

No. 289
March 2023

Send & Ripley History Society



THE BLIND CHURCH
ORGANIST

Page

3

ERASED FROM
HISTORY

Page

10

PG WODEHOUSE

Page

16

THE RAMBLINGS
OF A RAILWAYMAN

Page

22

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Cover image:

Applebee's postcard of Ruth Hill standing outside Ripley Court School in 1913 (detail)

CONTENTS | No. 289

Editorial <i>Cameron Brown</i>	2
The Blind Church Organist <i>Alan Cooper</i>	3
40 Years Ago <i>Cameron Brown</i>	6
Frozen Charlotte Dolls <i>Clare McCann</i>	8
Letters	9
Erased From History – The Curious Case of Ruth Hill <i>Alan Cooper</i>	10
Obituary – Mavis Perryman, 1936-2022 <i>Sarah Belton</i>	15
PG Wodehouse <i>Ditz Brown</i>	16
Obituary – Ann Voller, 1938-2022 <i>Eric Voller</i>	19
Where Is It? / What Is It? <i>Alan Cooper</i>	20
The Ramblings of a Railwayman <i>Geoff Burch</i>	22
Newark Eel Trap - Follow Up <i>Alan Cooper</i>	28
Museum News and Forthcoming Events <i>Clare McCann</i>	30
SRHS Publications List	31



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EDITORIAL

CAMERON BROWN

The Society's 48th AGM, my eighth as chairman, was held at Ripley Bowls Club on 8th March with 54 members in attendance. In my chairman's report, after thanking committee members and other active supporters, I commented that we have had a generally good year. Covid worries seem to be over and activities back to their pre-covid levels. I reminded members of the research resources available on our website, made a plea for more contributors to the Journals and encouraged everyone to use the services of our advertisers if at all possible. Jenny Jackson, our secretary for the past year, reported that our membership has risen to an impressive 360, with 80% living within 20 miles of Ripley and others as far away as Canada and Australia. She confirmed that subscriptions will remain at the current level for 2024. The committee was re-elected and member Christopher Carr appointed, all unanimously.

In the absence of treasurer Christina Sheard, suffering from covid, I reminded members that the new electricity supply cable had to be paid for in 2022 and that this had, despite a very satisfactory income for the year, contributed to a deficit of some £6,500 and a depletion of our reserves by 50%. We started the year with £9,000 in the bank compared with £15,000 at the same time last year – sufficient for our day to day activities but not enough to maintain the museum at the standard we would like. Curator Clare McCann

summed up the year's activities at the museum. Negotiations with the village hall committee on a new lease are taking much longer than expected but some progress has been made and we are hopeful of completion within the next three months. The key principle is to agree wording which will not prejudice our chances of securing a grant from the lottery fund. Visitor numbers to the museum have been disappointing and members were encouraged to visit and to get friends to do so as well.

The formalities were followed by a hugely entertaining talk by member Ian Whittle about his father Sir Frank Whittle, the inventor of the turbojet engine.

Finally, I am very sorry to have to report the recent death of Trevor Tice who, with Janet Tice, was a founder member of our Society. Our sincere condolences go out to Janet.

CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at cmb@aappl.com by 15th April 2023.

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

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THE BLIND CHURCH ORGANIST

ALAN COOPER



Aerial view of Royal School for the Blind, Leatherhead



Ryde House School in Ripley High Street, opposite St Mary Magdalen church. The school closed and in 1938 the property was sold to J Gibbs Ltd. The building and frontage shown here were demolished and the empty space this left became the forecourt to their showroom and workshops, for which the remainder of the old building and school gymnasium, which ran parallel with each other backwards from the road, were repurposed. Beyond that was the old school playground, now perfect for use as the yard)^[1]

Today, when many people refuse to travel even short distances unless a car is involved, spare a thought for someone who my late father Edward Cooper told me about, who made the unenviable journey from Ockham to Ripley on a regular basis on foot, for nearly twenty years. Very trying circumstances considering he was blind!

Blind from birth, Edward John Allen was born in 1887 in Loughton, Essex. He became enrolled at the Royal School for the Blind in Leatherhead whose proud motto was ‘To render the blind self-reliant by teaching them a trade’. In Edward’s case, he trained to be a church organist.

The Royal School for the Blind was opened in 1902, gaining its royal patronage in 1911, during which year Edward was a pupil in residence with the occupancy



J Gibbs Ltd, agricultural equipment sales and repairs from 1938 - 1991

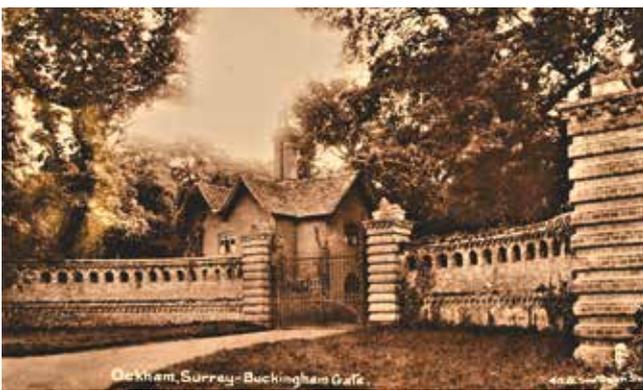
of the school being 248, of whom 214 were pupils. Both the school staff and the blind inmates were evacuated and rehoused in 1939 when the building was requisitioned by King's College Hospital, being modernised post-war and re-opened in 1958.

In the late 1990s the site was sold and then redeveloped in 2001 when the main building was converted into an apartment block, with further luxury housing built in the grounds. The chapel was converted into serviced offices for local entrepreneurs. The school still exists today, known as 'Seeability' in Wesley Road nearby. ^[2]



The site today, currently a Co-op supermarket

Upon leaving the school circa 1912 Edward relocated to Feetham, a tiny hamlet in the North Riding of Yorkshire, taking the position of organist at nearby Melbecks Church. It was here that he became acquainted with Frances Andrews, born in Wonersh, Surrey and then in service at the vicarage. Maybe it was their connection with Surrey that drew them together as in 1914, they married in Melbecks with her employer, the Reverend John H Walton, officiating.



Buckingham Lodge pictured during the 1920s. Today it remains much the same. Of note: the lions surmounting the wall and gate pillars are believed to have been Sir Edwin Landseer's models for Buckingham Palace – hence the name Buckingham Lodge, and were purchased by Ralph, 2nd Earl of Lovelace ^[3]

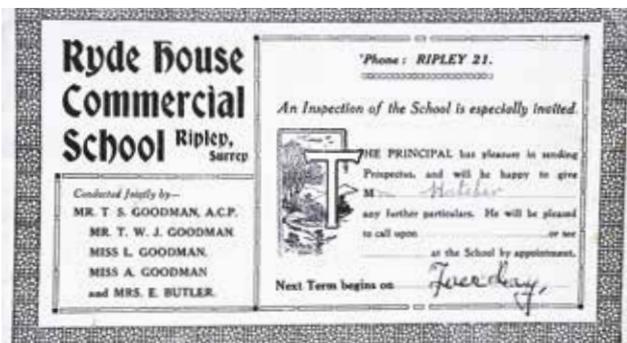
Following the birth of their first son, Francis, they moved to Ockham, Surrey, living in Rectory Cottage and Edward became the organist at Ockham's All Saints church. The family then moved to Buckingham Lodge, Ockham in 1934, coinciding with son Francis becoming a head gardener for the Ockham Estate alongside Joseph Duddridge. Edward also worked in Ripley as a teacher of music at Ryde House School, to which he walked every day, despite his disability, until its closure in 1938.



