cold weather, the standard of shooting was high.

Whilst at Blackdown Ernest New, James Woolgar, Robert Spooner, Clarence Worsfold and Frederick Parfitt were disciplined for overstaying their leave passes from midnight 26th December to midnight on the 27th; for this they were sentenced to three days confined to camp and the loss of one day's pay. I hope that the men were able to visit their families as, for Ernest, Robert and Clarence this was to be their last Christmas.

In February the division moved by road to Witley, Surrey, with the men marching in cold weather, pouring rain and blustery winds. On arrival at the camp the men found a quagmire and huts that let in the weather. As khaki uniforms had not been issued their clothing was thin and comfortless.

In April the division moved by road from Witley to Salisbury Plain, the distance of 63 miles being covered in four days. This has been referred to as a creditable performance as the weather was warm, the roads dusty and in addition the men were in full marching order for the first time. Upon arrival at Salisbury Plain three months of training commenced, involving field training, night operations and tactical exercises with long marches to and from the training areas. On the 24th June the Division was inspected by the King; no doubt this was seen as a sign of what was about to happen.

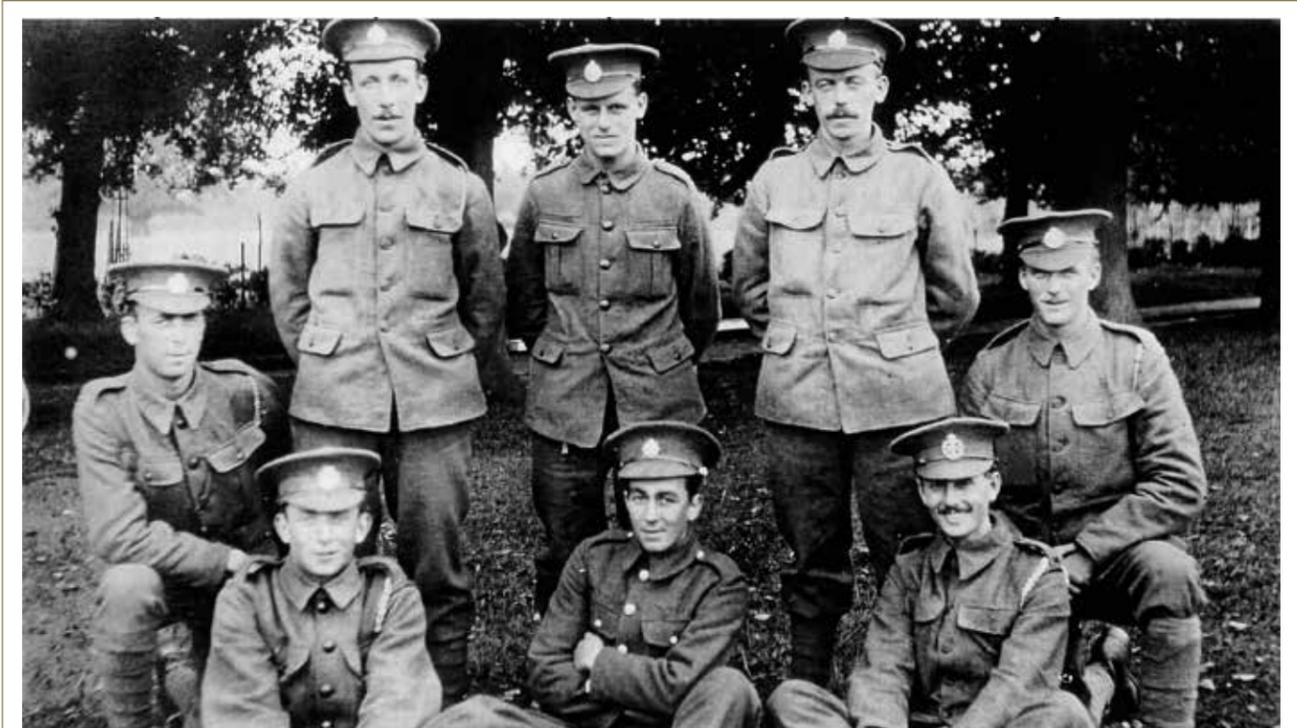
On the 21st July 1915 the war service of the division was to begin. The men of the 12th left Larkhill for Southampton, where they embarked on the SS Viper to sail to France. They arrived at Le Havre the following day with an establishment of 29 officers and 986 men. The battalion was now to spend the remainder of the war on active service in France and Belgium, losing 24 officers and 755 men. These figures do not include those

who suffered wounds or illness.

