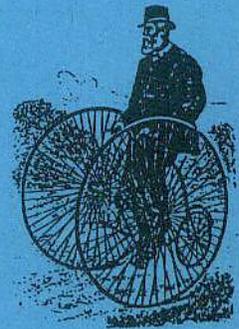
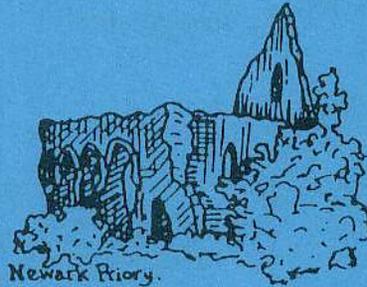
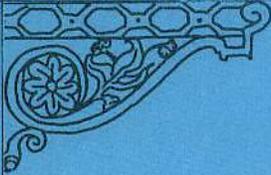


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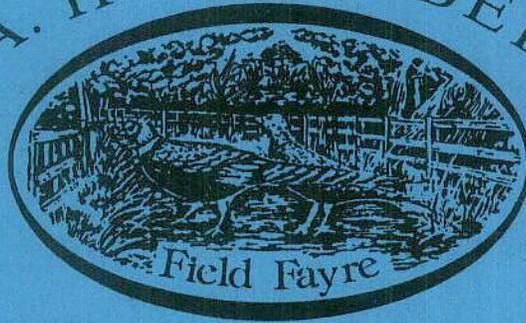


Newsletter No. 82

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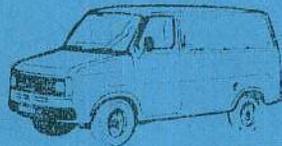
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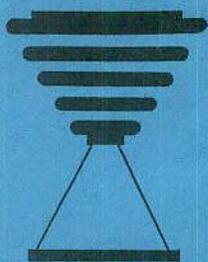
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Newsletter No 82

September/October 1988

Contents	Page Number
The Documentary History of Send Barns, by John & Bette Slatford	2
Women's Royal Voluntary Service - Wartime Recollections by Mrs Hope Sanger - notes by Jane Bartlett & Mavis Lake	4
Visit to Chalfont St Giles, Bucks notes by Audrey Sykes and Les Bowerman	6
100 Years Ago - an Extract from "Bicycling News" contributed by Les Bowerman	8
Looking Back - Taking a Further Look - notes by Jane Bartlett, Lyn Mileham and Margaret Bayliss	8
Gerald Hill - Obituary, by Ken Bourne	10
Ripley Summer Event - notes by Patricia Medlen	11
"Scorcher Heavily Fined" - press extract submitted by Audrey Sykes	11
Secretary's Report	11
Forthcoming Events	12

Cover Illustration Copy of a photograph (kindly donated by Mr & Mrs R Brown of Rose Lane, Ripley) showing the White Hart Slate Club Women's Outing in the 1920s. The petrol-driven Torpedo-style charabanc probably dates from the early 1920s. It has transverse bench seats extending across the full body width, with individual doors on the near side. Protection in bad weather was provided by the large folding canvas hood at the rear (we are grateful to our member Lyn Mileham for these technical details).

THE DOCUMENTARY HISTORY OF SEND BARNES

by John & Bette Slatford

Although one of the most important houses in our district, the history of Send Barnes is somewhat fragmented. As one of the farms belonging to Newark Priory (or New Place, as it was formerly called), it is mentioned in the early Court Rolls and in Henry VIII's grant of the Manor of Send and Ripley to Sir Anthony Browne in 1544.

Subsequently there are scattered references through the 17th and 18th centuries in Send Church, the Parish Registers, and other documents. In the 19th and present centuries references are fairly continuous. However, at no time has any documentation been discovered which indicates any continuity or relationship of ownership. It would seem that the Earls of Onslow were owners at least during the period of the Land Tax (1780-1831), at the time of the Tithe Apportionment and right up to 1898, but always, at these times, Send Barnes was let to their tenants.

The references so far discovered are as follows:-

- 1) From: Manning & Bray (published in 1814) Vol III, page 107.

"Alice, wife of Thomas de Sende, daughter of Ruald Maubanke (this Ruald was probably a descendant of William Malbanc, said to be heir of the Founder of Newark Priory), joined with her husband in giving to the Priory her share of her father's property, being 1 messuage, 1 carracute of land, 1 watermill, 20 acres of mead, 20 acres of wood and 30 shillings rent in Sende. This seems to be the farm which on the dissolution was granted to Sir Anthony Brown, by the name of Send Barnes, which name it now retains and is the property of the Earl of Onslow."

- 2) From: The Rolls of the Manor of Ripley and Send; page 41 of the transcript by Send & Ripley History Society.