School Staff circa 1919.

Back row, l-r: Edward J Allen, Mrs Elsie Butler, unknown, Miss Palmer, unknown, Mrs Eleanor M LeFevre, Miss Alice Goodman, Miss Lillie Goodman, Miss Minnie Allwork

Front row, l-r: Mrs Alfreda B Goodman, Thomas Samuel Goodman, Mrs Mary G Goodman, Thomas W J Goodman ^[4]



Cover of a school prospectus circa 1921

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Schedule of school fees for boarders circa 1921

Edward died in 1957. A year later the Ockham Estate was sold, with Frances as a sitting tenant in Buckingham Lodge. She died in 1968.

^[1] See Journal 105 for an in depth article concerning the formative years of J Gibbs Ltd by John Purser

^[2] *Lost hospitals of London* (<https://www.ezitis.myzen.co.uk>)

^[3] Related by Peggy Aldridge in SRHS Local Memories files, available from the museum

^[4] This same image appears in the school prospectus

Grateful thanks to Lesley Powell for allowing access to her copy of the school prospectus

Photo of J Gibbs Ltd c/o Send & Ripley History Society archives

Prospectus images c/o Lesley Powell collection

Other photos c/o Alan Cooper collection

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40 YEARS AGO

CAMERON BROWN

This short article, entitled *Recollections of Send shortly after the turn of the century, part 1 - transport* was written by Marjorie Sex and appeared in Newsletter 49 of March/April 1983.

There are now very few people born in Send at the turn of the century who have spent the whole of their lives in the village. This means that very soon there will be nobody with memories of life in the village at that time. It may be of interest to record some of the things that were then part of everyday life, starting perhaps with transport.

Cars were just coming into use, but were quite rare. There was a horse bus, run by Mr Cox, that was kept in Tannery Lane at the side of what is now 2, Valentine Cottages. Mr Cox and his family emigrated to Australia and the business was taken over by Mr Brown, whose stables were situated in Send Road opposite what is now the Parade. The bus was a coach-like vehicle rather like those frequently seen on Christmas cards. It was glass sided with facing seats inside, holding ten people in all. There were no lights in the bus and the conductor stood

on a step at the back with a candle lantern to guide people to their seats after dark and also to collect the very modest fares. There was room for two passengers beside the driver and a high seat for three behind him. The bus ran between Send and Woking several times daily and would stop to pick up passengers when requested. The only regular stops were at Mays Corner and Woking Station. It was necessary for the horse to rest at intervals, so the driver would often oblige by doing a little shopping in the town, particularly waiting at a chemist for prescriptions to be filled. Mr Brown also owned and drove the village hearse and a wagonette which could be hired to transport the cricket team to away matches. If steep hills were encountered, it was quite usual for the cricketers to get out and push. The wagonette could also be hired for short distance outings and picnics. Mr Brown ran no Sunday services, so if transport to Woking Station was required on that day a Shetland pony & trap, owned by Mr Jack Sale, would be hired for the journey - the pony's name was Mila. The trap could be used for other journeys off the regular bus route, such as taking the cookery teacher to and from the local school.

The only other form of transport in those days was the carrier's van owned and driven by Mr Cox - not the bus owner - who was known to all as 'Shanger'. He took no passengers, but he also was prepared to do shopping on his journeys. There was a limited amount of barge traffic on the Wey Navigation, but it in no way catered for passengers, except for taking the Congregational Sunday School children on a river trip once a year. That was the situation at the turn of the century and it was some years before a motor bus service was introduced.



The Send-Woking horse bus driven by Mr Brown and taken in the 1920s. Donated by Rose Onslow



The last horse-drawn barge on the Wey Navigation, in 1969. Owned by the Stevens family. Photo donated by Margaret Stuart

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FROZEN CHARLOTTE DOLLS

CLARE McCANN

Recently Mrs Jeanie Hutchinson came into the museum bearing an intriguing little ‘stone doll’ that her mother Betty Masters had found in the late 1950s. The Masters had lived in a thatched cottage at 8, Send Road before moving to Wharf Lane but the doll was actually found at Spooner’s nursery which was approximately where Vision Engineering is now.



Betty Marsden’s doll

A bit of research on the internet plus an email from the Surrey Finds officer confirmed, that it is what was called a Frozen Charlotte doll. Originally it would have had arms – the holes for a wire which would have connected

the limbs are still visible. These dolls were made in a mould from a form of china or bisque, around 1850 to 1920. They were typically inexpensive, and the name Penny Doll was also used, in particular for the smallest, most affordable versions. The dolls had substantial popularity during the Victorian era and most were made in Germany.



A Frozen Charlotte doll with arms attached by a wire

It seems the bleak story of Frozen Charlotte originated in a *New York Observer* article in 1840 which described the frigid death of a real-life young woman somewhere in upstate New York.

Over the next few years, some songs and poems helped to further the popularity of the story and soon it caught fire in America. One such song was an American folk ballad, *Fair Charlotte*, based on the poem *A Corpse Going to a Ball* by Seba Smith, which tells of a young girl called Charlotte who refused to wrap up warmly to go on a sleigh ride because she did not want to cover up her pretty dress; she froze to death during the journey.

The Frozen Charlotte dolls were made in the form of a standing, naked figure and are also sometimes described as pillar dolls, solid chinas or bathing babies.

They ranged in size from under one inch to 18 inches or more. Apparently smaller sizes were very popular for putting in doll's houses and the very smallest ones were sometimes used as charms in Christmas puddings. One shudders to think of the shock one would get biting on a Frozen Charlotte in the Christmas pudding.



A miniature Frozen Charlotte doll to be used in puddings

Occasionally versions are seen with a glazed china front and an unglazed stoneware back. This would have enabled the doll to float on its back when placed in a bath.

The doll that Betty Marsden found has only

a moulded bonnet but some rare examples also have chemises. One imagines that home-made clothes might have been used by some of the owners to dress their dolls.

Apparently male versions, identified by their boyish hairstyles, were called Frozen Charlies.

LETTERS

Janet Tice writes:

Having read Clare McCann's recent articles about Send Grove, my late husband Trevor asked me to send you this photograph of his great-grandmother Ellen Elizabeth Tice, née Rose, born in 1850. He did not know when the photo was taken but it would have been some time before 1878 when she married his great-grandfather, Frederick Tice. Before she was married she was working at Send Grove but he did not know what she was

employed as. In the 1871 census she is listed as having been a housemaid at a house in Bagshot.

The photo was taken outside the coach house at Send Grove and she is the lady standing in the middle. Trevor did not know who the other people are. Clare says it is possible that the ladies in the cart are two of the Misses Onslow who would have been living at Send Grove at that time. Perhaps one of our readers might know.



Trevor Tice's great-grandmother in the middle of the photograph, taken outside the coach-house at Send Grove

ERASED FROM HISTORY – THE CURIOUS CASE OF RUTH HILL

ALAN COOPER

During 1913 WH Applebee, a photographer and publisher from Ashford, Middlesex and producer of arguably some of the finest photographic postcards of the day, paid a visit to Ripley and the surrounding area where he recorded a remarkable collection of images which today present us with an amazing insight into village life in the early twentieth century. As with many postcards of the time, the photographer would often encourage people, especially children, to appear, thus enhancing the appeal of the image. In Ripley he found no shortage of these but one person really stood out, a rather striking 15-year-old girl who appeared very willing to oblige – Ruth Hill. An unusual aspect of Applebee's Ripley cards is that nearly all feature her, resplendent in a white dress and often holding her bicycle.

