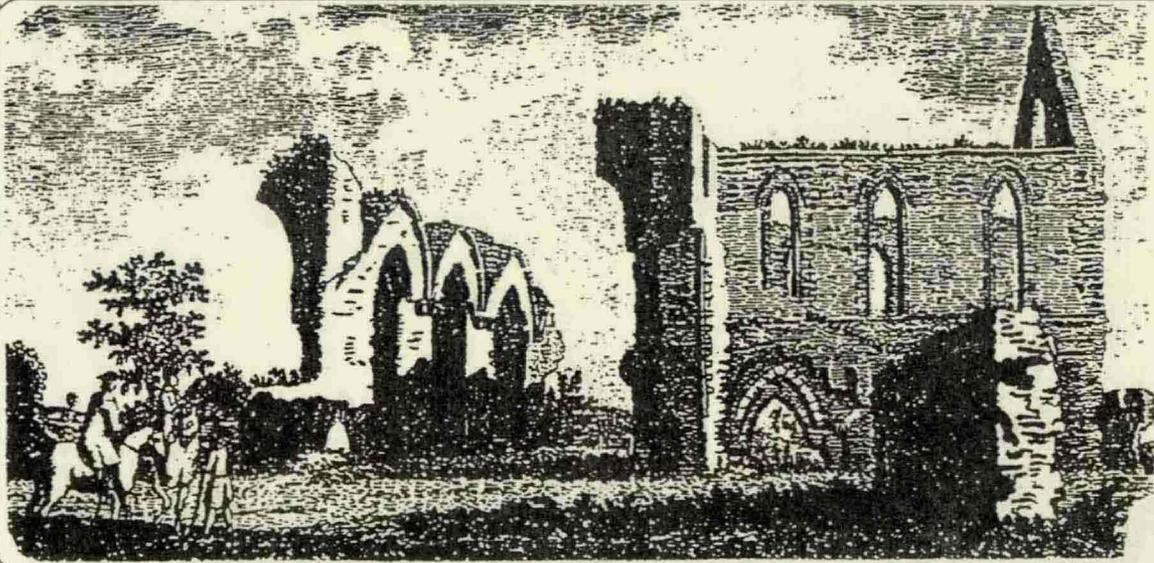


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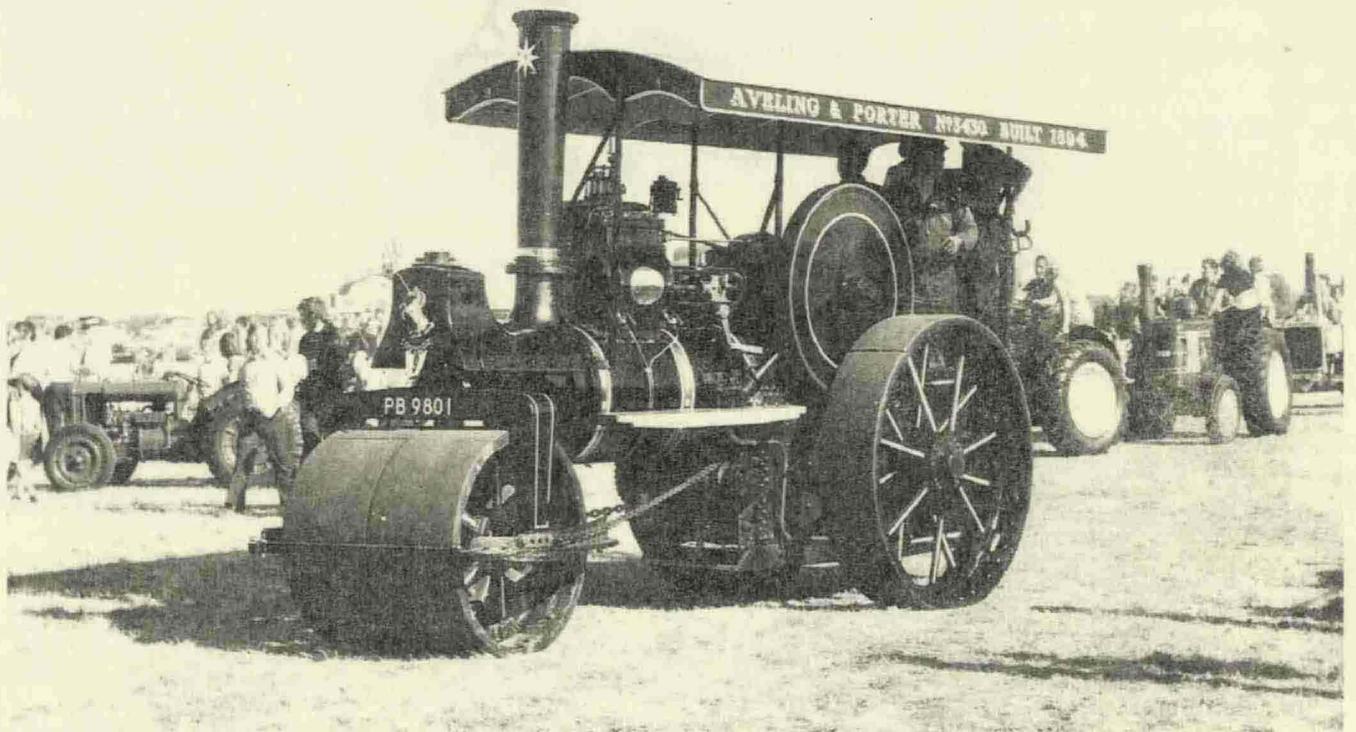
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NEWARK PRIORY

Journal Volume 6 No. 206

May/June 2009



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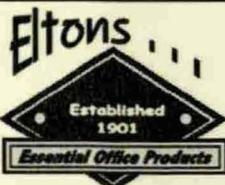
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Cover photo: Restored road roller 3430 at Slinfield Rally 1972 - see page 6.

Editor's Comment

In contrast to the weather conditions reported in the previous Journal 205 the spring has remained on the whole much drier and with plenty of sunshine. There has also been enough rain to ensure the blossom on the trees and flowers have developed magnificently. It seemed a pity that all appeared to have changed for the Chelsea Flower Show with heavy rain and strong winds a few days before and as they opened on 18th May. However, the sun began to shine and remained for the rest of the week. I was reminded of the old saying *Nere cast a clout 'till May is out* This always seems to ring true although my 16year old niece wasn't sure what 'clout' meant. I am tempted to resurrect a few other carefully chosen country sayings to pass on to the younger members of my family. It might help to reduce the generation gap or confirm my position as a 'silly old codger'. However it is worth noting that the saying – *Much February snow a fine summer doth show*. We shall see!