1537 "Thomas Ripley alias Atfield and Agnes his wife hold by indenture dated 22 September 29 Henry VIII (1537) a site of the Manor of Send called Send Barnes, with all the houses and demesne lands of the same manor of Send Barnes now adjacent and occupies one with the following stock, viz - 6 bullocks price 72s, 12 cows price £4.16s, 12 calves aged 1 year price 36s, 7 quarters of wheat, 10 quarters of coarse oats, 10 quarters of fine oats of good grain, clean and well-dried, and 7 geese and 1 gander. Excepting and reserving all woods and sub woods growing within the manor and lands, to have and to hold etc. all the premises with their appurtenances to the said Thomas and Agnes and their executors from the feast of St. Michael the Archangel as annual rent 3/4d at the feast of St. Michael the Archangel as for the tenth of haye coming from within the manor from the meadow called Serles Mede; also 15 quarters of wheat, 40 quarters of coarse oats, 12 geese, 12 capons price each 4d, 12 one-year old calves, 16 rabbits, and half a quarter of rye to the use of the Vicar of Send when each year he requires it."

- 3) From: The Transcript of the Letters Patent, Henry VIII to Sir Anthony Browne (Guildford Muniment Room Ref: 165/71).

1544 "All that farm and hereditaments of the Manor of Send commonly called Send Barnes with all the houses, barns, stables, dovehouses, lands, outhouses, meadows, fields, pastures, closes and appurtenances commonly called Send Barnes in Send, formerly occupied by Thomas Ripley otherwise Thomas Atfield and Agnes his wife; all that our store, 6 oxen, 12 cows, 12 calves, 7 quarters of corn, 10 quarters of cut oats, 10 3/4 of growing oats, in the occupation of Thomas and Agnes Ripley; and also the tithes growing in a certain field commonly

called Serles Mead in the Manor of Send, formerly belonging to the Monastery of New Place and since occupied by Thomas and Agnes Ripley."

4) The Inwood family.

It would seem that this family were at Send Barnes from some time before 1600 until, most probably, 1653.

They were almost certainly related to an Inwood family of some substance of Cobham, Walton and Weybridge (Walton & Weybridge Local History Society Monograph No 37 by Michael E Blackman) and to the Inwoods of Halewick Manor in Chertsey & Byfleet (research by B J F Pardoe).

The will of John Inwood of Send Barnes, who died on 14 May 1601 (Hampshire Record Office), lists a considerable number of bequests to his family and names his eldest son, John, as his main beneficiary and sole executor. There is no mention of his wife, so she would have predeceased him. His inventory (Hampshire Record Office), made by Richard & Daniell Mabanke and William Staunton, describes his many possessions in the different rooms of his house and on his farm, and specifically mentions "the interest, lease and term of yeres of the deceased yet to com of a ferme called Send Barnes". It is proposed to make these documents the subject of a separate feature in a future issue of the Newsletter.

We next learn of the Inwoods of Send Barnes in "The History of Surrey", by John Aubrey, 1673, vol 3, page 232. Here Aubrey refers to gravestones in Send Church (whether inside or outside is not indicated, but there is no visible sign today). One stone read "Here lyeth the body of John Inwood who deceased the 26th August 1646 whose age at his death was about 88". He was the aforementioned eldest son of the John who died in 1601. A second stone read "Here lyeth interred Dorothy Inwood, the wife of John Inwood, late of Send Barnes and formerly the wife of Mr Richard Heath of Huersleigh (Horsley). She departed this life on the 29th day of Aprill 1653". Dorothy was the second wife of John Inwood; his first wife, Agnes, was daughter of John and Julia Fenn of Halewick Farm, Woodham, Chertsey.

5) The Bowell family.

There are many entries for this family in the Send and Ripley Parish Registers. They lived at Send Barnes for many years. William and Elizabeth Bowell are shown as of Send Barnes in 1667, but were fairly certainly there in 1655 when John, son of William Bowell, was baptised. He and his wife are shown as having had six children, but there were probably more because this was when the registers started, with a gap of six years following almost immediately.

It would seem that this William was something of a patriarch. His death is recorded in 1715 as William Bowell Senr, aged 90 years, 3 monthes and 5 days. There is a marriage recorded in 1714 between William Bowell Junr of Send Barnes (he was probably the Grandson of Wm. B. Senr.) and Elizabeth Bowell (probably they were cousins). The baptisms of their seven children, up to 1725, show them as of Send Barnes. Elizabeth died in 1750 and William in 1757, in Send, but the register does not say if they were then still of Send Barnes.

There were other Bowells, all related, living at Grove Heath during the same period.

The last reference to the family at Send Barnes is in a document of 1741 (Guildford Muniment Room, Ref: 1427/8/5), showing John Bowell as occupier with Lord Onslow as owner.

6) Marriage Settlement dated 25 April 1765.