Being a post card enthusiast, it became apparent to me that a series of later variations of all the photos containing Ruth existed – with the original run being renumbered and her image having been rather crudely scratched from the glass-plate negative – but why? As she matured into a young woman, did she simply tire of being the 'pinup girl' of the village and requested her image be removed from the cards? In conversation many years ago with my late father Ted Cooper, he recalled how, as a teenager in the 1930s, he and his contemporaries all considered that Ruth, then in her late 30s, was indeed "hot stuff to us boys"!

In the postcard collecting community several theories abound for this censorship, the most mooted being a jealous Mrs Applebee. This would appear unlikely as by the time these cards were being 'censored' William Applebee was dead.



The very photogenic 15-year-old Ruth Hill



Applebee's 1913 Rose Lane image WHA 6 featuring Ruth Hill standing outside Ripley Court School

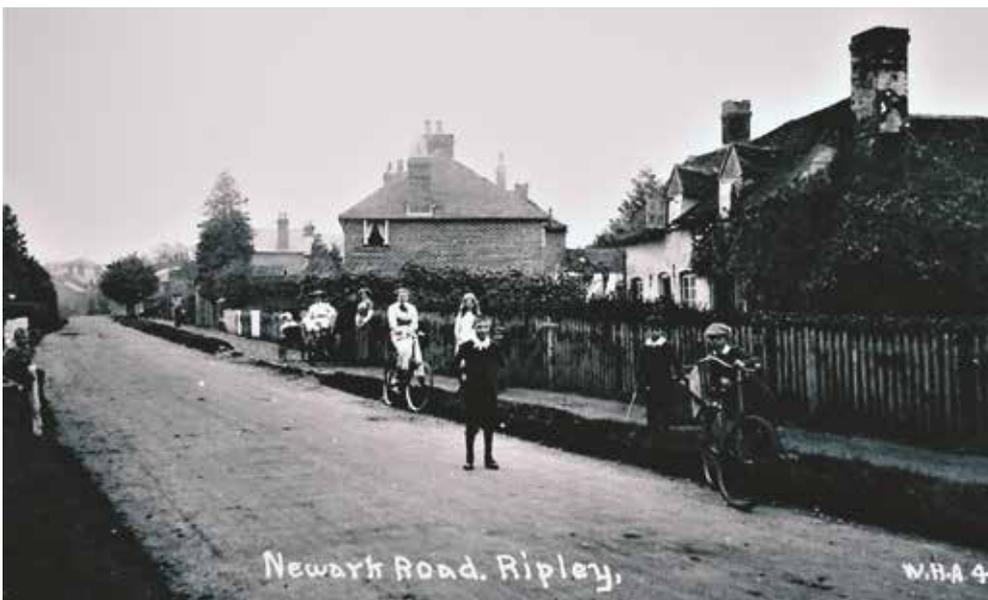


The same photo edited later to remove Ruth with revised issue number (now prefixed with 394 to create WHA 3946)

Applebee the photographer had a very short-lived career, dying in 1915 at the age of 30 in Springfield Asylum, Tooting (originally called the Surrey County Pauper Lunatic Asylum). His widow Lucy continued to operate the postcard business with assistance from Charles Mitchell, William's step-brother, but sold it during the late 1920s, along with her marital home, to Joseph Mortimer, who continued to operate the business under his own name. Postcards still in production from earlier days had the WHA prefix removed and replaced with his initials – JWM. Lucy never remarried and died in 1972. ^[2]



Another example with Ruth crudely erased from the negative, WHA 3947, taken outside the new village fire station^[1]



Although Ruth features mainly in the Rose Lane series she is also found on the Newark Lane images as illustrated here, and the High Street

The most likely explanation is cynical and financially driven. Ruth's grandfather had established A Hill, retailers of 'Boots, Furniture, Drapery, Clothing etc' in Rose Lane. Other retailers in the village sold postcards, examples being Richardson's, Green's, Allenby's, and Reeves who, having paid extra to have their own business details added on the cards, probably balked at the idea

of selling them with Ruth subliminally advertising her grandfather's business, and requested her removal.

THE HILL FAMILY AND BUSINESS

Ruth's grandfather, Alfred Hill, was born in Oakham, Rutland in 1838, one of 13 children of farmer William Hill and his wife Jane. A cordwainer by trade, he relocated to Ripley in the 1850s and could well have been initially employed by Stephen Green who appeared as witness when Alfred married Susan Sanderson, a dressmaker, on 21st August 1859.^[3]

She bore him six children before dying in 1869. He remarried later that same year, widow Jane Swansbury who produced a further seven children, the eldest being Ruth's father, Albert, born in 1870.

Albert Hill married Sarah Shrubbs in 1896 and had one child, Ruth Lydia, the subject of this article. Albert died



Alfred Hill's shop. It is assumed that the two figures in the doorway are his second wife Jane and one of his daughters

1859. Marriage solemnized at Ripley Chapel in the Parish of St Andrew Ripley in the County of Surrey

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
64	August 21	Alfred Hill	21	Bachelor	Cordwainer	Ripley	William Hill	Farmer
		Susan Sanderson	21	Spinster	Dressmaker	Ripley	John Sanderson	Foreman Blacksmith

Married in the Chapel by Banns according to the Rites and Ceremonies of the Church of England by me,

This Marriage was solemnized between us, Alfred Hill and Susan Sanderson in the Presence of us, Stephen Green and Joseph Green Cash by me, Charles R. Tate

Marriage details of Alfred Hill and Susan Sanderson. (Note: Stephen Green the witness)

in 1899 when Ruth was just one year old and she was eventually raised by her paternal grandparents Alfred and Jane Hill. This untimely death left Sarah running a laundry business on her own account in Rose Lane, close to her in-laws' Boot, Furniture, Drapery and Clothing shop. Along with baby Ruth, she both lived and worked with Esther Hill, her sister-in-law and Francis Manfred Hill,

her nephew. Francis was also raised by Alfred and Jane following Esther's marriage to William Purs in 1909.

Relinquishing the laundry business late in 1901, Sarah returned to her family home in Bellfields, Stoke, Guildford, to live with her mother and sister and shortly after re-married Albert Tee, a widower, also from

Bellfields, in 1902. One wonders why Ruth was raised by her grandparents as the widowed Albert already had a child in his care by his first wife and he and Sarah went on to have four more.

RUTH'S PART IN THE BUSINESS

Upon reaching adulthood Ruth became more and more involved with the day-to-day running of the family shop. After the death of her grandparents Jane and Alfred in 1924 and 1929, the initial beneficiaries of probate were Thomas Samuel Goodman of Ryde House School and Alfred Edward Hill, Ruth's Uncle. ^[4] It would appear he took no active part in the day-to-day running of the business as his occupation was baker and confectioner based in Wells, Somerset. Likewise her other surviving uncle, Samuel, who was living at Bridgefoot Cottages, Ripley and working as a carpenter for the Royal Horticultural Society, Wisley. For the next two years the business traded under the name Hill & Co ^[5] with Ruth and her cousin Francis living behind the shop and one assumes managing it before finally entering partnership with David Blacklaw Gillespie in 1932, changing the business strategy of over 35 years from draper and outfitter to grocer, and the name to Hill & Gillespie. ^[6]

A master grocer, Gillespie was born in Nigg, Aberdeenshire, in 1906 and came to Ripley from East Molesey, Surrey in 1931, living in the High Street. He married Irene Ethel Atkinson in 1935 and moved to Hatchford End, Ockham, where his wife worked as a domestic servant before taking up residence at no less than seven different local addresses, including Ripley, West Horsley, Tyrells Wood and Ockham.

