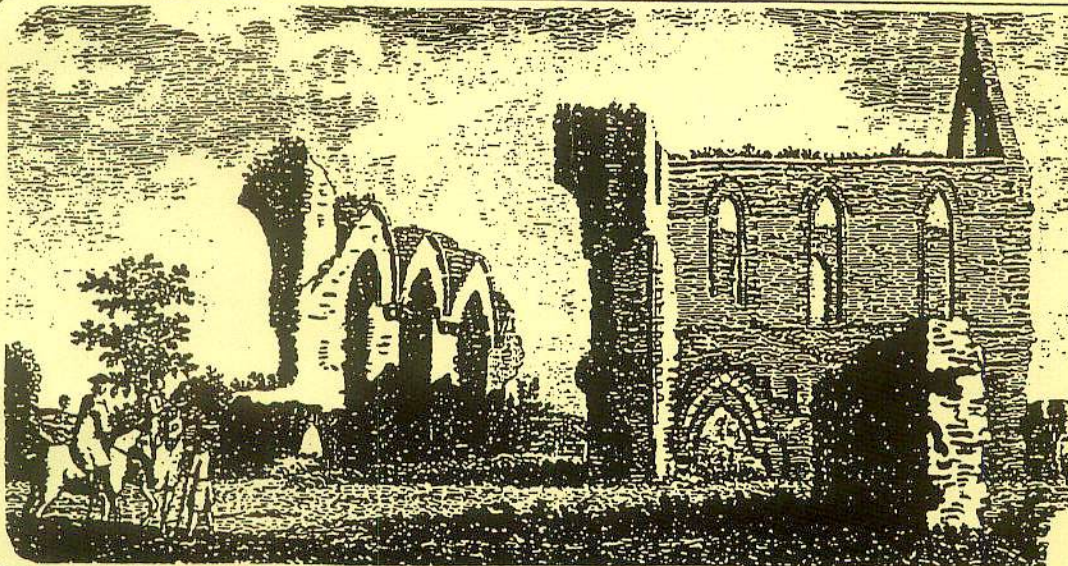


Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



NEWARK PRIORY

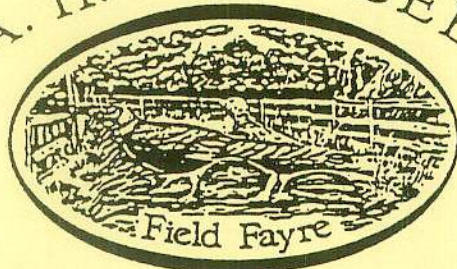
Newsletter No.129

July/August 1996

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Send & Ripley History Society

Established 1975 as Send History Society

Registered Charity No 296324

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Typed by Mrs Chris Parker

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Newsletter No 129

July/August 1996

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Cover Illustration: A coach party, organised by the New Inn, Send, on 28 August 1920. The bus, a typical solid-tyred vehicle, make unknown, is shown outside a building which is neither in Send nor Ripley. Can anyone provide any further information? See also article by David Porter on Aldershot & District Traction Company, page 2.

EDITOR'S COMMENT

Once again, I am delighted to say there is a wide variety of material included in this edition of the Newsletter, which is a little longer than usual, no doubt due to the inclusion of photographs and other illustrations. Arrangements are under way for a continuing programme for autumn 1996 and the early part of 1997. Audrey Sykes has, in fact, booked a date in January 1997 for a talk on the history of the Royal National Lifeboat Institution, and we are looking at a possibility of another talk, in late November/early December this year, on the history of fashion. More details of both these talks will appear in the next Newsletter. When arranging such talks, the Programme Committee often come across a range of other subjects which are presented by other organisations, and where possible, a note of these is included in our Newsletter. It would be helpful, however, if someone has a few moments of their time to spare to act as Sub-Editor for "Forthcoming Events", which could be included as a separate page in the Newsletter, and deal solely with subjects presented by other societies which may be of interest to our members. If anyone would like to take on this bi-monthly task, please contact the Editor.

Please note the change of address of our Treasurer, Marilyn Scrace, and also the additional address of our Newsletter distribution organiser, George Bleach, both of which appear on the index page of this Newsletter.

THE ALDERSHOT & DISTRICT TRACTION CO LTD

By David Porter

In 1994 a society was formed to preserve and operate buses once owned by the Aldershot & District Traction Co Ltd, also known locally for many years as the "Tracco". It is intended not only to preserve the 20 surviving vehicles of this former company, but also to retain all aspects of their operation, including changes to route operation, carriage of parcels, fare structure, tickets and ticket machines, timetables, uniforms, etc.

I soon discovered that at one stage this company ran a service between Guildford and Woking via Send. The route, No 47, ran via London Road, Burpham, Potters Lane, Send Church, Cartbridge, Old Woking, Hoe Bridge, Maybury Inn, Monument Road, Maybury Road to Woking Station. I was fortunate to find a timetable and fare chart for this route, which operated around 1930.

This route was sold to "Blue Saloon" during the 1930s when operated by the Lock family. It is believed that "Blue Saloon" may not have run the complete route through to Woking, but instead, turned at the New Inn, Send. Further information is sought on this. It is also believed that "Blue Saloon" may have used small "Chevrolet" or "Bedford" buses on this route; however, the Aldershot & District were for many years almost 100% "Dennis" users, but in the years up to 1930 they operated "Milnes Daimlers".