This document relates to the marriage of Sarah Hunt, daughter of Robert Hunt, of Send Barnes, and Paul Prickett of St Martins Le Grand, London. Paul Prickett was to pay £1000 to Robert Hunt. The marriage actually took place on 22 May 1764 in Send.

Incidentally, Sarah was baptised in Send, the daughter of Robert Hunt and Sarah, his wife, on 2 June 1747. Thus, the Hunts were probably living at Send Barnes at that time.

7) Church Seating Plan, 1773 (see Newsletter No 33). This shows Mrs Hunt as a tenant of Send Barnes and Lord Onslow as the owner.

8) Land Tax Returns for Send and Ripley, 1780-1831. These records continue to show Lord Onslow as the owner of Send Barnes. Between 1780 and 1787 the occupier is shown as James Harris, and from 1788 until at least 1807, it was Paul Prickett.

9) Tithe Apportionment of 1843. Lord Onslow is still the owner, with John Daws as the occupier. Kelly's Directory for 1840 describes the latter as Captain John Daws.

10) Census Returns for 1841, 1851, 1861, 1871, 1881.

In 1841 John Daws is shown as a farmer, but Send Barnes is not mentioned (very few properties are named in this census). In 1851, 1861 and 1871, the occupier was James Keeman, farmer of 340 acres, and his family; they came from Suffolk. In 1881 he had become a road surveyor.

In 1881, in a property described as Send Barn Farm Cottage, the head was Abraham Tickner, farm bailiff of 340 acres. There is no mention of Send Barnes as such.

11) Kelly's and Guildford Directories.

From 1882 Nicholas Hoskings was the tenant from Lord Onslow through until 1898, when, according to an indenture dated 14 December, he became owner of the freehold. After his death in 1902, his widow, Grace, continued as owner until 1907, when she sold Send Barnes to Miss Violet Fane. It is after this time that precise definition of Send Barnes becomes confused with Send Barnes Farm, also known as Hill Lands. Grace Hoskings continued to live at Hill Lands until her death in 1909. Violet Fane, in her married name of Helen Violet Bond, wife of John Wentworth Bond, sold the property in 1912 to Louise McCurdy, wife of Charles Albert McCurdy. He is shown in Kelly's of 1913 as "MP of Send Barnes Farm". After that time, Kelly's shows E S H Corbett from 1915 until 1922, John Basil Williams in 1924, Mrs Nicholas Williams in 1927 and Lt Col C G Browne in 1930 and 1934. Later ownerships are recent history.

We are indebted to Dr and Mrs Peter Naylor, the present owners, for their help in establishing some of the above facts.

WOMEN'S ROYAL VOLUNTARY SERVICE

War-Time Recollections by Mrs Hope Sanger

Notes by Jane Bartlett and Mavis Lake

The WRVS (formerly WVS) has just celebrated its Golden Jubilee. No doubt many members will have read in the Surrey Advertiser of July 8 the interesting article giving details of some of its activities during the Second World War. Its members

ran canteens for the Services and war workers. They acted as drivers to and from hospitals, and organised food, clothing and shelter for evacuees and those made homeless by the bombing, amongst other duties.

Mrs Hope Sanger of Willingham Cottage, Send, was Deputy Organiser for the Guildford Rural District and was very much involved in our area. She was Marshall of the Rest Centre set up at the Drill Hall (now the Lancaster Hall) in June 1942, which was to be used as a Shelter and a Depot for emergency food supplies. As Billeting Officer, she was responsible for seeing that the residents of Burnt Common were safely housed after the bombing on 21 August 1944. When an unexploded "doodle bug" was detonated, and destroyed 22 roofs in Send Hill, she supplied several households with food that was free of glass splinters (as well as giving the army a piece of her mind). With Mrs G Sex she distributed Woolton pies, a form of vegetable Cornish pasty supplied to supplement village rations.

She has kindly given to the History Society many of her records from that period, and we feel members will be interested in extracts from an article she wrote at the end of the War entitled "The Last Stage".

"Can the W.V.S. provide two cars daily to help meet returning prisoners of war at a London Terminus?" It was felt an honour to receive this message from the Red Cross and St John's Ambulance Prisoners of War Department. ... As with most WVS jobs, many members stood by and were disappointed, but the lucky ones who were on duty when the ships berthed shared in an unforgettable experience.

On the first day the call came, cars were instructed to report at Euston station at 2.30 on a Sunday afternoon. There was rather a bustle getting off - had nothing been forgotten? - the name of the County and the driver's village on the windscreen, the Red Cross label, rugs - "the men are sure to be cold coming from the tropics" - hot coffee - "they may not have time for tea and we may be late getting in" - and, most important of all, maps.