Presumably for financial reasons, Ruth and cousin Francis, after living from 1929 to 1933 in the residential accommodation behind the shop, let Fullers Cottage to Raby and Annie Townson and together rented accommodation with Neilly and Louisa Fenn at Newlands, Polesden Lane, Ripley. This must have been a very tight squeeze as the Fenns had a son and daughter living with them as well. Francis fell for Neilly's daughter Ethel and married her in 1938. This prompted Ruth to move out after a year and in 1934 she began lodging further down Polesden Lane at Grafton with Leo and Kate Higgs.

Leo Higgs was born in Weybridge in 1888. At the time of his marriage to Kate Evelyn Cranfield in 1912 he was working as a chauffeur and the couple settled in Byfleet. When WWI broke out he immediately joined the Royal Army Service Corps, putting his ability to

drive to good use. He left England for France on 30th November 1914 and served throughout the entire conflict as Private M2/020002. Following demobilization in 1919 he returned to Byfleet, applied for one of the newly built 'homes for heroes' in Polesden Lane, Ripley and, being deemed suitable, moved to 'Grafton' in 1921. Whether he worked the property as a smallholding remains unknown but unlikely since he used skills learnt during the war to good effect, purchasing a lorry and starting a haulage business. He was an active member of the Ripley branch of the British Legion during his time in Ripley. His ability to drive was put to good use again in 1939 when he volunteered to be an Air-Raid Precautions ambulance driver during WWII.

In 1939 Ruth decided to do her bit for the war effort and joined the ARP as an ambulance driver. Women driving motor-vehicles pre-war was something of a rarity and suggests that the business may have had a delivery van which Ruth could have driven.

Although pre-war activities are now mostly beyond living memory, we do know that Ruth did indeed drive a delivery van for the business under its later name of Hill and Gillespie. This was confirmed by Phyllis Hale (née Moore) who remembers her Aunt Sue, who lived at Burnt Common, having regular orders delivered by Ruth. Also just three months before his death in 2022, Ripley resident John Hutson recalled a small green van being driven by Ruth but could not identify the model or maker.

Despite being raised as a strict Baptist by her grandparents, (both buried in the Ebenezer Strict Baptist Chapel graveyard in Newark Lane, Ripley) Ruth was eventually baptized as an adult in St Mary Magdalen, Ripley on 20th July 1955 at the age of 56. She never married and in 1960 sold the business to John Dowell, formerly a carpenter and joiner from Byfleet, Surrey.

Towards the end of that year, she moved to 192, Roderick Avenue, Peacehaven, Sussex, taking both Leo and Kate Higgs with her and it was there that she died on 8th July 1963 without issue. Both Leo and Kate died at the same address, Leo in 1968 and Kate in 1972, also without issue.

IN LATER YEARS

The shop continued as a grocery store after John Dowell's death in 1981, passing to his son Alan, but competition in the form of supermarkets, let alone the other village stores, soon made it unviable. The shop became rather dilapidated and Alan repurposed the business selling small antiques and bric-a-brac. It was sold and finally demolished in the late 1990s having fronted the property now called simply 19, Rose Lane.

From 1956-1960 electoral rolls referred to Fullers Cottage next door, as 'Flitress'. This was almost certainly a name adopted by Ruth as homage to her grandfather, Alfred Hill, who grew up in, and whose parents farmed at, Flitteris Park in Rutland. Shortly after 1960 it was renamed Vintage Cottage which is known today as Saffron Cottage.



The 2 properties originally purchased by Alfred Hill. When Ruth sold them in 1960, the property set back on the left was named Flitress. At the time this photograph was taken it was called Vintage Cottage. Today it goes by the name of Saffron Cottage. The ghostly outline of the demolished shop is still visible on No. 19, Rose Lane to the right

Vintage Cottage photo c/o Clare McCann collection

Alfred Hill shop photo c/o Send & Ripley History Society archives

Other photos c/o Alan Cooper collection

^[1] Ripley's new fire station was built on land gifted by Lady Lovelace in 1910

^[2] postcardsthenandnow.blogspot.com

^[3] Stephen Green founded the boot and shoe business in Ripley known in more recent times as WB Green

^[4] The probate record of 28th March 1929 details a further grant on 20th December 1951. This suggests the business was put into trust and indeed in the following year on 5th November 1952 Ruth purchased the two properties for £1000 when the trustees auctioned them at The Anchor Hotel, Ripley. The other beneficiaries remain unknown

^[5] *Kelly's Directories*

^[6] *Kelly's Directories*

OPEN ALL DAY, EVERY DAY FOR GREAT FOOD



Kid's
Play area
& Menu



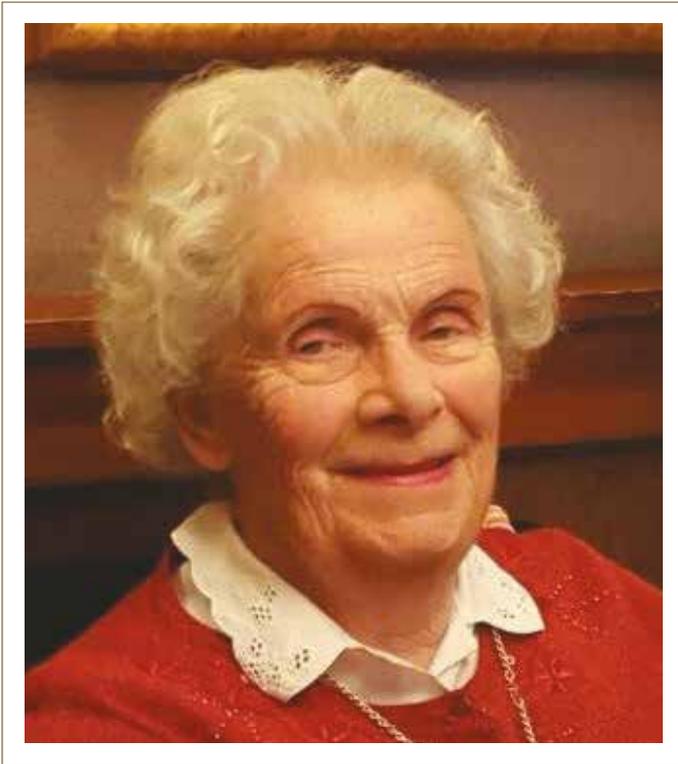
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OBITUARY – MAVIS PERRYMAN, 1936-2022

SARAH BELTON



Sadly, we lost long-time member Mavis Perryman in December, suddenly, after a serious fall.

Mavis and her older sister had a difficult start in life, as their mother died in an accident when Mavis was just a toddler. Her father remarried around the time that war broke out and Mavis remembered sleeping in a Morrison shelter with her sister and stepmother at their home in Hounslow. Later, in 1944, Mavis was evacuated to Holcombe in Devon where she was welcomed with open arms and she kept a lifelong relationship with her 'adopted' family. It was here that she developed her enduring love of nature and gardening.

After leaving grammar school in 1952, Mavis went to work for Watkins and Simpson, a wholesale seed merchant in Feltham. Here she met her future husband Reg and they married in 1956. Two years later they bought their first home in Ashford and welcomed their son Brian into the world. When Reg changed jobs in 1960 they moved and became residents of Send, happily seeing out the rest of their years in the same home.