There has been much interest generated by the articles by Les Bowerman on the 'Ripley Road' Journal 204 and Journal 205 and so it continues with the focus more specifically on the road roller as shown on the cover of Journal 204. Member Ross Anderson believes he has identified the road roller as restored road roller No. 3430 and expands the subject in his article on page 6. Whilst on the subject of heavy vehicles Peter Anderson reminds us of the 'Gyrotiller' an immensely heavy machine that in the process of it's work must have compacted the soil around many fields acting unwittingly as a 'field roller'.

The Lords of the Manor of Send and Ripley

John Slatford

Of all the documentary records of Send and Ripley, those of the manor are probably the most complete and extensive. The surviving records of the proceedings of the manorial courts start in the year 1533, just a few years before the Dissolution of the monastic churches in 1538. They continue, apart from some short gaps, until 1924 when the copyhold system of tenancy from the Lord of the Manor ended. At the time of the Dissolution, the Manor of Send and Ripley was held by the Prior of Newark Priory but before 1533 there are no known surviving records of manorial courts.

The immediate effect of the Dissolution was that the manorial property was surrendered to the Ecclesiastical Commissioners and passed directly to Henry VIII with the Priory being stripped of its assets and no doubt deserted. The true beginning of the Manor of Send and Ripley, as we know it, was in the year 1544 when Henry awarded the Lordship to Sir Anthony Browne. He was an influential member of the Royal Court and had already held various diplomatic and royal posts. He had many landed properties particularly in the south of England. The impressive award document bearing the King's seal has survived and is held at the Surrey History Centre in Woking. It provides details of the properties in Send and Ripley covered by the award including Chapel Farm and Send Barns Farm.

The Browne family were to remain the Lords of Send and Ripley through several generations for well over 150 years. They were never resident here and it is probable that they rarely, if ever, attended the manorial courts since, these were conducted by their appointed stewards.

Sir Anthony Browne did not live long as Lord of the Manor, being succeeded after his death in 1548 by his son, also Anthony. He became the 1st Viscount Montagu in 1554 and continued as Lord of the Manor until he died in 1592. After his death there is a gap of nine years in the records before the next Court Baron was recorded in 1601; even then there is no mention, until 1605, of the next Lord(s) who were Anthony-Maria Browne, the 2nd Viscount Montagu, and his wife Lady Jane. Anthony-Maria died in 1629 and there is no mention in the records of another Lord Montagu until 1665.

For a short period at the end of the 1620s, each Court Baron gave three names as the Lords. They were Sir Henry Compton, Sir John Curson and Sir William Ford.

There is no indication why this happened but most likely they had connections with the Montagu family. There are further gaps in the record between 1641 and 1665, this being the period of the Civil War and the Commonwealth. In the years 1654-55, however, courts were held giving the names Henry Goreing, Esq., Edward Thurland, Esq. and William Yalden the Younger, Gent. as the Lords.

After the Restoration of the Monarchy, the Montagu name reappears on the Court Baron records. From 1665 until 1708 it was stated to be Francis Viscount Montagu although this was actually father and son, the 3rd Viscount who died in 1682 and the 4th who died in 1708. The title then went to Henry Browne, the 5th Viscount, and it was he who, presumably, sold the Manor to the Onslows in 1712. The Montagu title became extinct after the death of the 9th Viscount in 1797.

The original Onslow, Richard (1528-1571), came to Surrey from Shropshire in the mid 1500s. The family lived near Cranleigh for nearly 100 years until 1641 when Richard's grandson, another Richard and by then knighted, bought Clandon from Sir Richard Weston of Sutton Park. The present Clandon Park is a later construction from c1731. It was a further Sir Richard Onslow, the 1st Baron, who would have bought the Manor of Send and Ripley from the Montagu family.

From 1712 onwards, a succession of Onslow Barons and then Earls held the Manor continuously for over 200 years although progressively it was only the copyhold system of tenancy that kept the manorial system in being. During the 19th century there were various enactments, which encouraged the voluntary enfranchisements of copyholds, that is, converting them into freeholds. Gradually, all manorial court business became conducted privately with manorial courts meeting rarely if at all.

In the time of the 5th Earl, Richard William Alan Onslow, the records ceased in 1924 when the copyhold system of tenancy came to an end as a result of the Law of Property Act of 1922. After this time it would seem that the only manorial property of consequence in Send and Ripley was Ripley Green. The Green eventually became the responsibility of Surrey County Council and so technically the Council is today the Lord of the Manor of Send and Ripley.

In recent years, manorial lordships have become marketable commodities. For purely "entertainment" purposes, some of the new Lords hold manorial courts but these can only be concerned with the affairs of 'ale-tasters' etc. and never with property.

A Happy Ending

Sheila Brown.

In the May/June 2008 Journal 200 P17, I advertised a book, in my possession, that had been presented to Maureen Johnson as a prize at Send School. I hoped that I could return it to its original owner. Members will be pleased to learn that the book and owner have been reunited.

Maureen was delighted to have her book again. She told me that she had lived abroad most of her working life and had recently returned 'home' when she retired from her career as a journalist and a friend had drawn her attention to the note in our journal. She telephoned me and the book exchanged hands over a cup of coffee in Guildford.

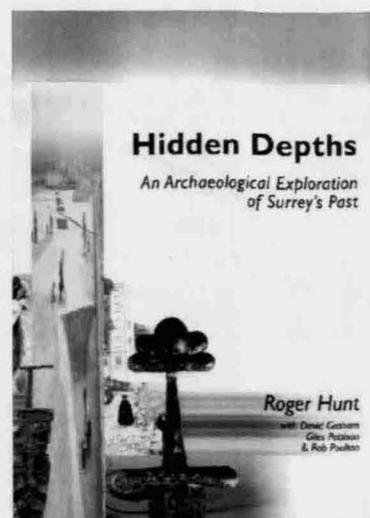
I have to add that she also bought a copy of our publication 'Two Surrey Schools'.

Have you read?