It is possible that route 47, via Send, Potters Lane, etc, was shared by garages based at Woking and Guildford, the former Woking garage being in Walton Road. The modern Goldsworth Road Garage (now demolished) was built in 1931.

Woodbridge Road Garage (demolished in 1988) was built in 1927; however the Aldershot & District retained their former garage in Onslow Street, Guildford, for coach storage, until 1954, when it was sold to Jacksons' Garage, main distributors for Austin cars.

The photograph shows a Daimler single-deck bus outside Onslow Street Garage in the 1920s. Solid tyres and the rolled up tarpaulin sheet at the side of the driver's cab are of interest.

Inside the garage can just be seen the rear of an open top, open staircase double decker, with "Nestlé" advert clearly visible. The dress of the crew is typical of the pre-World War 2

period with their long dustcoats.

The second photograph shows the Hindhead and Haslemere bus, and leaning from the cab is Mr Grout, the company's Traffic Superintendent in the 1920s. The driver has his PSV badge (now PCV) attached to the top button of his coat. The conductor, unusually attired in a cloth cap!, is complete with leather cash bag and bell punch ticket machine, both hung over his shoulders by adjustable leather straps. He proudly shows his full complement of bell punch tickets surplus to those held in the wooden rack in his left hand.

When London Transport received their new AEC diesel double deckers, in 1951/2, for the 436/463/436A services to Send and Ripley, bell punch tickets were still used. They were finally withdrawn on these routes soon after I started school in 1955. The fare from Mays Corner to the New Inn was 3d (1 1/2p), or a 1 1/2d (1p) fare for a child under 14 at that time. The tickets were a different colour, depending on their value.

Unlike many companies, London Transport did not issue return fares for many years. London Transport favoured the heavy "Gibson" ticket machines as replacements, and these are still used on certain LT routes, crew operated with "Routemaster" buses in the City of London today.

"Safeguard", of Guildford, still retain their "Setright" machines, which were generally regarded as the "standard" replacement for the bell punch machine and ticket rack by virtually all companies, including the former "A&D".

With computer operated machines almost universal throughout Britain today, if a failure occurs the driver/operator still uses emergency tickets based on the old rack system. I have used these in West London in 1993, and run to schedule!, as a driver/operator. However, "cashing up" time at the end of a shift is another story.





JOURNEY BY COACH c 1840

By Betty Batten

I recently came across this account, by the 8th Lord Midleton, of a journey from Castle Rising, Norfolk, through Ripley to Peper Harow, in his childhood, about 1840. The account is in the Guildford Muniment Room and is handwritten some 60 years later in 1903.

"Our lives went on quietly, varied by our annual visit of two months to my grandparents at Peper Harow, a three days journey when there was a baby to be thought of, with visits at the Bull Inn at Cambridge and my grandfather's town house in Upper Brook Street.

"I can well remember the waves of green corn with the flicker of light and shadow as they caught the wind and sun on our journey to London early in July and the different aspect which they were on our return home when the corn had been cut and stacked at the end of August. I have also a keen recollection of some of the terrific thunderstorms so prevalent in the Eastern counties by one of which our journey was arrested at an inn in the Isle of Ely near which two men were killed that day by lightning. We posted in my father's chariot, as the carriage was called, which, as the numbers in the family increased, had been fitted with a couple of stools close to the front windows affording more seats inside than the single cushioned one, which held at most three persons comfortably. To my great delight my grandfather's four horses with postilions in green jackets and silver laced hats always met us at Ripley and took us at a much faster rate than the posters for the last 13 miles of our journey. Their whips are still in the harness room at Peper Harow."

THE BROADMEAD - ACCIDENT AT ROUND HOLE BRIDGE

Some Notes on the Accident Reported in N/L 126, Page 2

It would appear that the track rod connecting the offside and nearside stub axles had either broken or become disconnected, allowing the front wheels to turn in different directions, and far beyond their normal range of movement.

I note that gas was used for the car lights. The gas generator can be seen on the running board. The upper section was filled with water, which was allowed to drip into the lower section containing calcium carbide, thus producing acetylene gas. There is a pipe leading up to the headlight, and there appears to be a pipe along the side below the doors, which would have supplied gas to the tail light.

There is a 2 gallon petrol tin on the running board, just in front of the gas generator. These two items would have been clamped in frames secured to the running board for easy removal when necessary.

With regard to the bridge, it is of generally similar construction to the old timber Broadmead Bridge, which was constructed by Mr Carman and his son about 1823. I think it is probable that it could have been built by these people at the same time.

Following the accident on 15 January 1873, when Thomas Miskins's threshing tackle fell into the river at Broadmead Bridge, the 4th Earl of Onslow, in his "Clandon Estate History 1870-1883", stated: "After this event, notices, in accordance with the Locomotive Act, were affixed to all my Manorial bridges." One of these noticeboards can be seen in the photograph; that side



facing the road has the words commencing "Locomotive Act 1861. Notice is hereby given ...".

Section 6 of the Locomotive Act 1861 states: "It shall not be lawful for the owner or driver of any locomotive to drive it over any suspension bridge or over any bridge on which a conspicuous notice has been placed, by the authority of the surveyor or persons liable to the repair of the bridge, that the bridge is insufficient to carry weights beyond the ordinary traffic of the district."

It appears that it was left to the discretion of the bridge owner to specify the maximum weight that was permitted to cross any particular bridge.