Mavis was always an active member of the community, both in work when delivering for the local butcher, and as a volunteer. She spent 30 years as a Brownie leader and in her retirement continued her involvement with the

Guiding movement through the Trefoil Guild, the official organisation for former Guides, right up until her passing.

With her late husband Reg Mavis was also involved in bowls, both outdoor lawn bowls at Mayford, and in later years organising indoor carpet bowls at the Moorcroft Centre at Westfield. She also regularly helped prepare meals for the elderly residents at Sandfields in Send, until Reg's health began to decline. If all this was not enough, Mavis also sorted and delivered the *Send and Ripley Matters* magazine for many years and continued to deliver them in her own street.

A real people person, Mavis made a point of befriending her neighbours and contributed very much to our local community. And, of course, she also had a keen interest in local history and looked forward to the next issue of the Society's journal to add to her already comprehensive knowledge of the area.

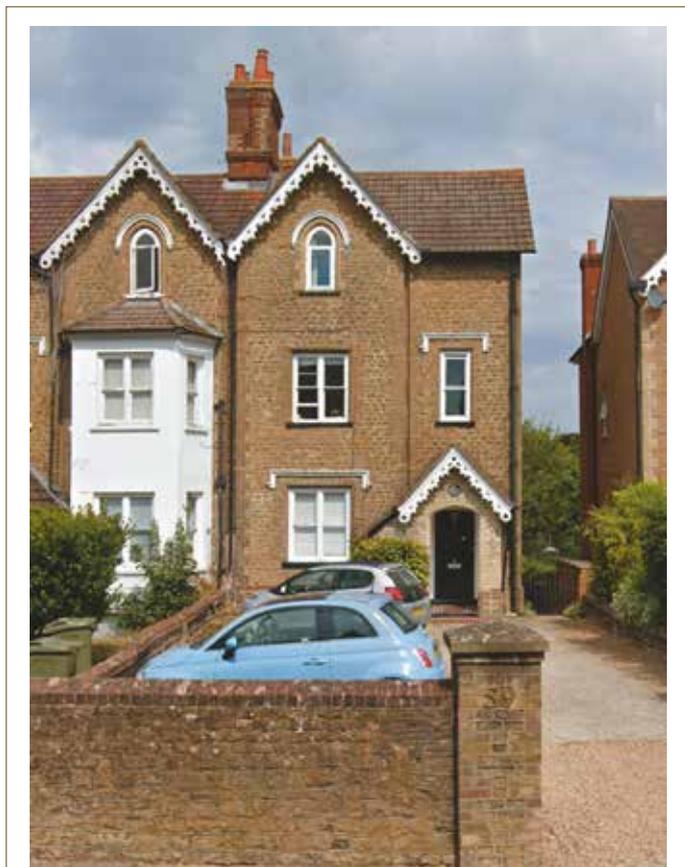
Mavis will be much missed by both family and her many friends in Send and Ripley. Her funeral took place on 11th January and her ashes are to be interred at the Clandon Natural Burial Ground along with Reg's. A fitting place of rest for two lifelong gardeners who loved nature.



Mavis at Clandon Natural Burial Ground in September 2021, one year after her husband Reg's death

PG WODEHOUSE

DITZ BROWN



The house in Epsom Road, Guildford, where PG Wodehouse was born



The plaque on the house in Epsom Road

Had it not been for the fact that he was born prematurely, Guildford would not be able to lay claim to be the birthplace of one of Britain's most famous writers. However, his time in Guildford was brief.

His parents were Henry Ernest Wodehouse (1845–1929), a British magistrate based in Hong Kong, and Eleanor (1861–1941), daughter of the reverend John Bathurst Deane. The Wodehouses, who traced their ancestors back to the 13th century, belonged to a cadet branch of the family of the Earls of Kimberley (ie the family branch of a younger son) and Eleanor was also of ancient aristocratic ancestry. Theirs was a very privileged family of a class that PG Wodehouse would later exploit in his writings with so much humour.

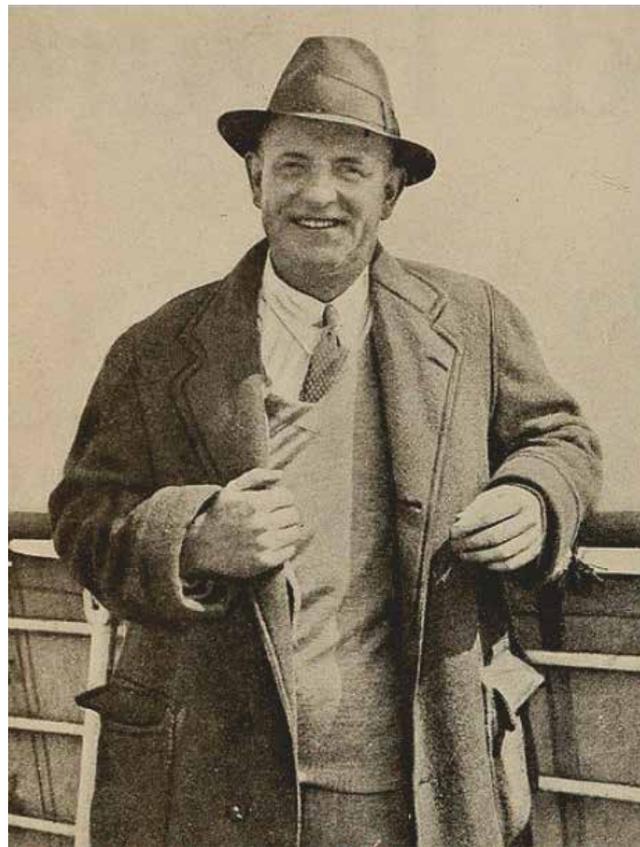
When his mother was visiting her sister in Guildford at 59, Epsom Road, her third son made his unexpected appearance on 15th October 1881 in the house which now bears a brown plaque commemorating the fact that PG Wodehouse, writer and humorist was born there.

Soon after his birth the boy was baptised at St Nicolas church in Guildford's town centre and given the first names Pelham and Grenville. He was named after his godfather, Pelham von Donop, but von Donop's middle name was George... It is unclear why Grenville was chosen for Wodehouse although the academic Sophie Ratcliffe speculates that Eleanor Wodehouse decided on it because of her liking for literary heroes. Sir Richard Grenville is the hero of Tennyson's *The Revenge* and for her other two sons Eleanor supposedly chose the name Peveril from Scott's *Peveril of the Peak* and Lancelot from Tennyson's *Idylls of the King*.

Years later, in 1957, Wodehouse wrote: 'If you ask me to tell you frankly if I like the name Pelham Grenville Wodehouse, I must confess that I do not. I was named after a godfather, and not a thing to show for it but a small silver mug which I lost in 1897.'



The west window and font at St Nicolas church, Guildford, where Wodehouse was christened



Wodehouse in 1930

He called Pelham Grenville a ‘frightful label’ and the first name was rapidly elided by his garbled childhood pronunciation to ‘Plum’, which became his affectionate nickname for his family and friends for the rest of his life. Wodehouse was most likely drawing on his personal experience when, in 1954’s *Jeeves and the Feudal Spirit*, he has his character Bertie Wooster remark:

“There’s some raw work pulled at the font from time to time, is there not?”

“There is indeed, sir,” Jeeves (the ultimate gentleman’s gentleman) replies.