Mavis Davies

I brought home recently our latest acquisition to the Library, "Hidden Depths: an archaeological exploration of Surrey's past", by Roger Hunt. It is, I think, a most attractive book for browsing, well set out, with plenty of illustrations. The chapters are divided by subject rather than by districts, which makes it easier to turn to the topics that interest you first. Within each chapter, and pointed up by different coloured paper, is a page on something relevant to that section, such as an Iron Age house, a Roman villa, or Woking Palace in the Hearth and Homes chapter; in the Food and Farming one, a page on fish and eel traps, or tithe barns. Religion and Ritual has a small article on Brookwood Cemetery, whilst another page shows a diagram of the original Dominican Friary at Guildford. The main text is very readable

There is sadly only one reference each in the index to Ripley and Send; ma good illustration of the 1759 Cart Bridge at Send, and a short mention of the remains of Newark Priory at Ripley. Woking and Guildford are well represented.



Amongst the illustrations I was a little taken aback to see a picture of elephants in the Hogsmill River at Ewell. Not quite what I expected to find in a book on Surrey! However, it seems that a circus visited Ewell around 1900, so all was explained.

There are many good maps and diagrams to accompany the text, a glossary at the end, and an index of places of interest to visit in each district.

All I all, a book worth borrowing, I think.

Florence Desmond

FLORENCE DESMOND

ENTERTAINER



As the title suggests this is a fascinating story of the actress and entertainer, Florence Desmond who lived at Dunsborough House, Ripley with her husband Charles Hughesdon and adopted son David. Janet very kindly wrote an article, which appeared in the Sept/Oct. Journal 202 page 8. This extract from her then to be published book included just a few of the many fascinating events that were part of the life of this talented and much loved entertainer. The book of course is much more comprehensive and a credit to the author.

Our member Janet Hilderley's new book was launched on 11th March this year at the Guildford Institute and is now available from the publications section in our Museum. It is A5 size and has 54 pages, with 9 illustrations, one of them full-page: Price £5.00.

A Send Blacksmith **Jane Bartlett**

Bill Stocker must have had a family feeling for smith work as his grandfather once ran a forge in Mayford. His uncle, Walt Muir, who worked with C.H.Sex and Sons in Send, got him his first job, aged fifteen, with this firm and he worked there from 1944 until it closed in 1961.

His first job was shoeing horses. He used to collect and return them to the dairy at May's Corner. Other horses were brought from Sinclair's farm and from Secretts. Three Prisoners of War, two Polish and one German, cycled over from the Merrow camp to do the shoeing while Bill was trained to do the more intricate metal work inside.

When Clarence H. Sex bought the Send forge in 1899 it was doing the more normal blacksmith's work, but with his brother Gus, and later with his two sons Arthur and Ron, he built up a reputation for ornamental work such as gates, screens, weather vanes and so on. They exhibited at shows and won many certificates. In 1938 they were chosen to design and make the gates at the north entrance to Kings College Chapel Cambridge.

The outbreak of war in 1939 brought a halt to their famous ornamental work, but not a stop to work. It is said they made over 30 thousand horseshoes. In the meadows behind the forge they replaced the metal tyres on wagon wheels, (a fire lit to heat and expand the rim and a hose to cool it tight round the wheel ready for the pins to secure it.) They made component parts for vehicles including metal work for the Motor Torpedo Boats, which took part in the raids on the French coast.

After the war, they settled down to what they had become renowned for; ornate decorative iron work. Bill Stocker was involved in carrying out welding and riveting the designs drawn up by the Sex brothers. They exhibited at the first post war Chelsea Flower Show, and were inundated with orders for church gates and war memorials, for hotel bars and inn signs. They made many of the signs for Youth Hostels. In 1959 they did all the ironwork in the new chapel of the Ladywell Convent in Godalming. They installed the gates and railings round the Royal enclosure at Ascot. Many of their orders came from abroad. (See Journal 184)

Bill said some of his favourite jobs was making the gates for the Guildford City Football Club, replacing the rusted scrolls round the Guildford Town Clock, and putting up the displays for the Chelsea Flower shows. They certainly got variety in their work. There was variety in learning new techniques, the electric furnaces and electric hammers replacing the old methods of anvils and bellows. There was certainly enjoyment and loyalty shown by these master craftsmen. In the Woking Review of 1956 we are told that Walter Muir was there for 54 years, H. Smith for 35, F Masters for 22, and Bill Stocker, the newcomer, had been there for 11 years.

Bill tells us that he did enjoy working there from leaving school until the forge closed in 1961. He then worked in the Surrey County Council forge at Merrow until he retired.

For further details on the history of this important local firm refer to *C H Sex and Sons, Blacksmiths, Send* by John Slatford in Journal 184 page 3. Editor.

Steam Roller on the Portsmouth Road

Ross Anderson

Further to the article on the Ripley Road at Journal 204/12 and notes at 205/6, by Les Bowerman new member Ross Anderson (formerly of Send Road) has researched the steamroller shown on the cover of 204 and believes that he has identified and located it. Ross writes:

The Editor is correct in stating that it is an Aveling and Porter Ltd of Rochester machine, but the design of the machine is before 1899. A&P made more engines than any other manufacturer of steam road vehicles in Britain. So to identify this roller is like looking for someone with the name of Smith in the phone book, but I think I have cracked it. All the evidence points that way.



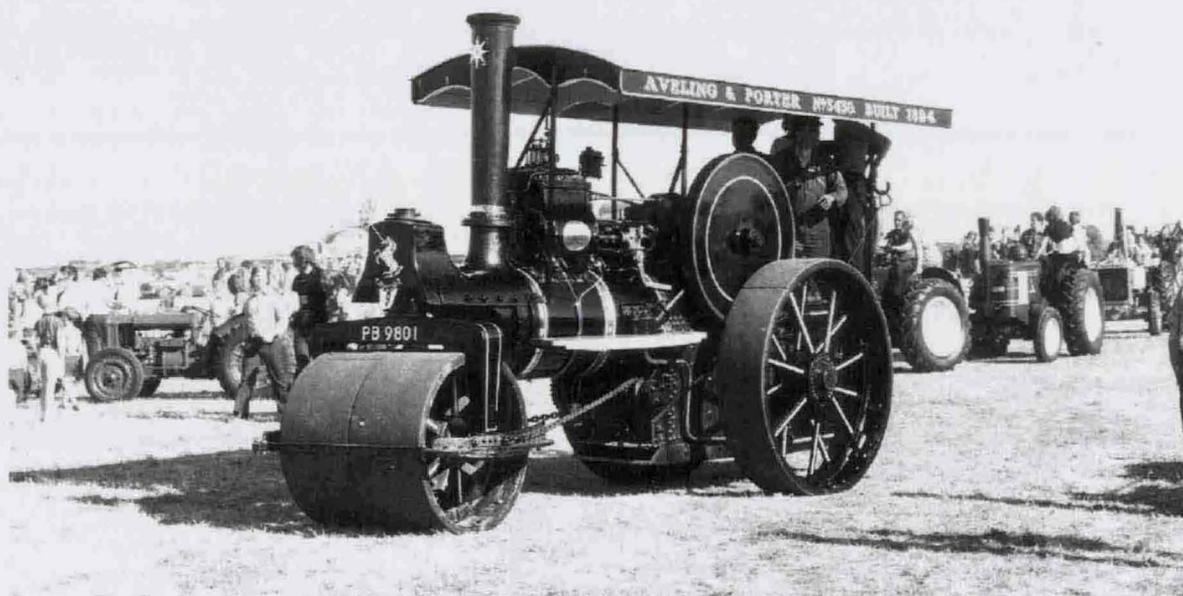
Road roller on the Ripley Road c1912?