Having disembarked they marched to No1 Rest Camp for the night; the following day they took an overnight train journey to St Omer where the battalion suffered their first casualty. Whilst asleep on the ground one of the men was run over by a cart and admitted to hospital with a fractured pelvis. This injury may have saved him from being killed in the battalion's first action two months later.

The divisional history records that the men had been trained in England for open warfare and on arrival in France they had to receive training in trench warfare and other recently-developed types of fighting. They were also introduced to bombing but training was very difficult to begin with as there were no bombs to train with.

For the next few weeks, the battalion was to experience many route marches and changes of billet. On the 10th August the real work started; two platoons of A, B & C Companies went in the trenches with the corresponding companies of the 2nd Battalion the Rifle Brigade for instruction, trench and sentry duties, fatigues and working parties. This process was to continue for two days and included working with the 1st Battalion the Royal Irish Rifles. The next stage was for platoons to take over their own frontage and be given a sector to be responsible for; life was now to continue with a routine of trench duty,



The seven pals pictured with an anonymous eighth soldier. Back row, l-r standing: Robert Spooner, Clarence Worsfold, Ernest New Middle row, kneeling: James Woolgar, Frederick Parfitt. Front row, sitting: Ernest Hyde, unknown, Andrew Gadd



L-r: Ernest New, Andrew Gadd, Clarence Worsfold, Robert Spooner, Ernest Hyde, Frederick Parfitt, James Woolgar

reserve duty and providing working parties.

On the 8th September a mine was deliberately exploded in front of the front-line trench held by the battalion. Fortunately two members of the 17th Bavarian Regiment had been captured the previous day and had given information about the mine, the trench had been evacuated and there were no casualties. That month also saw some of the men have the opportunity to attend the divisional baths.

On the 24th September they prepared for an action that was to take place the following day. This was to be a subsidiary attack in connection with the Battle of Loos, which was to take place to the south. The men paraded in fighting order with packs and 220 rounds of ammunition, every other soldier carrying a pick or shovel. Whilst the attack carried out by the battalion on the 25th was a success and their objectives were met, the survivors of the attack had to retire as their flank became exposed and they were subjected to enfilading fire. Following this action, the battalion's casualties were four officers killed and three wounded with 43 other ranks killed, 213 wounded and 76 missing but believed killed. This action ended my family connection with the battalion. The book *1915 – The Death of Innocence* by Lynn MacDonald contains reminiscences of Rifleman Worrell who served with C Company 12th (Service) Battalion and is likely to have known the lads from Ripley. He refers to this action, during which he was wounded.

Ernest New was the first member of the group to become a casualty; he was killed in action on the 5th September 1915 having received a gunshot wound to the head. The *War Diary*<sup>[1]</sup> records that 2nd Lieutenant Knights Smith and an unnamed rifleman were killed whilst in a listening post; they had been there for an hour endeavouring to locate German machine gun emplacements. The two men were buried side by side in Rue-du-Bacquerot No 1 Military Cemetery, Lavantie, France, with the burial service being taken by the Reverend Steward of the 60th Field Ambulance.

Andrew Gadd was wounded on the 14th September

1915. The *War Diary* refers to 410 men forming a working party under the Royal Engineers with four wounded by shrapnel; it is likely that Andrew was one of these men. He returned to duty on the 18th following treatment at 61st Field Ambulance. He was wounded again on the 12th February 1916; this time it was a gunshot wound to the head, which seems to have been received during a German infantry attack on the battalion's trenches. Again, he was treated at 61st Field Ambulance but this time he was transferred to 10 Casualty Clearing Station and then No 13 General Hospital. On the 25th February 1916 he was repatriated to England and treated at No 4 London General Hospital. He returned to France on the 22nd December 1916 and rejoined C Company five days later. On the 27th November 1917 he was wounded again. This time it was a gunshot wound to his right hand and he was treated at 55 Casualty Clearing Station and No 1 Australian General Hospital. Having re-joined the battalion he had two weeks leave, returning on the 1st February 1918. On the 24th March 1918 Andrew was killed in action when German infantry carried out an attack on troops holding the canal bank at Offoy. Without a known grave he is commemorated on the Memorial to the Missing, Pozières, France.