Apparently Wodehouse was rather neglected in his childhood as his parents spent much time abroad, leaving a nanny to look after the wants of this brilliant prodigy. He did, however, spend happy teenage years at Dulwich College, to which he remained devoted all his life.

Throughout their school years the brothers were sent to stay during the holidays with various uncles and aunts from both sides of the family. There were twenty aunts who will have been very influential in Wodehouse’s early life and most likely became the inspiration for the fierce and formidable aunts featured in his work. As four of his fifteen uncles were clergymen, they too will doubtless have inspired him when he wrote with such friendly irreverence about his thinly disguised fallible curates, vicars and bishops.

After being educated at Dulwich College Wodehouse was employed by the Hong Kong and Shanghai Bank. Disliking the work there, he first wrote magazine pieces in his spare time, progressing to full time writing after two years. He went on to become perhaps the funniest, wittiest and most prolific writer in the English language, publishing more than 90 books, 40 plays and 200 short stories. He was also a highly successful musical lyricist.

Arguably his best-loved and most famous characters, set in Wodehouse’s social atmosphere of England’s late Edwardian era, were the hapless and feather-brained young bachelor Bertie Wooster and his dependable and intellectually superior manservant Jeeves who, with



Wodehouse in Paris in 1945 after WWII

effortless resourcefulness, rescues him from innumerable rather tricky and complicated situations.

After 1909 Wodehouse lived and worked for long periods in the United States and France and, in 1914, on one of his frequent visits to New York, he met and married Ethel Wayman (née Newton), a young widow, who was also visiting from England. Wodehouse had no children of his own but adopted Ethel's daughter Leonora. His marriage lasted 61 years.

In 1934, Wodehouse and his wife moved, it is said for tax reasons, to Le Touquet. When World War II started they did not return to England – apparently because his wife did not want to leave her small dog Wonder in France. Wodehouse was captured by the Germans, the occupying force, in 1940, spent much of the war interned and was released on his 60th birthday.

The Nazis asked him to conduct a series of broadcasts about the lighter side of a German occupation and Wodehouse became a figure of controversy when he totally misjudged the effect this would have in England and agreed. In his five radio broadcasts from Berlin to the United States he humorously described his experiences as a prisoner, subtly ridiculing his captors.

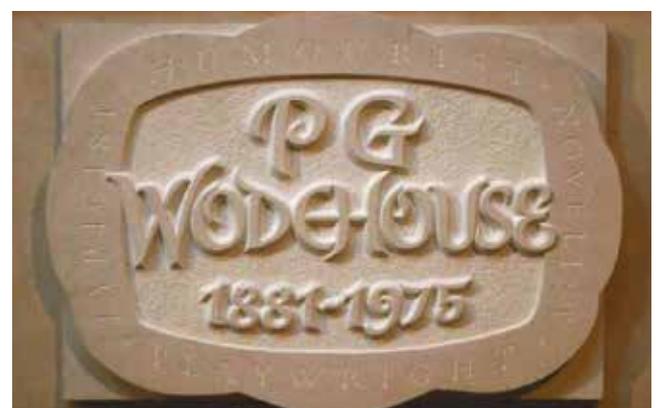
However, his broadcasting over enemy radio was deeply resented in Britain. MI5 ruled him to be both foolish and naïve, but not a traitor. Wodehouse was so disturbed by such adverse criticism that he moved to New York and in 1955 took dual British-American citizenship. He was never to visit his homeland again.

At the age of ninety-three, in the New Year's Honours List of 1975, Wodehouse received a long-overdue knighthood, an honour bestowed on him by the British consul. He died on St Valentine's day, some forty-five days later. Sir Pelham Grenville Wodehouse, KBE had become one of the most widely read humorists of the 20th century and his professional career may well have been the longest

of any author as his first story was published in 1901 when he was 19 years old and he had continued to write up to and including the day of his death when he was 93. He is buried in New York City.

There are Wodehouse Societies around the whole world with the British one, founded in 1980, having as its patron HRH The Duke of Kent and Alexander Armstrong as its president. An honour the Society had always hoped for came to fruition when, in 2019, the dean of Westminster, Dr John Hall, gave permission for a memorial stone to honour Wodehouse at Westminster Abbey. The dedication took place on 20th September of that year and 'Plum's' plaque now sits alongside the likes of Geoffrey Chaucer, William Shakespeare and Charles Dickens. Guildford's 'son' had indeed come a very long way...

All photographs public domain



PG Wodehouse memorial plaque at Westminster Abbey

OBITUARY - ANN VOLLER, 1938-2022

ERIC VOLLER



Ann was born in Birkenhead, Cheshire, which is just across the River Mersey from Liverpool on 1st October 1938. She was one of three children and the family moved to Guildford in 1953 when her father was transferred from Birkenhead to work there at the Ministry of Agriculture, Fisheries and Food.

Ann attended the Guildford County Grammar School for girls. She loved swimming and was a member of the Guildford Swimming Club. After leaving school she worked for a short period of time at the Royal Aircraft Establishment in Farnborough, travelling to work on her Vespa scooter.

In 1958 she married David, who was a member of the Royal Air Force and they moved to Germany where he was stationed. In 1959 Stephen was born.

Tragically, in 1959, the plane that David was piloting crashed and he was killed. Ann and Stephen then moved back to Guildford.

In March 1961 Ann met Eric at a dance at the Onslow village hall and after a brief courtship they married on 12th August 1961.

After a honeymoon at the Hotel Regina in Torquay, Ann, Eric and Stephen moved to Queenhythe Road in Jacobs Well, where Sheila was born in 1963.

They then moved to Stringers Avenue, Jacobs Well and in June 1968 moved to 1, Marlyns Drive, Burpham. Ann worked for the Surrey County Council School Health Department and retired in 1997.

When the children were young the family enjoyed holidays in England, Wales and Scotland and one year had a memorable holiday driving through France to Spain. Ann loved children in general and particularly her grandchildren Hannah, Alex, Jake, Mark and Jamie and spent time with them whenever she could.

In later years Ann and Eric enjoyed their holidays abroad, especially in Portugal and regularly visited Los Angeles, the Bahamas and La Paz in Mexico. They also enjoyed many holidays in Europe with their friends.

Ann loved cooking and gardening and had a very active social life. She was a member of the WI for many years and of a number of other groups including the U3A where her interests ranged from anthropology to walking, keep fit and coach trips. Ann and Eric were married for 61 years and she was a loving wife, sister, mother and grandmother.

WHERE IS IT? / WHAT IS IT?

ALAN COOPER

THIS QUIET, CAR-FREE PHOTO WAS TAKEN IN 1915, BUT WHERE?



WE ASKED IN J288 WHAT THIS STRANGE-LOOKING CONICAL TOOL WAS AND WHERE ONE WOULD INSERT IT.



This is a plumber's turnpin, used to flare the end of a length of lead pipe in order to attach another. Correctly identified by Ian Mason, Tony Milton, Michael Morris, Peter Smithers and Vernon Wood.

WE ASKED IN J288 WHERE AND WHEN THIS PHOTO WAS TAKEN AND WHAT WAS HAPPENING.

This photo depicts the terrifying spectacle of 'the great fire of Ripley' at Richard Green's hardware store on 10th February 1969. In all, eight fire engines attended, including one from Camberley.



Correctly identified by Pat & Michael Clack, Margaret Field, Fiona Gilbert, Janet Hughes, Susan Moon, Michael Morris, John Purser, Audrey & Peter Smithers and Ted & Jackie Strange.