Thomas Aveling was born in September 1824 at Elm in Cambridgeshire and moved to Rochester, Kent, when his mother re-married. In 1856 he produced a steam plough, and two years later used a Clayton & Shuttleworth portable to produce a self-propelled portable as he thought it was abominable to see a steam engine pulled by horses. He fitted a chain to the flywheel (flywheels at that time being forward) to connect the rear wheel. Steering was by a fifth wheel at the front with tiller steering. Aveling then designed horn plates and the engine was reversed, having the flywheel at the rear over the road wheels, and gears were fitted. Thus Thomas Aveling became known as the father of the traction engine. By 1862 he expanded with the help of extra capital from Richard Thomas Porter and the company became Aveling & Porter with a new building at Rochester. Their products were sold worldwide with the design and patent on the horn plate. (All traction engine manufacturers copied and adapted this design). This gave way to the first ever roadroller being produced in 1867. This machine weighed 30 tons. One or parts of one of these was found in recent years being used in a mine when it was converted to open cast mining.

By 1880 the roller as we see it today was built. Aveling & Porter had built 8,600 steamrollers by 1937 when the company became Aveling & Barford. Under that name steamroller production continued until 1950. A good number of rollers made by just Aveling & Porter are still in preservation today.

The oldest steamroller in preservation is No. 1760, Reg. DP 3672. It has only one cylinder and was built in 1882. The oldest compound steamroller in preservation is No. 3430, Reg. PB 9801, built also by Aveling & Porter in September 1894. Compound means that the engine has two cylinders – a small high-pressure cylinder that exhausts into the low-pressure cylinder so that the steam is used twice and makes the engine more efficient. Also the engine has an overhead valve which is a slide valve over the top of the cylinders. This is a rare thing on A&P engines but not on those of Fowler of Leeds or Fosters of Lincoln.

Out of 70 engines (roller and traction) in preservation today built between 1871 and 1904 and even up to 1937, only 11 are overhead valve like the one, which was shown on the Portsmouth Road. There are no motion covers on either engine and both rollers have worm and wheel steering and not the cotton reel steering that was fitted to most early A&P rollers.



Restored Road roller No. 3430

The photo shown was taken in 1972 at the Slinfold Steam Rally. In the background is the end of the vintage tractor parade leaving the arena. These tractors (the Furgi/Brown and Field Marshalls) belong to Ben Turner's Social Club of Send.

On closer study of the photo shown on the cover of Journal 204 and of the photo of roller No. 3430 mentioned above, I notice that there is no copper top to the chimney as one would expect and the metal cab of the former looks to be home made. In the preservation photo of No. 3430 a wooden A&P style canopy is seen to have been fitted. This would have been easier to make at home when the engine was being restored after being rescued from Hardwick's scrap yard at Ewell in the early 1960s. Also, the scarifiers have been removed in preservation in order to lighten the engine and to give more ground clearance to get up the ramps when being low-loaded to take it to shows.

Then you find that "Sarah", as the A&P roller engine No. 3430 is known, was supplied new in 1894 to S Kavanagh Road Contractors of Surrey. It was not until 1921 that it became law that all mechanically propelled vehicles (including steam rollers) had to be registered for the road.

Cars had to be registered and carry a number plate much earlier. Thus there was a period when cars had a number plate but rollers had no identification at all. Rollers and traction engines would have a county registration as they did not travel as far as cars and mainly worked in one county or two. For every county they worked in the engine would have a county plate with the number cast normally in iron and mounted on the tender.

The rampant horse with the name "Invictor" underneath was the Kent emblem. It was adopted by A&P I will try to confirm my findings with the Road Roller Association and with the owner of the roller, which is now preserved, painted brown, in Oxford. The build record for the machine will be with the Museum of Rural Life at Reading as will the records of the Road Locomotive Society.

So I think we have found our roller. I believe it did not belong to Surrey County Council as most rollers at that time would have been purchased by Rural or Urban District Councils. It was not until much later that they were combined as Surrey County Council. They auctioned most of their steamrollers at Milford in 1962 or '63.

The other road and steam contractor to work in this area was Wards of Egham who did have a few A&P rollers, but they mainly purchased Wallis & Stevens engines from Basingstoke. They also operated two Fowler Gyrotillers that worked in the Send & Ripley area. Copies of photos of engines in Surrey would be appreciated as I am trying to produce a book of engines that worked in Surrey. Wards' last steam roller was a Wallis & Stevens Advance Roller No. 8034, Reg. OU 6305, and one of its last jobs was on the "Dad's Army" film where it ran over the tents. It also featured on the advertisement for the film.

Eddisons had a yard at Leatherhead and Kingston and had over 200 steamrollers to their name countrywide. Most of them were A&P rollers. I may have made an error about the engine on the Portsmouth Road, but I believe I have the right one.

Either Commercial Union or General Accident featured Sarah in the 1970s poster where a man with a suitcase is walking to his car that has been flattened, and Sarah is chuffing away from the incident.

I do not know anything about S Kavanagh Road Makers of Surrey, but PB is a Surrey registration number. Also, being scrapped in the late 1950s at Ewell, she is a local engine.

Connaught Cars – Part 8
"An expanding Enterprise" 1961-1964
David Porter

Events began moving swiftly with the dawning of 1961. Benny Benstead's criteria for the "Connaught Conversion" of the Citroen engine and the road test run were now well established, apart from excessive fuel consumption. The twin-choke Solex carburettors were abandoned in favour of the S.U. variable jet type. Fuel consumption fell dramatically. However, the downside was the problem of 'flooding' float chambers and with this came the serious risk of fire!