Lyn Mileham

CHANGES IN THE VILLAGES

Although not wildly exciting, it is perhaps worth recording that Broadmead Road has recently been re-kerbed, re-levelled and re-asphalted, to bring it to a standard compatible with the heavy use it now has as a feeder road to the A3 and M25. The railings on the West, or Unwins, side, which were gradually sliding into the ditch, have been removed, and the ditch itself has been largely banked up and filled. Fortunately, from the historical point of view, the depression, which was a marlpit (and site of Round Hole Bridge), is still visible, as is the nearly empty watercourse forming part of the boundary between Send and Woking, which was probably the original course of the River Wey before the cutting of a millstream to feed one of Woking's two mills (now Unwins), which is mentioned in the Domesday Survey of 1086. One result of these works is that the Broadmead Road is now more obviously a causeway across the meadows, the hawthorns and slow bushes having been removed as well as the railings.

Some of the discarded old granite kerbstones from Broadmead Road have been brought down to Send Marsh Green, where they have been used to kerb the North and South sides of the Green. It is sad that it has been necessary to do this for the first time, thereby making it look more suburban, but parking and passing vehicles have gradually been eroding more and more of the Green, particularly around the letterbox, which many motorists have been too lazy to leave their vehicles to use. The kerbs will also be a discouragement to "boy-racers", who from time to time have skidded cars across the Green for the fun of leaving unsightly wheel marks.

Les Bowerman

MUSEUM

Exhibition - Local Inns and Pubs

A new exhibition is currently being organised, featuring local inns and pubs, past and present, around Send and Ripley. An exhibition team comprises Jane Bartlett, Mavis Lake, Bette Slatford and Clare McCann. They have plenty of photographs, but are looking for artefacts, such as beer mugs, beer mats, old signs, placards, in fact anything that is directly related to the subject. If you have anything that you feel might be useful, please contact Clare McCann, telephone 01483 728546.

Exhibition - Surrey People

In 1982, an exhibition was mounted for the Surrey Local History Council Symposium concerning Sir Anthony Browne (1487-1548) and his son, Sir Anthony Browne (1526-92), 1st Viscount Montague. The Brownes were Lords of the Manor of Send & Ripley, having acquired these lands at the Dissolution of the Monasteries, which, of course, included Newark Priory. They had vast estates throughout Surrey and Sussex, and also had a town house, which was built on the site of the Augustinian Priory on the South side of Southwark Cathedral.

The photographs and text have been re-displayed and may be viewed at the museum until the end of August. There is a small booklet about this family that may be purchased at the museum.

THE MIDSUMMER EVENING WITH A FLAVOUR OF YESTERYEAR

This had originally been planned as a members' barbecue on 31 May, but the nature of the evening and the date had to be changed, as the "Surrey Advertiser" publicised it as an open evening and there were therefore security worries. It was accordingly held at Ted and Rita Goldup's house on Saturday, 22 June,. Thirty tickets were bought, and although it was remarkably cool for a midsummer evening, a fine time was had.

Participants were welcomed with a glass of "bubbly" from Brittany - cider if you wanted to be rural, otherwise sparkling wine. Ted had much of his veteran farm machinery on display, mostly tractors in all shapes and of all ages, up to about the 1950s. He gave a conducted tour, which was both learned and amusing. One of the interesting facts was that all the tractors had been found within a radius of about ten miles of Send and Ripley. There were also milking machines, a cream separator, made by R A Listers of Dursley (to the design of Mikael Pedersen, the Dane, who is best known as the inventor of a revolutionary triangulated bicycle in the 1890s), and a jumbo-sized children's slide, formerly in the public playground at West Clandon. Alan Baker had brought along three early petrol cans, one of which was for Pratt's Motor Spirit, and



Norman Carpenter I/C Bubbly and Raffle

Lyn Mileham had on display a fascinating collection of models of farm machinery which he had made.

For refreshments there was an excellent cold collation with a country flavour, consisting of marinated chicken legs, cheese-and-onion pies, salad, fruit crumbles and ice cream, put together by Anne Bowerman and Rita Goldup, and washed down with more cider or sparkling wine. The finances were much helped by raffle tickets, sold by Norman Carpenter.

The evening yielded a surplus of £67.23, although the main object had been to provide an interesting and enjoyable evening. We are very grateful to Ted and Rita for the use of their house and garden. Ted had devoted many hours to bringing his machinery out for display and a similar amount of time would have been needed to put it all back again afterwards.

Les Bowerman

Thanks also to Les for skilfully organising this event under the above theme, and providing the liquid refreshment from Brittany.

Editor

97 SEND ROAD (THE BUTCHER'S SHOP)

By Jane Bartlett

The two outhouses at 97 Send Road were once a laundry, then a butcher's shop. Mrs Jean Anderson kindly showed them to me and told me their history.

Over a hundred years ago, Jean's grandmother, Mrs Pullen, ran a laundry from these buildings. The brick-built one at the rear was the washhouse and the clapboard shed near Send Road was the drying room. The drying room was crisscrossed with wires for the linen, and there was a circular stove with slots to hold the flat irons. Jean does not remember her grandmother, who died in 1899, but understands that she employed three women and did laundry for Lady Lovelace, as well as other large households.