Clarence Worsfold and Robert Spooner were both killed in action on the 25th September 1915. *Ripley Parish Magazine* reported that Clarence's family were initially informed that he was missing believed killed and it was not until April 1916 that it was able to report that the family had received confirmation of his death. An entry in his service record, although difficult to read, may help to explain the delay. It is apparent that his death was reported to the Foreign Office by German sources. It is not clear if he was found dead by the Germans or was wounded, captured and died of his wounds whilst in captivity. Both men are commemorated on the Memorial to the Missing in Ploegsteert, Belgium.

Ernest Hyde was wounded in the action on the 25th September 1915, his service record does not provide information as to the extent of his injuries but as he repatriated to England two days later they may have

been serious. The move might also have been because the medical services could not cope with the number of wounded. It is probable that Ernest was initially treated by Lieutenant Malling RAMC, the Battalion Medical Officer who, for his actions that day when he treated over 300 casualties, was awarded the Victoria Cross.

Following treatment in England Ernest was posted to the 15th (Service) Battalion, The Rifle Brigade in Sleaford Lincolnshire, returning to France on the 22nd March 1916. On his arrival in France Ernest was posted to 13th (Service) Battalion, The Rifle Brigade, 111th Brigade 37th Division. It is unlikely that he saw the surviving friends from Ripley again. On the 12th March 1917 he was again wounded, this time it is described as a mild gunshot wound to the head, and the circumstances are not clear. On the 27th April 1917 he was wounded once more. This time he was not to survive, dying on the 12th May 1918 in No 9 General Hospital in Rouen from a gunshot wound to the chest. The circumstances that led to his being wounded are not known and the *War Diary* does not provide assistance. He was buried in the St Sever Cemetery Extension, Rouen, France.

Frederick Parfitt (the surname is spelt Parfett in his service record, no doubt the spelling selected by the person completing the form on enlistment) was wounded on the 6th June 1916, his service record notes that it was a slight gunshot wound and he was treated by 61st Field Ambulance and sent to 20 DRS (Divisional Rest Station),

returning to duty on the 16th. The *War Diary* records that the battalion's trench was subjected to an attack by German infantry supported by shell fire and a mine explosion. On the 29th June 1916 Frederick was killed in action, the *War Diary* recording that the men in the front-line trench were firing in support of a neighbouring battalion carrying out a raid when a 5.9 gun started enfilade fire on the support trench, killing five men and wounding 21. He is buried in the Vlamertinghe Military Cemetery, Ypres, Belgium.

James Woolgar was killed in action on the 22nd February 1916. The *War Diary* records that British artillery shelled the German front line opposite their trenches, there was a very severe barrage in retaliation and four men were killed and 34 wounded. James' service record says that his widow was awarded a pension of 10/- (50p) a week. Without a known grave he is commemorated on the Menin Gate Memorial to the Missing, Ypres, Belgium.

All the men are commemorated in memorials on an external wall and also inside Ripley Royal British Legion Club, and on the memorial in the grounds of the parish church of St Mary Magdalen, Ripley.

On a lighter note, the heat of war did not prevent the army from maintaining procedures. A battalion was awaiting orders to support an attack that was taking place when a dispatch rider arrived with a message but not about the attack that was taking place. The message instructed battalions not to submit requests for shoemakers' lasts directly; instead, they should be submitted to brigades.



The war memorial outside the British Legion, Rose Lane, Ripley

[1] *War Diaries of the 12th & 13th Battalions, The Rifle Brigade – The Royal Green Jackets' Museum*

#### SOURCES:

- Soldiers who Died in the Great War 1914 -19 (The Rifle Brigade)*
- Commonwealth War Graves Commission records
- Service Records - ancestry.com
- History of the 20th (Light) Division*
- War Diaries of the 12th & 13th Battalions, The Rifle Brigade – The Royal Green Jackets' Museum, Winchester*
- The Rifle Brigade Chronicle 1918 and 1920 – The Royal Green Jackets' Museum Winchester*
- The Rifle Brigade 1914 – 18 Volume 1 – The Royal Green Jackets' Museum Winchester*
- 1915 – The Death of Innocence*, Lynn MacDonald
- Ripley Parish Magazine*

Photos of the men from SRHS archives.  
Memorial photos c/o Alan Cooper collection