The Citroen team of mechanics, faced with the ever-growing work load, desperately needed a larger workshop. 1961 saw Nissen hut No.2 (which could accommodate only three cars) vacated in favour of the larger workshop behind the showroom. All Citroen cars were repaired here, the air-cooled 2CV, AMI 6, and the Bijou range being transferred from the main workshop. With this move the main workshop doors were removed and the lintel above was raised, which allowed access to the large S.P.D./Birds Eye frozen food lorries. This became necessary when Connaughts won a long-term contract with Lever Bros. (later Unilever) with a depot at Forsyth Road, Sheerwater, Woking.

It was not long before a DS19 caught fire, being one of the early conversions. Due to this alteration, the owner's insurance did not cover the cost and Connaughts faced a huge repair bill. Letters were sent to other customers, advising them that their cars must be called in for free checks, while Benny once again burnt the midnight oil in designing a deflector shield, Bill Smith fabricating them. This, however, did not prevent fire No.2, which involved a Safari Estate on the Hogs Back. The damage was far less severe than the previous disaster involving the DS, due to a passing motorist armed with an extinguisher. Again, letters were sent to customers, advising them that the S.U. carburettors be removed free of charge and replaced with the Solex type.

This was a serious setback and the entire conversion programme hung in the balance whilst the search for a suitable replacement for the Solex remained top priority. The answer was the Italian twin choke Webber. Once again never one to stand still, Benny altered jets until the optimum performance was reached without compromising the fuel consumption. Dad always said "A Paris built ID19 with a full Stage 3 Webber conversion is the fastest of them all." Connaughts were mystified as to why the French example had the edge on performance over its British counterpart. The former had a fibreglass roof and was not fitted with a wood fascia dashboard as fitted at Slough. The answer was surely the weight? A chance arose to weigh one French and one British ID19 on the weighbridge at Guildford Borough Council's yard at Stoke mill. The weight of the cars was identical! The difference in performance remained a mystery.

The huge success of the Webber conversion meant taking on more staff to cope with the now enormous workload. To add to this, 1961 saw the birth of Connaught Constructors Mechanical Enterprises headed by Mr G.H. (Dick) Claydon. Alan Brown stepped into the senior management void created by the departure of Australian sheep farmer Mr Kenway on the car side. Dick Claydon had a Citroen DS19, registration No. 601D. This was his personal plate for many years to follow Alan Brown's cars, which were always AB1000.

A workshop for the Constructors vehicles was erected between Connaughts Esso forecourt and the Cleveland petrol forecourt of A & P (Alf and Peter) Chandler nearer to Burnt Common crossroads. The building was possibly a re-sited military workshop, black in colour. Although Constructors had their own mechanics, when hard pressed their lorries, all Ford tippers, were often found over the fence on the car side.

1962/63 saw one of the coldest winters of the 20th century, the other being 1947. By this time the firm had ousted its two 2CV vans (Citroen) and replaced them with a blue Ford Thames 318TPG. I rode in this with Dad during the Christmas school holiday to collect coke from Woking Gas Works in Boundary Road, Maybury. Two coke braziers were kept burning in the Citroen workshop to supplement the heat from the gas fires attached to the roof girders – a desperate attempt to keep the staff warm, not forgetting that they also worked nights!

The summer of 1962 saw the widening of Send Barns Lane between Kevan Drive and Burnt Common. Fires burned day and night as many mature trees were felled to eliminate the narrow sandy gorge outside what is today Amberley Close. The road was now safer for lorries to negotiate to and from Connaughts. At the same time, a short dual carriageway section was created at Burnt Common to allow traffic crossing the A3 to cross one carriageway at a time. This work saw the demolition of the lodge, which stood at the end of the Pathway (developed later) leading to Boughton Hall.

Back in 1961 I used to ride my Tri-ang scooter up the narrow Send Barns Lane to visit Dad on many Saturday mornings, especially after the move to the larger workshop. Following many visits to C.H.Sex & Sons forge for welding it was, by 1962, replaced by a bicycle. Des Arthur did not mind my presence and I used to visit Dad on some occasions, especially if an engine was being rebuilt in the cradle. This was a versatile piece of equipment which would allow an engine to be turned at many angles to assist its rebuild simply by turning a handle attached to the frame. Once the crankshaft and all bottom end components had been assembled, attention was turned to the cylinder head for fitting and further components fitted. My task was to clean, by washing in petrol (never paraffin), the many smaller components for Dad to fit. Connaughts insisted on petrol due to its evaporation and this was drawn from the Esso forecourt in gallon (not litre) cans, booked to the relevant job. Here I learned how to (and how not to!) use a compressed airline to blow off the dirt. Dad used to finish about 1pm on Saturdays. I learned much about Connaughts while still at school.

Footnote: The maximum total of Citroens noted by my father at Connaughts for conversion work alone was 22. This does not include run of the mill servicing and repair. This was circa 1963

Can you remember the 'Gyrotiller' in Send Peter Anderson

Reading David Porter's letter regarding the pump engine that was used on Secrett's Farm, I wonder if any one can recall the Gyrotiller that was hired in to cultivate the fields during the late 1930's and early 1940's?

This monster of a machine weighing in excess of 30 tons was regularly hired in from agricultural contractor A J Ward from Egham. It had two large rotating tillers mounted at the rear of the machine that could cultivate the soil to a depth of twenty inches and was powered by a 170 hp MAN diesel engine (as used in U boats).



Wards owned several of these machines, at least two of the larger 170 hp versions and the smaller 80 and 40 hp models. The larger machine was preferred by Mr Secrett who believed in deep cultivation of his sandy soil at Send.

My two Uncle's Ted and Peter Pullen used to follow this machine around in their younger days. It used to work day and night until the required work was completed; it would then be driven on to its next job

with a top speed of 2mph hauling a living wagon and fuel bowser. Fortunately one of Ward's Gyrotillers was rescued from the scrapman during the 1970's and has been restored to its former working glory. It has changed hands several times but now belongs to a private collector in the Midlands.

Does anyone have any photos of the Gyrotiller at work at Send?

Edward "Lumpy" Stevens

Arthur Andrews

Past President of Send Cricket Club, now Horsley & Send & CC

In Newsletter 80/15 Editor Bob Gale, in reporting the Send Scouts Fete included some notes about and a small picture of, "Lumpy" Stevens. In 1990 at Newsletter 90/7 Jennie Cliff also referred briefly to "Lumpy" in her report of a Presentation to Ripley CC Past President, Maurice Brown. At the end of 1999 in Journal 149/9 Clare McCann mentioned "Lumpy" in her article on the "History of Cricket in Send & Ripley 1749-1999" when Ripley CC celebrated its presumed 250th anniversary.