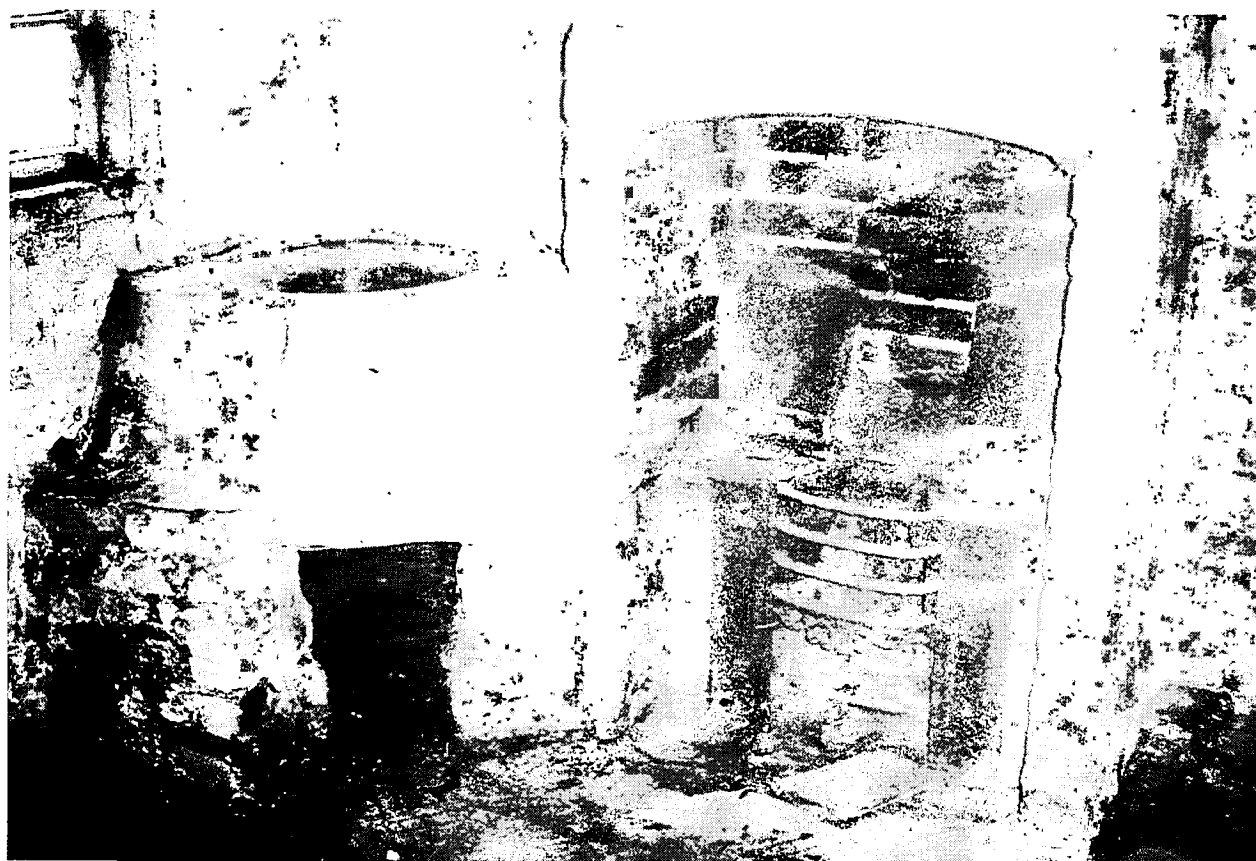
The laundry room continued to be used for the family's wash day. In fact, a copper and the small iron fireplace are still there. Jean's father, Henry Robert Pullen, at one time let the front shed (ex-drying room) to an old man, Stevie Sutton, as he had nowhere to live. Jean remembers him with his long white beard and his tricycle. The only rent he paid was an apple and a 2d bar of chocolate for the two youngest children of the six. The children were frightened of him because of his temper. He went back to his native Sussex just before the war.

It was about the same time in 1938 that Henry Pullen (known as "Enny") set up on his own as a butcher, converting the laundry into a shop. He had worked as a butcher at Old Woking, first for Tanner, then with Smallridge. The whole brick-built outhouse is only about 6' x 8', but he put in a marble slab as a counter: the carcasses hung from a wire at one end and he squeezed in a piece of wood between the copper and the door as his desk. There was an ice box in the lean-to built at the garden end, and a second ice box was bought from the American forces when they left the area. Ice cream was delivered there twice a week.

Meat, which he bought from Guildford, was delivered on trades bikes with a basket on the front to Westfield, Sutton Green and Old Woking. Henry Pullen washed out the shop on Wednesday and Saturday afternoons, and scrubbed all the baskets on a table outside in the yard. It was out in the yard that he washed himself in cold water every day, winter and summer.

There was, of course, no electricity, and he sometimes got a little help with the hand-worked sausage machine by telling young visitors that "If





you turn the handle, it will play a tune."

Mr Pullen died in November 1945, but they were told not to close the shop, as it was a vital food distribution centre. They were found a Polish assistant, but as he could not speak any English, it was not very successful. George Smith, a friend of Henry Pullen, was allowed to leave the Army to run the shop.

Jean's mother finally closed the shop in 1950.

For a period, Jean turned the drying room into the family's sitting room. It was roomy, had a fireplace and a window, which looked out onto the road.

Both the buildings are now no longer used and are about to be demolished. We are grateful to Jean to have their history and a photograph of them.

MATILDA SALE'S LAUNDRY, WHARF LANE, SEND

As a result of the article in Newsletter No 128, written by Jane Bartlett, Colonel R O Mells has written a letter, part of which is reproduced here, concerning the laundry.