To ensure arriving together, the WVS cars settled on a rendez-vous outside Friends House in the Euston Road. This meeting place, chosen by chance, outside the dignified home of the Quakers, was strangely appropriate to the occasion. But the pause here was short. Cars bearing Red Cross labels seemed to be approaching Euston station from every direction and soon the WVS found themselves part of a queue of hesitant drivers. No one seemed to know where to go or quite what to do, but for those at the rear of the column it was a care-free game of Follow-my-Leader. The long line of cars moved off - round the station, into the Goods Yard, up the ramp, over the bridge, down the ramp, and so to the Arrival platforms. But here every available space of the carriage-way was lined with vehicles - private cars, shooting brakes, Red Cross Ambulances, Army trucks and even Post Office Mail vans. "Move on" ordered the Police, and the bewildered column set off again, out of the station and to their original starting place. A short pause and then the same round again. "I shall get giddy if we have to go on like this all night" muttered one of the drivers. But this time they were lucky, there was a gap in the line of cars. It was only a small space but the W.V.S. cars manoeuvred in and there they were triumphantly in position. The next difficulty was to report. There were Red Cross uniforms everywhere - hundreds of them - on the platforms, the roadway, in the cars, and the problem was to find the unknown officer in charge of the County. But this was achieved at last and orders were received. "You are not to move your cars and on no account are you to take any passengers unless they are brought to you by the Officer-in-Charge." Easy to say, but not so easy to accomplish. ...

There was a long wait. The rain never stopped - a drenching downpour - and owing to the bomb-shattered roof, it was as wet in the station as the street. The light faded and soon it was night, but the station lamps of blackout dimness only added to the gloom. The scene was indescribably drab, but for that very reason had a drama of

its own. Gradually a crowd assembled - "Relatives" someone explained - Then, just as expectations were growing high, a convoy of army lorries threaded its way through the lines of waiting cars to fill the last remaining space in the road. While harassed drivers were attempting to pull one inch nearer to the kerb, a cheer rang out from the platform. Almost unnoticed in the confusion the first train pulled in. It was full to overflowing. Row after row of soldiers' heads were silhouetted against the lighted windows. As the train stopped, the carriages seemed to explode, doors burst open, kit bags were hurled through the windows and men and luggage poured out in a cascade. With all the excitement there was a curious calm. Reunions took place with dignified restraint and there was a complete absence of hysteria and noise. As the train emptied the platform was so thronged that it seemed an impossible task to sort out the tangled crowd. But gradually a pattern grew in the confusion. In every group a Red Cross uniform could be seen, and soon growing trickles of men mounted the army lorries to be taken to the other London stations, and presently parties of Prisoners of War with their relations, each with a Red Cross escort, threaded their way through the traffic jam to the waiting cars. ...

... At that moment a second boat train drew in. The confusion was doubled and prospective passengers swarmed on the cars from both sides. It seemed a miracle how the Red Cross dealt with the chaos. In spite of the confusion the County plans were quietly carried out and at last the official passengers for the W.V.S. cars were brought up - two civilians, internees, for Surbiton and a Prisoner of War and his brother of the R.A.F. for Walton-on-Thames. A sign of relief came from the drivers. It was a route they knew and the nightmare of having to grope their way in the dark through unfamiliar parts of London was over ...

... In the light of the headlamps the falling rain seemed an impenetrable curtain ahead. In places the water was across the road and once the car was almost submerged as it splashed unexpectedly into the flood.

... The route twisted and turned through a maze of small residential streets all looking much alike in the gloom. A corner was turned and from a nearby house a beam of light shone into the road. "Good" said the Airman triumphantly, "Meg always said that whatever time you came home you would find the front door open".

During the Jubilee Ceremony, Mrs Sanger was awarded a second long service bar to her WVS medal, in recognition of her 40 years' service as "The Woman in Green".

VISIT TO CHALFONT ST GILES, BUCKS

Notes by Audrey Sykes and Les Bowerman

On July 10 about 20 of our members set out to visit the Shire Horse Centre in Chalfont St Giles, and a most interesting morning it proved to be. We arrived at 11 am, and after refreshments in a spotless tea room, assembled to listen to a talk on the Shire horse, which is only one of the four main British breeds, the others being Clydesdales, Percherons and the Suffolk Punch. At the centre they are making great efforts to preserve the true strains of the Shires, as it seems that in the past many horses have been exported to the States and elsewhere, and crossed with any stallion/mare that was around, but now the policy is only to sell the geldings. Dalesman was led in as the model for what a true Shire should look like, 18.2 hands at the shoulder (a hand being 4 inches), over a ton in weight, black and beautiful, as are all Shires; Clydesdales and Punches being brown, and Percherons mottled grey. His coat was gleaming - hours of work there - and we were told how carefully his hooves were washed and dried, using fine sawdust to absorb every bit of moisture, and it was pointed out that all true Shires must have white "socks" on all four legs.