Ten years further on and with the 2009 season now under way, we are grateful to Arthur Andrews who has penned our first article devoted fully to Mr Stevens, perhaps our most famous son before Eric Clapton achieved world-wide acclaim.

The preceding two introductory paragraphs are by Les Bowerman - Arthur goes on to say:



Send is famous in the cricketing world for being the birthplace of Edward "Lumpy" Stevens. He was born in 1735 in Send (I don't know exactly where) and died in 1819 in Walton on Thames, aged 84. Due to his prowess in the cricket field he was employed as a gardener to Lord Tankerville, a cricket fanatic who lived in Walton on Thames.

A thick, round-shouldered man, Lumpy was generally regarded as the first great bowler in the history of the game. He was able to bowl the greatest number of under-arm balls in succession on a length at a brisk medium pace. He was universally known by his nickname and was always called Lumpy in contemporary scorecards and reports – rarely Stevens.

The beginning of Lumpy's career was before scorecards were kept on a regular basis from the 1772 season. He may have come from a line of cricketers as two Surrey players called Stevens are mentioned in connection with the London v Slindon match in the 1744 season. Lumpy probably began playing in great matches around the mid-1750s at a time when bowlers still bowled (i.e. trundled) the ball along the ground, as in crown green bowls. It is not known if he was the first to "give the ball air" but he was certainly around when that particular revolution occurred, probably before 1770. What is known is that Lumpy was the bowler who made the most careful study of flight and worked out all the implications of variations in pace, length and direction. He became a master of his craft.

It is known that in a single-wicket match on 22/23 May 1775, Lumpy beat the great Hambledon batsman, John Small, three times with the ball going *through* the two-stump wicket of the day. As a result of his protests, the patrons agreed that a third stump should be added.

Unlike the Hambledon players who tended to represent their club only, Lumpy made appearances for just about every team, including Send and Ripley. He continued as a player until he was 50 and played his last match on 2/5 September 1789 for All-England v Hampshire at Sevenoaks Vine.

On being a Museum Steward

Sheila Brown

I look forward to being on duty as a Museum Steward, which I share with my long-time neighbour and friend Daphne Jackson. We never know what the day may bring. Sometimes nobody comes and at other times we have lots of visitors.

I usually start the morning by looking at the new displays so well presented by Clare McCann. Last time it was the commemoration of the 90 years since World War 1 and there was a lot of memorabilia to look at. Two things caught my eye; one was a paper ration book and the other was an identity card. They both belonged to the same family and had been issued during the war.

Later on in the morning an elderly lady dropped in and sat chatting to us. She said she was one of our members and when I asked her name I recognised it as that on the two documents. She was pleased that they were on display and explained that the identity card had belonged to her mother. It gave her name, her age and the word *housewife*.

But the ration book had been issued to herself as a baby to ensure that she got her essential supplies of milk during the war; and here she was, this same person now 90 years on, and still very hale and hearty!

Another visitor came looking for the place where he had been born. It was 1943 during the Second World War and his birth certificate stated that he had been born in Ripley Court, Ripley. He said that his mother remembered a big house that she thought might have been the workhouse. He was the fifth person to make this same enquiry during the last year or so and we were able to tell him the story.

Ripley Court was a private school that moved its pupils to the safety of Shropshire as soon as the war started, and Westminster Hospital in London took over the premises as a maternity hospital. Expectant mothers were taken there so that their babies could be born in the quiet and safety of the countryside. Mothers and babies were returned to their homes a week or so later. The records are possibly with Westminster Hospital or at the London Metropolitan Archives.

There will surely be other such enquiries as time goes by, as those wartime babies are now reaching retirement and are curious about their family history. It is worth knowing that there was no Workhouse in Ripley (or Send) since 1843 when all the small 'poorhouses' in the area were closed down and one large Workhouse was built in Guildford. It closed in the 1930s and became St Luke's Hospital.

Census returns for Ockham and Wisley 1841-1901

Sheila Brown

Any members researching ancestors in Ockham and Wisley will be interested to learn that the 1841 census for those villages has now been transcribed and indexed by the Woking U3A Genealogy group. This completes 'the set' as the group started at 1901 a few years ago and has worked backwards to 1841. Each file has a surname index, which includes the whole family with their ages, and a reference to the census page for further information. Copies of the census pages are included in the file and are easy to find.

The indexes for Ockham and Wisley 1841-1901 can be consulted at the Send and Ripley History Society Museum, which is situated in Ripley High Street next to the Village Hall. The Send and Ripley History Society funded the project throughout and it is useful to local historians as well as family historians.

The Museum is open on Saturday mornings from 10am-12.30 and on the third Sunday in the month to coincide with the Ripley Antiques Fair.

Thanks Sheila

We are grateful to Sheila for the above articles and look forward to more of the same. Sheila and her husband Les Brown are active members of this society as they have been for many years. Les regularly updates our membership list and bi-monthly prepares a distribution list for the voluntary distributors who ensure that every member receives their copy of the Journal. Sheila is of course the joint author of *Two Surrey Village schools* published in 2002 and besides her many activities in our society is also editor of the West Surrey Family History Society journal *Root & Branch*, a position she has held for the last two years. Consequently it is hoped that many more Surrey readers will learn about Send and Ripley and in turn our members will be kept up to date on genealogical matters relative to the two villages.
Editor.

Talk on the Crystal Palace

Notes by Les Bowerman

Ron Trevelyan, who happens to be the Secretary of Woking & District Philatelic Society, spoke to the Society about the Crystal Palace on 15th April, at Ripley, the last indoor meeting of the season. Ron is also a member of the Great Exhibition Study Group.

The Great Exhibition of 1851 was the brainchild of Prince Albert, Consort of Queen Victoria, who envisaged a self-financing event to exhibit the manufactured goods of all nations. 245 architectural submissions were made for the design of the exhibition hall, which was to cover an area of over 700,000 square feet in Hyde Park. All were rejected. Joseph Paxton, Head Gardener to the Duke of Devonshire, came up in nine days with a revolutionary plan based, on a much larger scale, on his Great Conservatory at Chatsworth Park in Derbyshire.

It was constructed of cast iron and glass and took 2,000 men eight months to build. Despite misgivings, the exhibition was wildly successful



Crystal Palace from a postcard c1911. Ken Bourne collection.