The following photo from our archives shows Richard Green's hardware store shortly before the fire. Where were you on that day in 1969? Please write in and tell us what it was like seen through your eyes.



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THE RAMBLINGS OF A RAILWAYMAN

GEOFF BURCH



An A4 Class 'Miles Beavor' like the first one Geoff ever saw at Kings Cross. 'Sir Lamiel' in the down bay at Woking

Cameron Brown writes: In January we were treated to a most entertaining illustrated talk by Geoff Burch about his life working on the railways in and around Guildford during the final days of steam. I have summarised his talk by taking content from his book *The Ramblings of a Railway Man*, available along with his other books and DVDs from his website <https://ramblingrailwayman.co.uk/about.html>

Born in Guildford in 1946 I was always interested in the railway, spending weekends trainspotting at Guildford, Woking and Brookwood stations. Rail Rover tickets were readily available then and these tickets enabled me to go to a number of locations to see various types of locomotives. Trips to London with other boys from school included major terminal stations,

engine sheds and so on. We usually started by cycling down to Worplesdon station and catching the slow train to Waterloo, observing the locomotives on the way and, once we'd got there, we'd catch the Northern Line tube to Chalk Farm and sneak into the engine sheds which were full of Coronation Class locomotives!

Once we had whetted our appetites, we'd make our way to Kings Cross station to see the magnificent A4 Pacific class^[1] locomotive number 60026 named 'Miles Beavor' – the first one I had ever set eyes upon. We'd then go on to Liverpool Street to see the Britannia Class locomotives that were serving the Harwich boat trains of the day. On one occasion when my friends couldn't make it, my mother accompanied me. I can still remember sitting at the end of Kings Cross station platform eating the corned beef and HP sauce sandwiches that she had packed for us.

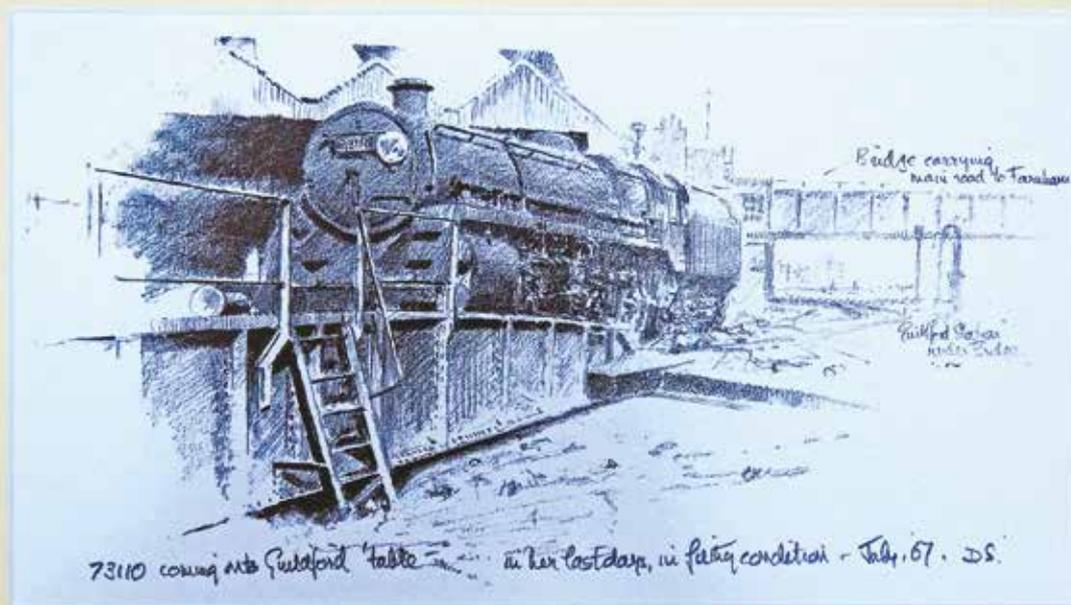
Collecting engine numbers was only part of the thrill and to actually clamber aboard a locomotive's footplate (known as cabbing) was the *creme de la creme!* The first time this happened was at Woking station when King Arthur Class locomotive no. 30777 'Sir Lamiel' was standing at the platform. I eventually plucked up enough courage to ask the driver if I could step up onto the footplate and as I climbed, clutching the handrails, I couldn't help but marvel at the experience of it all – the sights and sounds, the smell of smoke and the heat from the firebox. Once I'd conquered the initial fear of asking drivers if I could come up onto their footplate, many more cabbing episodes followed. They were heady days and, as time went on, I'd firmly set my sights on becoming one of those enginem!

The railways came to Guildford around 1845 when a six-mile length of single-line track was added to the South Western's main line at Woking. By the mid-1860s Guildford station was developing into an important junction and was appropriately named Guildford Junction and within twenty years a new, larger station had to be built, with much expansion over the following decades.

By 1926 Guildford had an allocation of over 80 locomotives and a staff of 465, of whom 328 were drivers and firemen. Others included boiler washers, coalmen, chargemen, boilermasters, fitters, sandmen, ash loaders, gland-packers, tubers, painters and carpenters.

The youngest recruits to the sheds started as engine cleaners and then progressed to disposing of [ie moving] locomotives, then to coaling, watering and turning locomotives for their next-booked duty. By 1933 men could opt for training to drive electric units as well as steam locomotives. The 1965 Beeching report resulted in a massive upheaval to the rail network throughout the country and Guildford was no exception, losing a number of local lines.^[2] This happened at the same time as the accelerating replacement of steam by diesel and electric. By 1965 Guildford's allocation was down to only 28 locomotives and by 1967 Guildford had seen its last steam locomotive. It was just a few years before these changes that my own career on the railways was to begin.

It came as a surprise to many of us in the audience that the well-known animal-painter David Shepherd CBE had also enjoyed drawing and painting steam engines. Geoff's book features several of his works. The two examples shown here capture those last, poignant days of steam at Guildford in 1967. The drawing of the final days of locomotive 73110 is inscribed 'To Geoff – happy memories of days gone by at Guildford Loco'. The colour sketch is inscribed – Three hour sketch from life – Guildford shed two days before closure. 30072 Little Jim, the shed pilot – July 1967



To Geoff happy memories of days gone by at Guildford loco. David Shepherd

David Shepherd drawing of 73110 – coming into Guildford 'table in her last days, in filthy condition – July '67



USA Class 30072 'Little Jim' standing in the Stores Road of the Old Shed. She was to be the last steam locomotive to leave Guildford MPD on 9th July 1967. Sketched by David Shepherd two days before closure

By 1960 I was approaching 15 when all of the pupils in my class at school were interviewed by the careers officer. When asked what I wanted to do when I left school, and not wanting to be ridiculed by saying the words 'train driver', I said that I wanted a career on the railway as a 'motorman' (as the electric train drivers were called at that time). Mr Howells, my headmaster, and the careers officer were both emphatic, saying "There's no future in the railways" but I was adamant and asked for my name to be placed on the list as an engine cleaner based at Guildford.

Eventually the paperwork came through and once I'd left school after my 15th birthday I received the letter to attend medical examinations at London Bridge. Luckily my urine specimen, eyesight and hernia tests proved to be satisfactory and I returned home to await my letter of acceptance and the all-important start date!

Well, the day arrived for me to embark on my first job; on Tuesday 4th April 1961 I reported to the foreman's office which was situated at the foot of the concrete steps that led down from Farnham Road, where I had a brief interview with the shedmaster and was then taken to the

cleaner's cabin and introduced to Reg Foan, who was in charge of the engine cleaners.