"... I was born in 1924 at 'Tatmalt' which is adjacent to the Wharf Lane Laundry. Nancy the daughter of Mrs Saunders was rather more than ten years older than me. In my infancy she quite often looked after me and took me down to the laundry. Consequently, some of my earliest memories are of the ironing room, of the coppers and of the Calender. Another member of the family Reuben Sale was I believe the verger at Send Church.

"Roland Mells"

LILLIPUT GARDEN, PORTSMOUTH ROAD, RIPLEY

By John Slatford

The nostalgic BBC2 programme, "One Foot in the Past", recently had a feature on model villages. This has prompted renewed interest in a little bit of Ripley history.

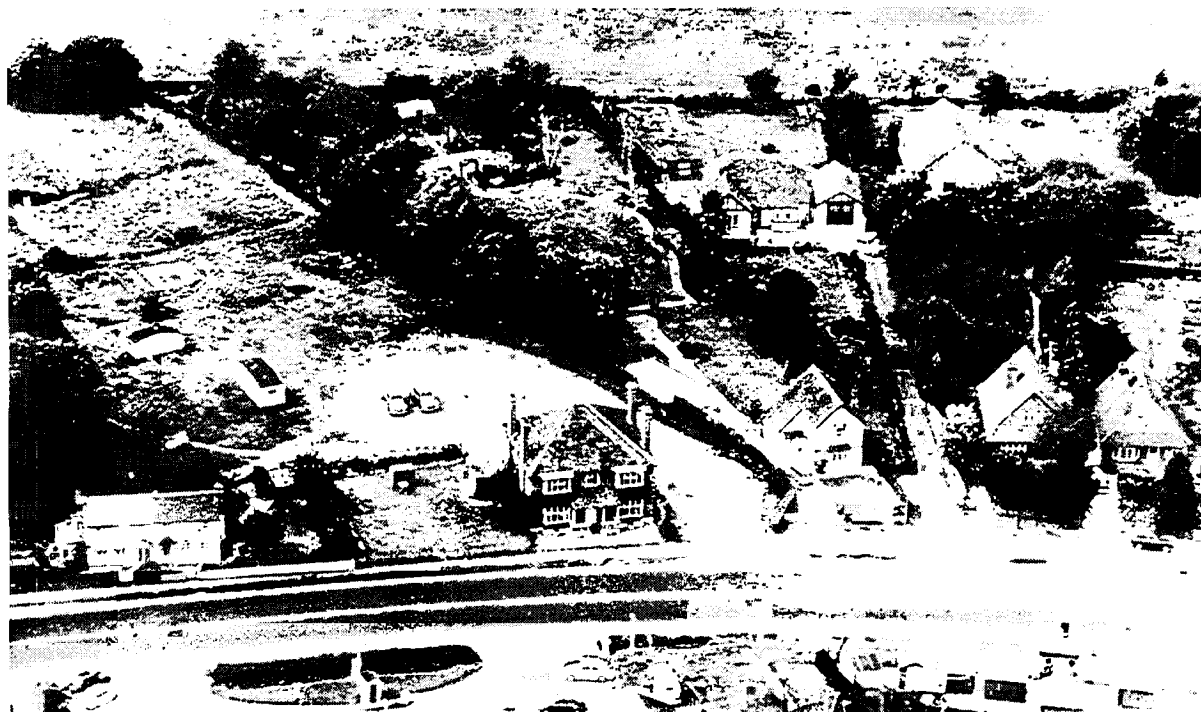
Apart from older residents, how many people know that there was once such a model in the garden of the house still called Lilliput? Sadly, all traces of it disappeared many years ago.

The house, which is opposite Barratts, was built in 1927 and stands on a half acre plot acquired from Mr Boorman, the market gardener, for £65. Although there is only a narrow frontage to the road, the garden widens considerably at the rear, where the models were later laid out. After several owners, the house was purchased in October 1938 by Mr R Bonner, and it was he who established the model garden. It does seem that it was a collection of models of particular buildings rather than a model village, such as, for example, at Bourton-on-the-Water.

We know nothing about Mr Bonner - where he came from or where he went. What is clear is that he immediately started to establish his "garden exhibition of models". It was thus described in an advertisement in the "Guildford City Outlook" in June 1939. Then, there were models of Piccadilly Circus, an electric railway, a bungalow, a farmhouse and shops. John Hutson, who, as a boy, lived nearby, remembers his father helping to build some of the models. It would seem that during the war, the enterprise had to close down. Afterwards, however, it was restarted and became very well known. A brochure, produced for its 11th season in 1955, states that just under sixty thousand people had visited during the first ten years, and that it had been shown on BBC Television. By then, there was a large "Lilliput Garden" gantry sign at the entrance, and the range of models had grown to include Guildford Odeon cinema and the Guildhall, Richmond Bridge, Ripley Church, a pagoda (Kew Garden?) and many others.