The building was 1848ft long and 408ft wide, covering 19 acres (6 times as big as St Paul's Cathedral). It contained 4,000 tons of iron, 900,000ft of glass and 202 miles of sash bars. It was ready on time and to budget and the pre-sale of tickets ensured that it was financially successful even before it opened on 1st May 1851. There were 17,000 exhibitors from around the world and over 6 million visitors before it was dismantled after five and a half months and reassembled two and a half years later in Sydenham, South London. Profit from the Exhibition was used to purchase land at Kensington where several museums were built, including the Victoria & Albert. The Commission, which oversaw the whole project, still operates today. With no central heating or air conditioning as such, one imagines it was freezing inside in winter and stifling in summer.

After 83 years at Sydenham the Crystal Palace burnt to the ground on 13th November 1936. Our member, Alan Baker, remembers seeing the fire. Others recall the glow from it in the sky. The fire was the biggest conflagration in London since the Great Fire of 1666. The Palm House at the Royal Botanical Gardens at Kew, in which Paxton was involved, gives an idea of what this amazing building was like.

Further information is available on websites for the Great Exhibition and for Joseph Paxton, for whom there is also a comprehensive entry in the Dictionary of National Biography.

History Society Visit to Reigate Priory. Report and photos by Les Bowerman

On 6th May nine members spent a delightful afternoon at Reigate Priory under the guidance of Eileen Wood, curator of the local history museum there. The Society previously visited 23 years ago in 1986. See Newsletter (as it then was) 69/8. The Priory, set in 65 acres of parkland immediately south of the town centre, is Grade 1 listed and a scheduled ancient monument. It is publicly owned, the grounds being used as a leisure park and the building as a State middle school.

After 1066 the manor of Reigate was given to William de Warren, 1st Earl of Surrey. About 1200 his great grandson, the 6th Earl (also named William) founded an Augustinian Priory there. It was a daughter house to Merton Priory, as Newark is believed to have been.



Like Newark, the Priory was operated as such for some 330 years until dissolved by Henry VIII. It is believed that part of the present hall may have been part of the original Priory church. Nothing else of the original structure remains above ground.

In 1541, on his marriage to Catherine Howard, Henry granted the Priory and Manor to her uncle Lord William Howard who converted it to a family home. The stone fireplace, which is still there, was built as a focal point with the Howard coat of arms at the point of the arch and a lion rampant carved at each corner. The immense ornately carved wooden fire surround of the mid to late 16th century may have been by Hans Holbein. Including the royal coat of arms and Tudor Roses; it may have been commissioned by Henry for one of his royal palaces. Later it was moved to Bletchingly Place and finally to Reigate Priory by 1655. William Howard's son, Charles, who grew up at the Priory was the famous High Admiral of Armada fame.



In 1681 Sir John Parson, a wealthy brewer, who later became Lord Mayor of London, bought the manor and lands. He began alterations, which were finished by his son Humphrey. The spectacular murals and wooden staircase in the Great Hall were commissioned in the early 1700s by the Parsons. Recent restoration of the staircase has revealed incredibly detailed parquetry with contrasting wood inlaid in intricate patterns in the sides, treads and risers. Special soft slippers were provided for walking on the stairs. Conservation work on the murals of the staircase hall has been even more impressive.

Pillars and mouldings apparently around the murals are in fact trompe l'oeil decoration on flat walls. The actual pictures illustrate Roman myths. The murals are probably by a contemporary of the famous Italian painter Antonio Verrio. The combination of staircase and murals is hardly bettered anywhere in England according to Pevsner.

From 1807 to 1921 the Priory was owned by the Somers family, the first three earls being succeeded by Lady Henry Somerset and then her son Henry Somers Somerset. They embellished the building, altered the grounds and benefited the town in many ways. Admiral Beatty and his family owned the Priory from 1921 to 1942, followed by an insurance company, which intended to develop the park as a housing estate.

During World War 11 the Rank Organisation used the Priory as a distribution centre for flour. Public outrage killed the idea of building houses, and finally; the park was bought by Reigate Borough Council and Surrey County Council who created the school and present public park.



The people shown in the photo are, L to R, Irene Bleach, Barbara Tinkler, Avril Davies, Anne Bowerman, Eileen Wood (the Curator and our guide), Michael Morris, Lloyd Davies, Mavis Davies and Nick Brook. Photo by les Bowerman.

Send Forge Pat Clack

I am sorry to disagree with Michael Sex, Journal 205 page 4, (especially when we are talking of his family!) but although I do agree with the identity of all the other figures in the photo, I am absolutely certain that the chap he thinks is Billy Hand's father, is Gus Sex, who was Clarrie's brother. Gus lived next door to St Bede's school and always waved to us when he passed at 1.0pm for his lunch and when he returned. His wife Maud had charge of the sale of pies every Thursday during the War, (I think it was some arrangement with the British Restaurant in Woking) - she had a certain allotment and all the ladies of the village (including my Mum) queued at her door - first come first served - off ration!

Ramblings Pat Clack.

Interesting journal as usual - lots of obits! We all, of course, miss Joan Harris very much and my daughter and her husband have moved back to Send, to stay with Andy's Dad. I am sorry to lose my chief adversary, aka Nancy Graham! Did you know that **Ken Dedman has died. aged 94, on the Isle of Wight.** Ken French was in constant touch with him, so will maybe give memories, but of course I knew him when I was just a girl and in the WAAF. When I got a 48-hour leave I would take my food coupons into him, (and always got a little extra!). I was in there one day when someone came in and asked him if his eggs were fresh, and he replied he didn't know he "only laid the table!" he had quite a dry wit. I had his wife, Marita (Jackie Strange's sister) next to me in primary school, so she is obviously my age.

I have sent my memories of St Bede's to them, for their 70th anniversary (although I do think they should have waited till 2011 - 70years after the school actually opened). It was completed in 1938 but kept in case needed as a hospital owing to the War. I was school secretary there for a while, but prior to that (while it was waiting to open) evening classes were held there and also the ATC and WJAC (of which I was a member) met there and we learned our marching and morse from the boys; this held me in good stead when i joined up as a wireless operator. But I omitted to tell them I also had my wedding reception there in 1951.