Fensman was next, the model for the harnessing demonstration, totally placid, when "dressed" he was driven up and down the yard by a little ten-year-old, with discreet help from the groom! Last of all was a breeding mare and foal. No shining coat here, in fact no grooming at all, as mares spend all their time outside, unlike the show horses, who live in roomy loose boxes, and are never turned out. Nor are mares shod, to prevent injury from kicks, so this one's approach was very silent, after the resounding clip clop of the first two. Again placid and unworried by all the people, she and her foal were stroked and patted by the children.

After the talk we were free to wander round the stables and tack rooms, see the polished collars and harness, the various carriages and dozens of rosettes won at shows round the country. We walked through what could only be described as the dormitory, as all the inmates of the loose boxes were stretched out sound asleep and snoring lustily. A groom said that horses kept indoors usually slept lying down, whilst those outside would stay on their feet in order to make a quick getaway if attacked. We came away having seen a team of men, boys and girls dedicated to preserving the breeding stock of this truly English horse full of love for their charges who are never beaten, even when being "broken", a term they do not use, preferring to call it training. And as a measure of the long term care and interest in their charges, any buyer must agree to sell the horse back to the Centre when they no longer have any need of it.

Audrey Sykes

Very close to the Shire Horse Centre is the Chiltern Open Air Museum, on what was originally a 25 acre site of meadow and woodland at Newland Park when it was started in 1978. Not as extensive as the Weald and Downland Museum at Singleton, the Chiltern Museum nevertheless has a number of buildings well worth making the half-hour journey up the M25 from Send and Ripley to see. With a nature trail, a children's play area, a tea room, and set in delightful countryside well away from the road, it makes a rewarding outing.

The entrance building came from the grounds of the Post Office Savings Bank in Hammersmith. The Bank itself was built in 1899, but intriguingly neither the age nor the original purpose of this softwood building is yet known. There being no cruck-framed buildings in South-East England, it was educational to see the Arborfield Barn built on this principle originally around 1500. The Iron Age house, constructed from materials cut on the museum site, was based on archaeological evidence from a site of about 800 BC at Dunstable. It is a low circular building with turf walls and a thatched roof. Other buildings include a late 19th century furniture factory from High Wycombe, a granary on 16 staddle stones from Haversham, Buckinghamshire, converted into the museum's toilets, a large mid-19th century cart shed now used as a site workshop, a single-storey Gothic style brick turnpike toll-house of 1826 from the London to Oxford road at High Wycombe, and a 19th century farmstead, comprised of a five-bay timber-framed barn, a 12-staddle granary, a cattle shelter, a double privy and a stable and cart shed. A third granary stands on 9 cast-iron staddles. A c 1915 shepherd's hut, designed to be drawn by horse, looks like a forerunner of the modern caravan. The Garston forge is a brick building of around 1860. Conversation with practising craftsmen, such as a wool-spinner, made it difficult for the party to tear itself away.

The third attraction on this very relaxed and pleasant three part outing also involved very little driving, being Milton's Cottage only a couple of miles away at Chalfont St Giles. John Milton, it will be recalled, was the blind 17th century poet, also something of a revolutionary, who achieved a towering reputation with his classic poems "Paradise Lost" and "Paradise Regained". Born in 1608, he came to Chalfont in 1665 to avoid the Plague in London whither he later returned. It is the only surviving residence of Milton's, albeit that he was here only a short time. There is a small library, which includes most of his books, as well as a collection of local artefacts. The cottage itself is timber-framed, having been built towards

the end of the 16th century. The decision to buy it, for dedication to the memory of Milton, was made in 1887 and it must therefore be one of the earliest such museums. The purchase money was raised by a Jubilee Fund, with Queen Victoria heading the list with £20. It had been the home of the great grandfather of one of the custodians on duty while we were there.

Les Bowerman

100 YEARS AGO

An Extract from "Bicycling News" 13 October 1888

Contributed by Les Bowerman

We never remember, at this season of the year, having seen Ripley and its neighbourhood so crowded with cyclists as on Sunday last - the day after the (National Cyclists Union) Benefit Meeting (at Kennington Oval) and the last cyclists' service of the year. The latter was notable for two points - the largest attendance of 1888, 83 cyclists in uniform, in addition to quite a number of Ripley residents, and the best address we have ever heard given in Ripley Church. We were a bit late in starting, and on getting to Ditton we found that the greater part of the crowd had gone on. After an enjoyable ride we arrived at Ripley only to find the Anchor, Talbot, Lewis's (The White Hart), and the Hautboy and Fiddle at Ockham "full up"; in fact, if an earthquake had come along and swallowed up that section of the country about 2.35 there would not have been half-a-dozen racing-men left in the Metropolis. The first dinner had just concluded (at the Anchor) when the bell for church began. Mr. J. E. Phillips played the organ, and the lesson, from the ninth chapter of 1 Corinthians, was read by G. L. Hillier (famous both for his cycle racing and as a cycling administrator and writer). The Rev. Henry Hooper took for his text the words "So run that ye may obtain", and preached therefore a most fitting sermon, in the course of which he made frequent allusion to the event of the previous day, pointing out how the riders had entered and trained for the races they run, and drawing a fitting conclusion as to the greater race of life therefrom. After the second dinner, we returned with others to Ditton for teas before proceeding home via Merton and Mitcham.