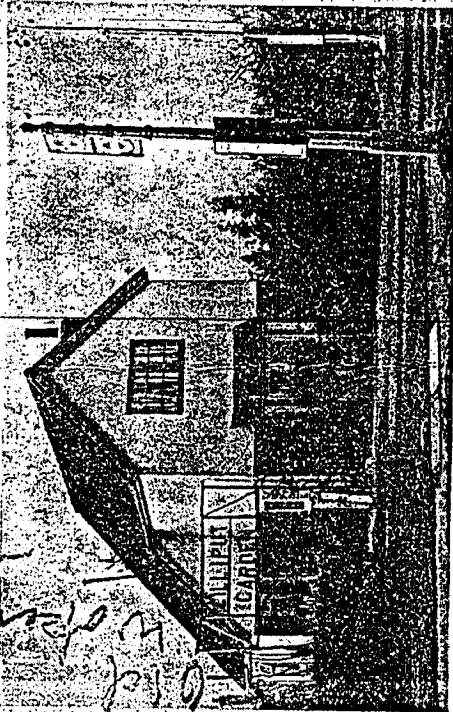
Mr Bonner sold the property at the end of 1956 and, we think, moved away. The model garden, it seems, then closed. What happened under subsequent owners is not known, but by 1977, when our member, Betty Boucher, and her husband bought the house, the models had all gone.

I am indebted to Mr John Pierce, of Stowmarket, who wrote inquiring about Lilliput, to Duncan Mirrylees, of Surrey Local Studies Library, John Hutson and Betty Boucher for their help, and to Richard and Claire Kitchen (the present owners) for their permission to publish this account. I would be very pleased to hear from anyone who remembers Mr Bonner and can tell us anything more about him and his models.



LILLIPUT GARDEN

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Closing Day . . . SUNDAY, 16th OCTOBER

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LILLIPUT GARDEN is situated 22 miles from London, 5 miles from Guildford, and 1 mile from Ripley Village. Green Line Coaches (route 715) and Buses (415 and 436a) pass the entrance.

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CRAZY GOLF

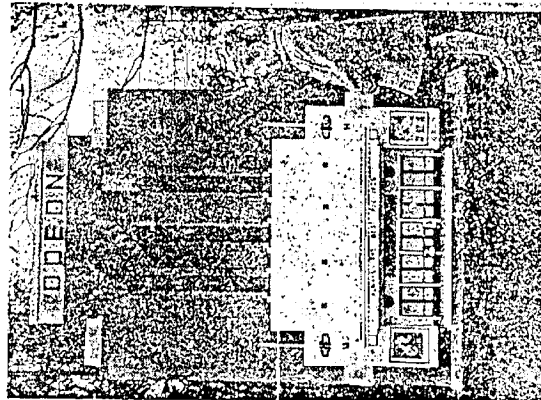
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Toy Train, etc.

SIX LAWN BALL GAMES

6d. per player. Children 3d.



59,888 persons have visited Lilliput Garden prior to the present season.

The Garden has been shown on B.B.C. Television.

The Old Cricketers Cafe adjoins Lilliput Garden, and refreshments, etc., can be obtained at any time.

VISIT TO BROOKWOOD CEMETERY ON 19 JUNE

On a pleasant summer evening, one of the largest groups of members and friends gathered for a conducted tour, by John Clarke (representing the Brookwood Cemetery Society), of part of this vast burial ground.

By the mid 19th century, the volume of London's dead was causing considerable public concern. In 1850, the idea of a great metropolitan cemetery, situated in the suburbs, and large enough to contain all of London's dead for an indefinite period, was promoted. An interested group formed "The London Necropolis & National Mausoleum Company" (1852) to achieve this aim.

Two thousand acres of Woking common lands were acquired from Lord Onslow. Some 400 acres were initially planted out (1854) for the cemetery at the Western end of this estate. As Brookwood could be reached cheaply and conveniently only by railway, the London & South Western Railway was engaged to convey coffins and mourners from Waterloo to the cemetery. Private stations were provided at both ends of the journey (at Brookwood there were two stations to serve each half of the cemetery). Brookwood Cemetery was consecrated by the Bishop of Winchester on 7 November 1854 and opened to the public from 13 November.

Since then, nearly 240,000 people have been buried there. Plots could be reserved for use by parishes or other groups: individuals had complete freedom over the site and position of the grave plot (provided you could afford the price): the military cemeteries, separately administered by the Commonwealth War Graves Commission, were begun in 1917, and extended substantially during and after the Second World War. The Glades of Remembrance, an area set aside for burial of cremated remains, was opened in 1950. The Necropolis Company was dissolved in 1975, and although the grounds have changed hands several times since then, the cemetery remains privately owned and operated by Mr R Guney.

The first burials were stillborn babies of Mr and Mrs Hore, in an unmarked grave, on 13 November 1854. This burial was in the area reserved for St Saviours, which is in the Borough of Southwark and the diocese of Southwark Cathedral.

Part of the site is occupied by the St Edward Brotherhood, a monastic community, which has its own Orthodox Christian cemetery and church, dedicated to St Edward the Martyr, who was the son of Edgar, and became King in 975/6, supported by Archbishop Dunstan. Two or three years later, Edward was murdered at Corfe Castle and Ethelred succeeded him as King. Soon miraculous cures were attributed to Edward by visitors to the site, and in 980 his body was removed and reburied in a splendid shrine in Shaftesbury Abbey. In 1931, a crude casket was unearthed during an archaeological investigation of the site. The remains were scrutinised and pronounced consistent with the injuries received by St Edward. After a considerable length of time and much negotiation, the relics are now installed in the small church maintained by the Brotherhood.

There are many splendid monuments to be seen, and the largest of these, constructed in the form of a domed Greek temple, is a mausoleum, originally constructed for the 5th Earl Cadogan (1840-1915). It was never used and the Earl sold the mausoleum to the Necropolis Company, for the sum of £200, in June 1910.

With the increased popularity of cremation, the company subsequently altered the interior for the deposit of funerary urns.