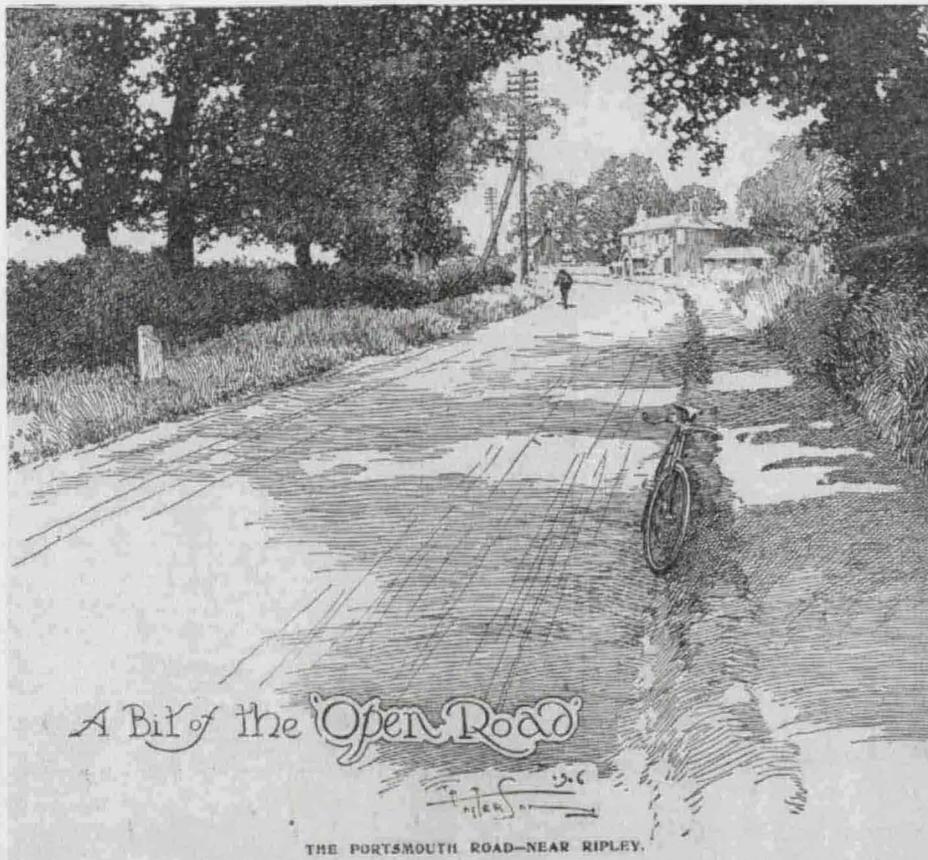
Spare Journal 204

If anyone has a spare copy of Journal 204 Jan/Feb 2009 please contact Les Bowerman (01483 224876) as he finds he is one short for his records.

Commemorating 70 Years of St. Bedes
at St Bedes Summer Fete
20TH June from 12.00 to 3.00pm.
Peter Croucher

This year is the 70th anniversary of the completion of the building of St. Bedes School in Bush Lane, Send. Much has been written in previous journals about the school's history, mainly by 'Mr. Memory' David Porter. How does he manage to remember so many small details from all those years ago?!

The purpose of this small article is to let people know that the school PTA who are organising the **summer fete** are setting up **an exhibition** of the last seven decades and also making a reunion of the afternoon. I am helping from the S&RH Society's side and will be taking along items relating to St. Bedes from our archives including the coronation gate (one half of the pair made at the school in 1953, about which I still have to write up for the journal). If you have any other items, eg.. photos; projects, etc, which we can put on display (particularly from the early years) please let me know **ASAP** on 01483 769653. Also please come along yourselves and invite others who were connected with the school in any way, ie. teachers', pupils or other staff etc.



View of Portsmouth Road looking towards Guildford 1906 The House is just to the left of the car and road roller shown on the front page of Journal 204. Photocopy by Les Bowerman

FORTHCOMING EVENTS

The current exhibition in the Museum (at the time of writing) is called "Forget Me Not" and includes many photographs of local men who fought in the 1st World War. The Society's publications are on sale there and make useful presents to friends and family and there is a selection of second-hand books available as well. You may also wish to use the lending library and the reference library.

Programme for 2009

Thursday, 9th July – All day outing to Tonbridge, Kent. This will include a visit to Tonbridge Castle and the Gatehouse and also Tudeley Church which was built in the 13th/14th century and has magnificent stained glass windows by Marc Chagall, the French artist. Meet at Send Marsh Green at 8.45 for 9.00 am. Please let me know by Wed. 2nd July if you wish to come as I need to give numbers for the guided tour at the castle.

Friday, 28th August – Evening Barbecue at Cricketshill House, Potters Lane, Send, from 6.00pm. Please fill in the enclosed form and send it to Clare McCann or hand it in at the Museum.

Wednesday, 16th September – A talk by Jeanette Hicks on "Newark Priory" at 8 pm in Ripley Village Hall Annexe.

Wednesday, 21st October - A talk by Brian Thorne on "Secret Surrey".

Wednesday, 18th November – An illustrated talk by Patrick Molineux on "Surrey Domesday" with reference to Send.

Wednesday, 16th December – The Christmas Social and entertainment, for members only.

For further details of any of our events, please ring me, Anne Bowerman, on 01483 224876.

Journal Contributions: Closing date for the next edition is **Friday 11th July 2009.**



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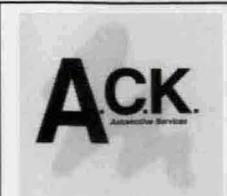
Other times for school groups and small parties by arrangement

Contact Les Bowerman on 01483-224876 if you require further information or wish to help in the museum.

HISTORY SOCIETY PUBLICATIONS

'Ripley & Send Then and Now; The Changing Scene of Surrey Village Life'	(Reprinted 2006)	£10.00
'Guide to The Parish Church of St Mary The Virgin, Send'		£1.25
'Then and Now, A Victorian Walk Around Ripley'	(Reprinted 2004&7)	£4.00
'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)	£2.00
'Newark Mill Ripley, Surrey'		£3.00
'The Hamlet of Grove Heath Ripley, Surrey'	(Reprinted 2005)	£4.00
'Ripley and Send – An Historical Pub Crawl in Words and Pictures'		£6.00
'Two Surrey Village Schools - The story of Send and Ripley Village Schools'		£10.00
'The Parish Church of St Mary Magdalen Ripley, Surrey'		£5.00
'Florence Desmond – Entertainer'		£5.00

All the publications are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of 'Ripley & Send Then and Now' and 'Two Surrey Village Schools' can also be obtained from Send Post Office.



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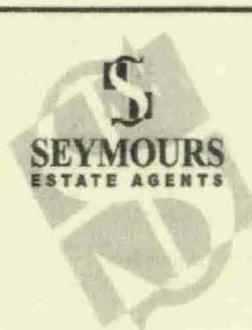
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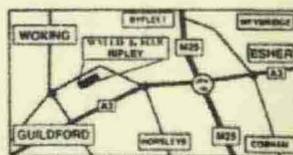
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