N.B. Many cycling names and allusions which will be of little interest to readers of the Newsletter have been omitted.

"LOOKING BACK" - TAKING A FURTHER LOOK

Notes by Jane Bartlett

Although I thought I had listened carefully to everything I was told in both villages, I have had several mistakes in "Looking Back" pointed out to me. I am grateful for the corrected facts.

The cricket picture (No 123) is of the losing New Zealand team, not of the victorious Ripley side. John Arlott said in his broadcast of the match, "Ripley's opening bowlers were Shorter and Geoff Pinnock. Geoff Pinnock's family has played for Ripley for three generations, and he straight away gave the village boys reason to shout by bowling Geary for a duck." He called Hugh Lindo "the star local batsman", but said Ripley's game was won by the next two batsmen, Bertie Doe and Archie Marsh, who "seemed to have no nerves at all. Blunt (the New Zealand Captain) spun and flighted the ball, Badcock was as steady as the Rock of Gibraltar at the other end, but Doe and Marsh were still there at 84 for 6, and Ripley won."

The fancy dress procession (No 127) is obviously much later than the 1920s. Not only does it show that the International Stores has replaced Tedder's, but also the car on the left is of a later date.

I am assured that the Send Royal British Legion was formed a year later than that of Ripley. Certainly the Woking Review of January 1966 says that the Ripley branch, founded in 1921, was one of the first to be formed in Surrey.

Lyn Mileham, our transport enthusiast, has given me more information about coaches pictured in the book, and extracts are presented below. May I say that several Send residents have referred to their early bus as a "producer gas" bus. Perhaps this term was used for both sorts of gas buses in the same way we tend to say "Hoover" when we mean vacuum cleaner.

Notes by Lyn Mileham

Some charabancs shown in photos 32, 130 and 131 were known as the "Torpedo" type. They had transverse bench seats with a separate door to each. In wet weather a folding hood, normally stowed at the back, could be brought forward, as on touring cars of this period. This formed a roof, but there was no side protection. They were popular in the early 1920s, but were phased out as the "All Weather Coach" was developed around the mid 20s. These also had transverse seats, but there was a central gangway with access from a single door. There was a glazed superstructure along each side and a canvas roof could be run along rails to provide an open or closed roof.

One of these coaches is seen in photo No 34. The chassis appears to be a Leyland "Lion", first introduced in 1925, but the photo was taken later, as there is a London General cover-topped NS type bus in the background. Four experimental buses of this type went into service in North London in October 1925 and, after finally getting police approval, 200 were ordered in 1926, followed by many more after that, until the numbers reached some 1700.

The dog transporter in photo No 64 is on a Morris Commercial chassis, supplied by Stewart & Arden, who were main Morris dealers. They had all the MM series of registration numbers from Middlesex County Council. MM 8XXX would have been about 1931, as in 1932 the AMM, BMM, etc, series started.

The horsework operating the elevator in photo No 65 is interesting, as most had been superseded by small petrol engines to drive elevators by the 1930s. Possibly this could have been brought back into use in 1940 because of war-time petrol rationing.

The fairground ride in photo No 126 was known as a Venetian Gondola Switchback: Smith & Whittle, later G A Whittle & Sons, were amusement caterers for Woking. Two of the Showman's Traction Engines they owned (new in 1910 and 1922) are still in existence under preservation (in Bucks and Norfolk respectively). Mrs Thomas, referred to in the caption, was possibly W Thomas of Feltham, Middlesex.

In photo No 132 the coach in the foreground is an All Weather Coach, but behind it is a much later type of coach, with a fixed roof, solid-sided luggage rack, and glass rain shields over wind-down windows. This would appear to be a long distance express coach, such as operated by Royal Blue, Bristol Greyhound, United, etc, around 1929 or 1930, comparable to the forerunners of the Green Line services which were operated by East Surrey, General, Autocar, National, etc.

The statement about the bus on page 9 is a little confusing: if it had a balloon bag on the roof, it would have been running on coal gas, which had to be refilled periodically from the gas company's mains (these balloons had weights on the top to maintain the necessary pressure as the gas was used up).

If the bus was running on producer gas, it would have been fitted with a special stove, either built in at the back, or towed behind on a trailer, and would have generated (or "produced") its gas as it travelled. Coke, anthracite or charcoal was burnt in the stove with a restricted air supply, to produce essentially carbon monoxide. This was fed to the carburettor, mixed with air, and combustion in the cylinders formed carbon dioxide.