There are many aspects which merit several visits to the cemetery, and consequently the Brookwood Cemetery Society have arranged a programme of monthly walks around the cemetery, concentrating on particular topics. A copy of the programme is reproduced for anyone interested in taking part under "Forthcoming Events".

Our thanks are due to Audrey Sykes for arranging this most interesting evening, and to John Clarke for acting as a genial and well-informed guide.

Ken Bourne

FLOWER FESTIVAL, St MARY'S CHURCH, SEND

The Flower Festival this year was arranged for 12-14 July and co-ordinated by Jean Turner.

The church looked splendid and a credit to all who were responsible for the floral displays.

There was a photographic display by Heritage 2000, who carried out the cleaning of the interior of the church and the stained glass windows, including repairs to, and repainting of, the interior walls, and the drainage "ditch" close to the external walls of the church. This company specialises in sensitive and careful restoration of historic buildings, and is run by David N Summerfield and Jonathan Summerfield, who are grandsons of the late Dennis Summerfield, a well-known local artist and naturalist.

The History Society provided a photographic display showing the various aspects of the construction of the church and the historical significance of many of its internal and external features.

Jill Bromley, one of the Society's members, provided the floral display, which was situated in the 17th century gallery at the rear of the church - see photograph.

Many thanks again to Jill Bromley for a splendid flower display, and also to Ken Bourne for the photographic exhibit.



St Mary's Church, Send. 1864.

MEMBERSHIP

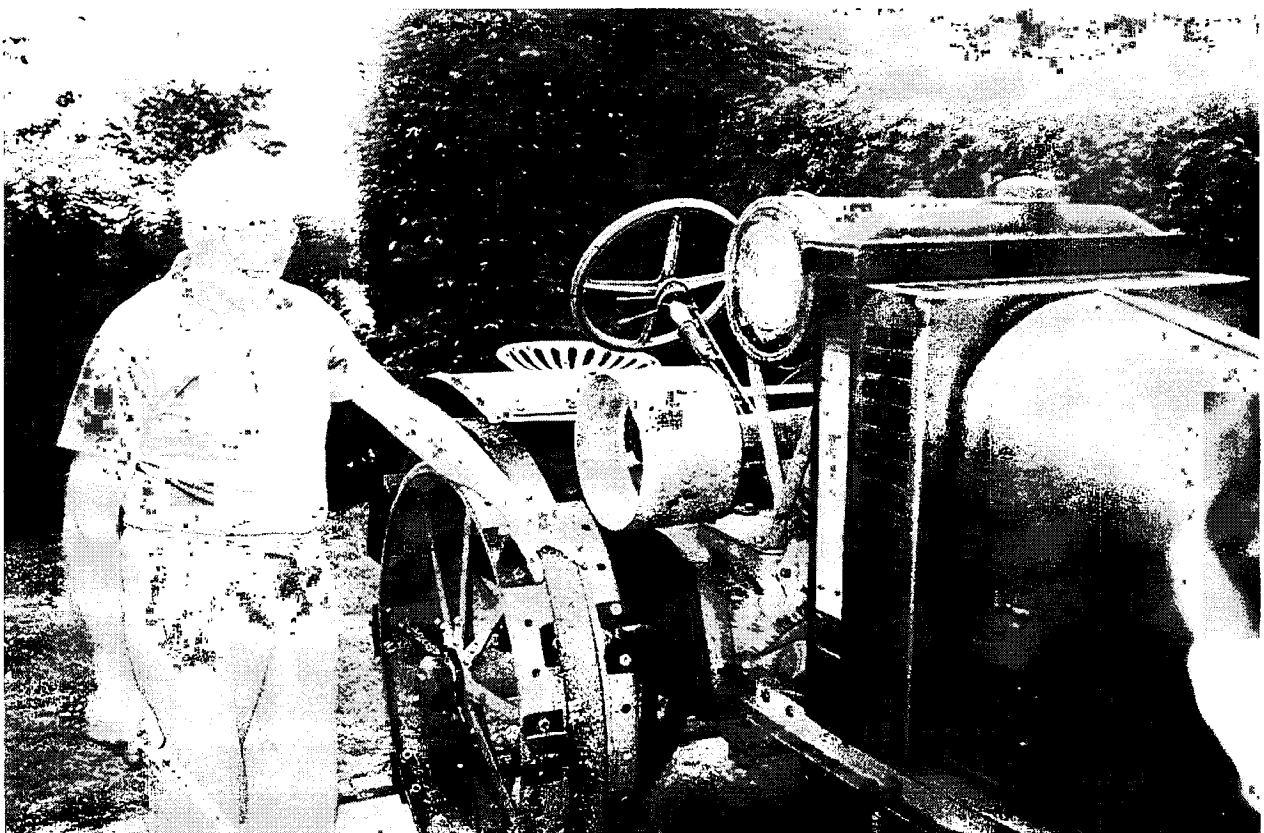
We would like to clarify the situation with regard to the membership subscriptions for the Society. The Society's membership year runs from January to December each year. Subscriptions are therefore due on 1 January for the following year. If subscriptions are paid late, for example in June, this subscription will only be valid for that year until December. There has been some confusion recently and a number of inquiries; therefore we felt it worthwhile making the position clear. In future, subscription notices will be issued in January, with a final reminder in March. Regrettably, if the subscriptions are still outstanding after the reminder, delivery of the subsequent Newsletter will have to be withdrawn.