# MUSEUM NEWS

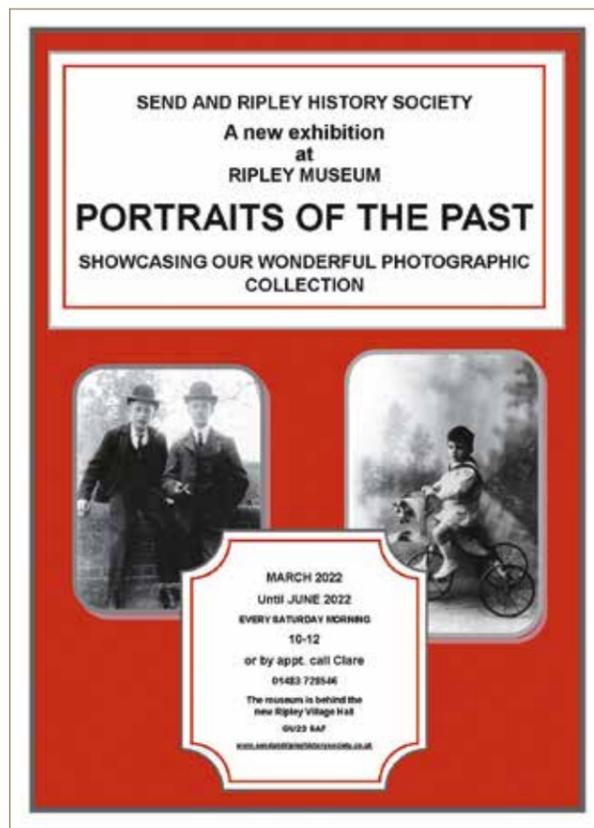
CLARE McCANN

The museum is once again visible and accessible by car. Do drop by to see the current exhibition as it showcases some of the lovely photos in the collection. You even have the opportunity to have your photo taken - just for fun or to add to the museum's archive. Do remember that we always try to open at other times if you cannot make a Saturday - perhaps you might have visitors and would like to bring them along. Just give me a ring.

Looking further ahead I think I might try to stage an exhibition on life in Georgian times - approximately 1714 -1830. If you fancy getting involved - for example looking at the coaching trade, the cricket club, Send army camp or the building of Clandon Park, then please let me know; I would love some help - please don't be discouraged by never having done anything similar before.

Clare 01483 728546 or [cricketshill@hotmail.com](mailto:cricketshill@hotmail.com)

Not all of you look at our website. You can see a delightful new short film about Sex & Co made for us by Chris Finden-Browne, at: <https://www.youtube.com/watch?app=desktop&v=11GWz9OVLjs>



# FORTHCOMING EVENTS

Meetings will be held on the second Wednesday of the month at Ripley Bowling Club in Rose Lane, GU23 6NE. Doors open for all evening talks at 7.30pm for an 8pm start. Tea/coffee and wine available. NB - payment by cash only.

DATES - 2022	EVENTS
Thursday 16th June, 6:30pm	Trip to Hogs Back Brewery
Sunday 7th August, 12:30pm	Member's BBQ at Cricketshill House, Potters Lane, Send (£12 a ticket - numbers limited - please contact Clare McCann <a href="mailto:cricketshill@hotmail.com">cricketshill@hotmail.com</a> )
Wednesday 14th September	Moira McQuaide talk: <i>Vauxhall Pleasure Gardens</i>
Wednesday 12th October	Margaret Taylor talk: <i>Update on Clandon Refurbishment</i>
Wednesday 9th November	Roger Heard talk: <i>History of Dennis Brothers</i>
Wednesday 14th December	Christmas Social (members only)

Further details can be obtained from Helena Finden-Browne [helena\\_findenbrowne@compuserve.com](mailto:helena_findenbrowne@compuserve.com)

# SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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## HISTORY SOCIETY PUBLICATIONS

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

All the publications are available from the museum on Saturday mornings, from Pinnocks Coffee House, Ripley, or via the Society's website [www.sendandripleyhistorysociety.co.uk](http://www.sendandripleyhistorysociety.co.uk) or email [angie77@live.co.uk](mailto:angie77@live.co.uk)



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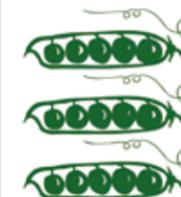
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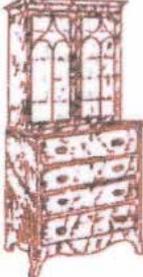
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