From a letter from Margaret Bayliss

Many of the people mentioned in it I knew - Mr Curtis, the AA patrolman, the Nokes family, Mr Pinnock, Mr Allwork and Mr Parsons, on whose old horse-bus (6d to Woking return from Old Woking) I used to ride.

On page 36 you have a photo, supposedly of the floods stretching from Broadmead to Unwins Printing Works. As you look at the picture, the land on the left of Broadmead Road is **not** in fact Broadmead. It is, I think, Red Bridge and the land near Unwins Mill Cream.

Also there was **not** a yearly meeting of Broadmead owners, as stated in the book. It was an occasional meeting, and one was held on our plot at the Broadmead entrance when a man named Peters was the herdsman.

Did you know that the two persons at the side of Mr Lancaster's donkey cart (picture No 22) were Charles Hobby, the butler, and Harvey Bugg, the head gardener? I remember the donkey, as my aunt was cook at Sendholme.

OBITUARY - GERALD HILL

Our Chairman, Ken Bourne, writes:

The death of Gerald Hill, on September 11, aged 60 years, at St Luke's Hospital, after a relatively short period of ill health, represents a great loss, not only to his wife, Janet, sons, Simon and Andy, daughter-in-law, Nicky, and other members of his family, but also to all those colleagues and friends who were privileged to know him.

Gerald belonged to one of those indigenous families who live for generations in one area. In fact, he was born in Pyrford, grew up in Wisley and then lived for a while in Pyrford when he married. In 1963 he and Janet moved to Ripley, nearer to his work at J Gibbs Ltd, agricultural engineers. He joined this company when he left school, working his way from apprentice to foreman of the service department.

As an engineer he was in his natural element, and had a talent for making things work and work better. This was his forte, his life, and it extended into his spare time in restoration work on farm equipment and vehicles.

Although a busy man and conscientious at work, he was always willing to lend a hand in the community. With Janet he was for many years an active member of St Mary's PCC, Ripley, and was for ten years its churchwarden. He was also a member of the History Society from its early days, and for some time a member of its Committee (Janet being Treasurer). Its members have every reason to be grateful for his invaluable help at its many outdoor exhibitions, notably the annual Ripley Summer Event.

A quiet man, liked and respected by all who knew him, his presence will be missed, but his influence will be felt for a long time to come.

The funeral service was held at St Mary's Church, Ripley, and afterwards at St Johns Crematorium, on 16 September. Donations to G Boutell & Son, Byfleet, in aid of cancer research.

A commemorative service is to be held on St Luke's Day, October 18, at St Mary's, Ripley.

RIPLEY SUMMER EVENT

Notes by Patricia Medlen

As usual, the Society had a stand at the Ripley Summer Event on Saturday, 16 July.

The display, which had previously been chosen for the Send Scout Fete in May, "Sports and Pastimes in Send and Ripley", was exhibited again, with the addition of Charles Thurbin's newly constructed model of Newark Mill. The model was constructed using drawings made by an architectural student and discovered by John Slatford whilst researching documents at the Public Records Office. This excellent model generated much interest throughout the afternoon and the Society is extremely grateful to Charles Thurbin for allowing us to exhibit it.

The team responsible for the Society's stand consisted of Rosalie & Terry Hewitt, Kate & Chris Smith, Bob Gale, Mavis Lake, Tony & Patricia Medlen. We owe our thanks to Ken Bourne for all his photographic work and for the use of his display boards.

Fifty pounds was taken for the sale of the Society's publications, and three new members enrolled.

"SCORCHER HEAVILY FINED"

This extract from the Seaham Weekly News of Friday, October 11 1907, was discovered by Audrey Sykes:

"The Guildford County Bench, through their Chairman, on Saturday declared that they were determined to put down 'scorching' through villages by motorists. Heavier fines would be inflicted if necessary.

"One motorist, said to have driven through Ripley village at a speed of 28 mph, just as the people had left church on Sunday Sept 27th, was fined £7, and was told that it was men such as he who brought motoring into disfavour in the villages."

SECRETARY'S REPORT

Any local history society owes its success, in large measure, to the knowledge it builds up of the contents of the nearest record office and how to use them. It also depends on a good relationship with the Archivist. We have been exceptionally fortunate in this respect and Shirley Corke has long been a very good friend of the Society. On Tuesday, 1 November, she has kindly agreed to come and talk fairly informally to the Documentary Group in the Annexe to Ripley Village Hall. All members of the Society can participate in the activities of all the groups, so whether you are a regular member of the Group or not, you are welcome to attend this talk. Those who attended Shirley's formal talk to the Society a few years ago will remember what a fascinating speaker she is.

We welcome a new member: Mrs V Pearce, 2 Oaktree Close, Burpham, Guildford.

Total membership stands at 300, comprised of 110 double and 80 single subscriptions.