George Bleach will now take over the duties of Membership Secretary, with Bill Sykes maintaining the membership record. All matters affecting or relating to membership should now be addressed to George, whose name and address appears at the front of this Newsletter.

As Treasurer, I will continue to deal with the financial side of the Society's affairs.

Finally, if anyone needs to contact me, please note my new address, which is at the front of the Newsletter. We have recently moved just round the corner to Birnham Close.

Marilyn Scrace (Treasurer)



Ted Goldup's Latest "Restoration" - See Page 7

FORTHCOMING EVENTS

Thursday, 5 September, 8 pm - "The Film Industry in Walton-on-Thames"

This is a talk to be given by Ian Platford, Curator of Elmbridge Museum, and Secretary of the Surrey Museums Group, at **Ripley Village Hall**. It is to commemorate "Cinema 100", which celebrates the centenary of the first cinematograph projection in England. As many members will be aware, Walton-on-Thames was the centre of the early development and production of the silent film industry in Surrey. There will be a talk by Ian, supported by a video showing old films made at Walton.

Thursday, 10 October, at 8 pm - "English Domestic Clocks 16th-19th Century"

This is a talk which will be given by horologist, Keith J Blake-Roberts, and will cover the first mechanical clocks and the ideas that made them possible, the English clock-making tradition and classic English clocks, the famous clockmakers, their lives and work, and other clock-making traditions in Europe and America.

For anyone wishing to pursue this fascinating subject, Keith is running a course at George Abbot School, Burpham, commencing on 2 October, which will cover the subject in much greater detail, over a period of eight weeks.

Please note the above talk will be held at the **Lancaster Hall, Send**.

Saturday, 2 November - Surrey Local History Symposium

This year, as last, the Symposium will be held at **Chertsey**, and the theme is "Fire" - more details to follow.

Monthly Walks Around Brookwood Cemetery

*meeting the first Sunday of each month at the former Wootton
Jeffreys, car park*

Sunday 7th July - 2.30pm

Tour around the oriental sections of the cemetery

Sunday 4th August - 2.30pm

A walk through the Glades of Remembrance to the end of St Marks Avenue (stout footwear recommended)

Sunday 1st September - 2.30pm

Famous engineers buried in Brookwood Cemetery

Sunday 6th October - 2.00pm

A tour around the military cemeteries.

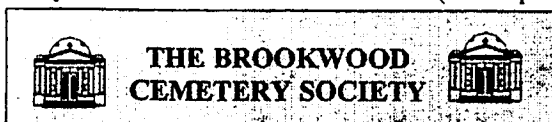
Sunday 3rd November - 2.00pm

Writers and artists walk in the Anglican section of the cemetery

Sunday 1st December - 2.00pm

tree walk highlighting the flora and fauna in the Cemetery

Details From: Frank Lawer Tel. 0181 6791078
Barry Devonshire Tel. 01276 857292 (after 6pm)





The Brookwood Cemetery Society

OPEN DAY

Sunday 2nd June
11.00am - 5.00pm
at
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admission free

History displays,
Guided tours,
Cemetery Friends Groups,

Cemetery records checked,
Refreshments,



Details from;
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or Frank Lawer 0181 6791078

Newsletter Contributions

The closing date for material for the next Newsletter is Friday, 13 September.



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Other times for school groups and small parties
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*Please contact George or Irene Bleach on 01483 222233 if
you require information or wish to help in the museum.*

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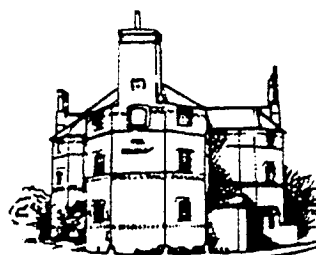
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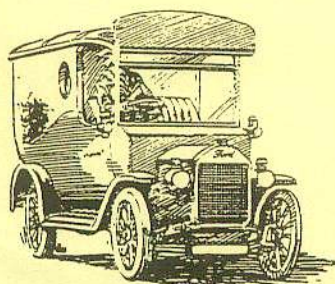
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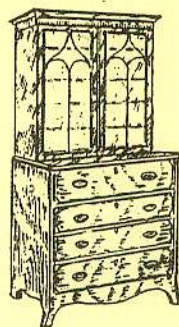
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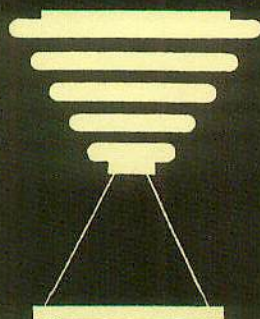


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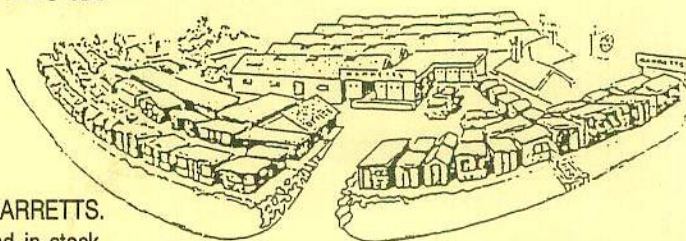
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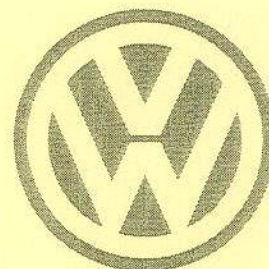
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