Spelling of Send Barn(e)s Up until the 19th century, the usual spelling for this property was with an "e". From 1851 (the date of the first detailed census) it has been more usual to omit the "e", and this is the accepted modern spelling. Where, in "The Documentary History of Send Barns", we have quoted from documents, we have used the spelling in the document. Apart from that, so far as practicable, we have used the earlier spelling for pre-1850 references and the modern version for post-1851.

FORTHCOMING EVENTS

- Wednesday, 19 October ... Open meeting at 8 pm at Ripley Village Hall, when Mr Ron Croucher, of the West Surrey Natural History Society, will give an illustrated natural history talk on badgers and other topics.
- Tuesday, 1 November ... Documentary Group meeting at 8 pm in the Annexe to Ripley Village Hall, when Mrs Shirley Corke, the Archivist at Guildford Muniment Room, will speak about local history from documentary sources. All members of the Society are welcome.
- Saturday, 5 November ... Surrey Local History Council's all-day Annual Symposium at the University of Surrey. The theme chosen is "Georgian Surrey". Tickets, at a discount, can be obtained in advance from our Secretary.
- Saturday, 12 November ... The Society is arranging an exhibition of aspects of the Society's work and some of our artefacts in the Methodist Chapel Hall, Ripley, from about 10 am onwards.
- Tuesday, 22 November ... Open meeting at 8 pm at the Red Cross Centre, Sandy Lane, Send, when Dr Robert Mesley, Chairman of West Surrey Family History Society, will give a talk entitled "What's in a Name?", based on research into the origins of his own family in various parts of the country.
- Saturday, 17 December ... Annual Christmas Social at Ripley Village Hall. The Ashtead Singers, a group from within the Ashtead Choral Society, have been provisionally engaged to provide the "live" entertainment. Tickets at £3 each, as last year, obtainable from Committee members. Offers of raffle prizes would be welcome.
- Tuesday, 24 January 1989 ... Open meeting at 8 pm at the Red Cross Centre, Sandy Lane, Send, when Ian Wakeford, Secretary of Mayford & Woking District History Society, will speak on 150 years of the railway at Woking.
- Wednesday, 22 February ... AGM at 8 pm at Ripley Village Hall. There will be a short talk after the meeting.
- Tuesday, 21 March ... Open meeting at 8 pm at the Red Cross Centre, Sandy Lane, Send, when a talk will be given by Mr Ray Davies, M.Pharm, FPS, on Dr Richard Stoughton of Send, an 18th century Doctor of Physick, and his "Cordial Elixir". Ray Davies is a Member of the Society of Apothecaries of London, and Senior Assistant Editor (Science) of the Pharmaceutical Journal.
- Wednesday, 19 April ... Open meeting at 8 pm at Ripley Village Hall. We have booked the new "Circle 8" film "Tales of Old Surrey".

Closing date The closing date for submission of material for the next edition of the Newsletter is Friday, 4 November.

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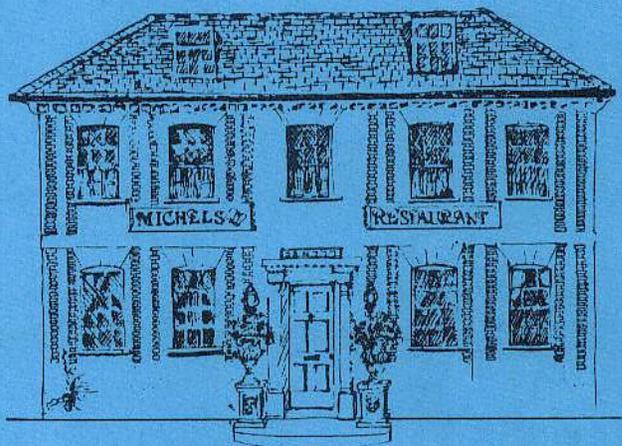
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NOTICES

Open meeting Mr Ron Croucher of the West Surrey Natural History Society will give an illustrated talk on badgers and other aspects of natural history, at Ripley Village Hall on Wednesday, 19 October, at 8 pm.

SLHC Symposium A reminder to members that the Symposium will be held on Saturday, 5 November, at the University of Surrey, Guildford. The theme chosen is "Georgian Surrey", but the Society has decided not to mount an exhibition this year. Tickets are available in advance, at a discount, from the Secretary.

Exhibition The Society will present an exhibition of aspects of its activities and display some of the artefacts which it has collected. The exhibition will be held at the Methodist Chapel Hall, Ripley, on Saturday, 12 November, from 10 am onwards.

Christmas Social This year's Christmas Social will be held on Saturday, 17 December, at Ripley Village Hall, starting at 8 pm. There will be the usual mixture of a buffet, hot punch and live entertainment provided by the Ashtead Singers. Tickets at £3 each, as last year, will be obtainable from Committee members. Offers of raffle prizes will be welcome.