Health and safety issues were explained and then it was off to the stores to collect my uniform which consisted of two pairs of bib and brace trousers, two lightweight jackets,



British Railways cap and badge



Top: V Class Schools St Pauls shunting at Guildford in May 1961, one month after Geoff began work as a cleaner, based in the small prefab on the platform in front of the sheds
 Bottom: Six years after Geoff's first day at work a large part of Guildford's depot is being demolished. It is now the site of the Farnham Road multi-storey car park

Every part of the outside of the locomotive had to be cleaned and this would involve climbing onto its framing, brandishing several cloths termed brown 'uns which were white cloths, not dissimilar to household cleaning cloths, that had been washed several times. These were doused in a paraffin and oil mixture and then wiped across the paintwork of the boiler, framing and tender. The coupling rods and valve gear were also cleaned in this way and sometimes, if the locomotive was of the design where they were under the boiler, the rods had to be accessed from underneath by climbing up from the pit below. The excess oily mixture was then wiped off with successive cloths but some of the mixture would always end up running down your arms leaving a tide mark.

The first locomotive I helped to clean was a Schools Class no. 30909 'St Paul's', one of three Schools locomotives assigned to Guildford, their paintwork being a glorious Brunswick

a black serge jacket and a shiny-topped hat emblazoned with a green enamel 'British Railways' badge. Other paraphernalia included the 1950 rule book with a list of amendments which you had to carefully paste into it. I was then introduced to the other cleaners and we were given instructions on what locomotives we were going to clean.

Before any work could be carried out, the locomotive had to display a red 'NOT TO BE MOVED' board and this was attached by the person in charge and could only be removed by that same person when the work had been completed.

green. I thoroughly enjoyed starting work and went home elated - after all, here I was performing a job which I was passionate about and I was going to get paid for it!

Geoff Burch's enthusiasm for his work was clear as he took us through the next stages of his career. One year on and he was sent to 'Firing School' for a week, the fireman's job being the next step along the road to becoming a driver. Now he would be travelling on board the engines. In his book he sets out the tasks in fascinating detail.



V Class Schools St Pauls, the first locomotive that Geoff helped to clean on his first day at work



View of Guildford station from Farnham Road bridge



N Class 31863 heading from Guildford and showing correct firing technique with light grey smoke

A typical day's work after signing on duty would be on a train from Guildford to Reading (stopping all stations). Once you had arrived at Reading Southern station, the train would be released so that you could run the engine to Reading Southern depot to prepare your loco for the next trip. This would involve turning it on the turntable, taking on water and sometimes extra coal. The fire would then be prepared and, once completed, you would return to the Southern station, couple up to the train for the return journey to Guildford and then on to Redhill.

The Guildford to Redhill line was a fairly arduous route especially the long climb from Shalford to Gomshall Lane. The gradient fell to Gomshall, climbing then to the top of Dorking Bank at Welcome Bridge; steeply downwards again to Dorking and then to Betchworth before climbing to Reigate and then downhill to Redhill. Upon reaching Redhill the locomotive was released and ran light (without carriages) whilst the process as described at Reading Southern was repeated.

The fire would also require cleaning (removing any excess clinker) before being prepared once more for the return trip to Guildford. The exit from Redhill depot to the station was fairly easy (via the Tonbridge Line) and you would then couple to another train, usually from Tonbridge, and work back to Guildford, calling at all stations, before being relieved by another crew. This whole process would have taken at least eight hours.

Locomotive preparation was an important element of the job. There were various times allowed for these duties and this depended on the class of locomotive, although the duties involved were much the same. For preparation, this didn't just involve getting the fire prepared, the coal on the tender trimmed and the tender replenished with water; it also involved making sure all the tools and equipment needed were available for the journey – and there were many tools including firing shovel, coal pick, fire irons, gauge lamp, flare lamp, headlamps (with red shades intact), shovel, engine oil can, one thick oil pot, one rubber two-gallon bucket, one handbrush, an assortment of spanners and so on. Towards the end of steam, locomotive tools became fairly scarce and it was common practice to rob other locomotives of their tools. Eventually, it became necessary to remove all the tools from the locomotive and lock them in the stores for the following duty!

The lamps were of the paraffin-burning type so you needed to ensure that they had enough fuel in them for the journey. The wicks of the lamps had to be trimmed and adjusted to the right height so that when lit, they produced a flame which burned evenly without smoke being emitted. If this did occur it would produce a layer of soot on the inside of the lamp which could eventually obliterate the light.



The author re-living his days as a fireman 48 years later on the Mid-Hants^[3]

The hydrostatic lubricator sight feeds would be checked and drained if necessary and the lubricator filled with lubricating oil. The smokebox door had to be checked to ensure it had been closed and fastened properly. Vacuum pipes were checked at both ends of the locomotive to ensure they were retained on their dummies with the clips provided. The screw couplings would be checked to ensure that they hung correctly on their brackets and steam heating pipes were held by their securing chains.

Once the driver had finished oiling the necessary areas and the trimmings were put in place within their oil boxes, brake tests would be performed and, when completed, the loco would be carefully moved from the shed onto the turntable and placed next to the water column for a final top-up before departure. Finally, the fireman would be expected to make a can of tea before setting off to the departure signal.

Then there was the tidying up at the end of the day. First the smokebox had to be cleaned. Once its door was opened, the ash was emptied out from around the blast pipe with the firing shovel. It was always a good idea to test which way the wind was blowing before attempting this task! Once emptied, any spilled ash would then be brushed away from the area around the smokebox before tackling the cleaning of the fire. Depending on the type of locomotive the fire would normally be cleaned in two halves. Any clean (unburned) fire was first moved to one side of the firebox with the clinker shovel and then the clinker (on the side to be cleaned first) would be broken

up with the dart. It would then be withdrawn through the firehole door (utilising the clinker shovel) before being thrown out of the side of the locomotive via the footplate door. Once all the clinker had been removed from one side of the firebox, the 'clean' fire would then be moved to the cleaned area of the grate and the sequence would then be repeated on the other side of the firebox.

We didn't wear workman's gloves in those days but instead used a couple of folded brown 'uns to protect our hands from

being burnt – sometimes the cloths would smoulder with the heat! If it was raining at the time, the rain would penetrate the cloths and your hands would be scalded instead of burnt! The fire was kept 'up one side' of the firebox and left like that until its next preparation.

Finally, you would then open both the dampers, climb down into the pit and, brandishing an ash pan rake (these were usually left in the pit) go underneath the loco and rake out the ash from the ashpan. Here again the end of the ash pan you faced depended on which way the wind was blowing!

Geoff's book – this was his first – sets out many of his adventures as a fireman until the age of steam came to an end in 1967 and the next phase in his life as a railwayman began. If you are as fascinated by railways as many of the audience were, be sure to visit Geoff's website to see what happened next.

^[1] Alan Cooper writes: An icon of the Pacific class was the Mallard, locomotive No. 4468 – which holds the world speed record for a steam locomotive of 126 mph, set in 1938. Trainspotting would not have got any better than viewing one of these. A Ferrari compared to a Ford

^[2] One of these was the Bramley line, which is now a cycle path

^[3] The Mid Hants is better known as The Watercress Line, a ten-mile steam railway in Hampshire

Unless otherwise credited, photos courtesy Geoff Burch

NEWARK EEL TRAP - FOLLOW UP

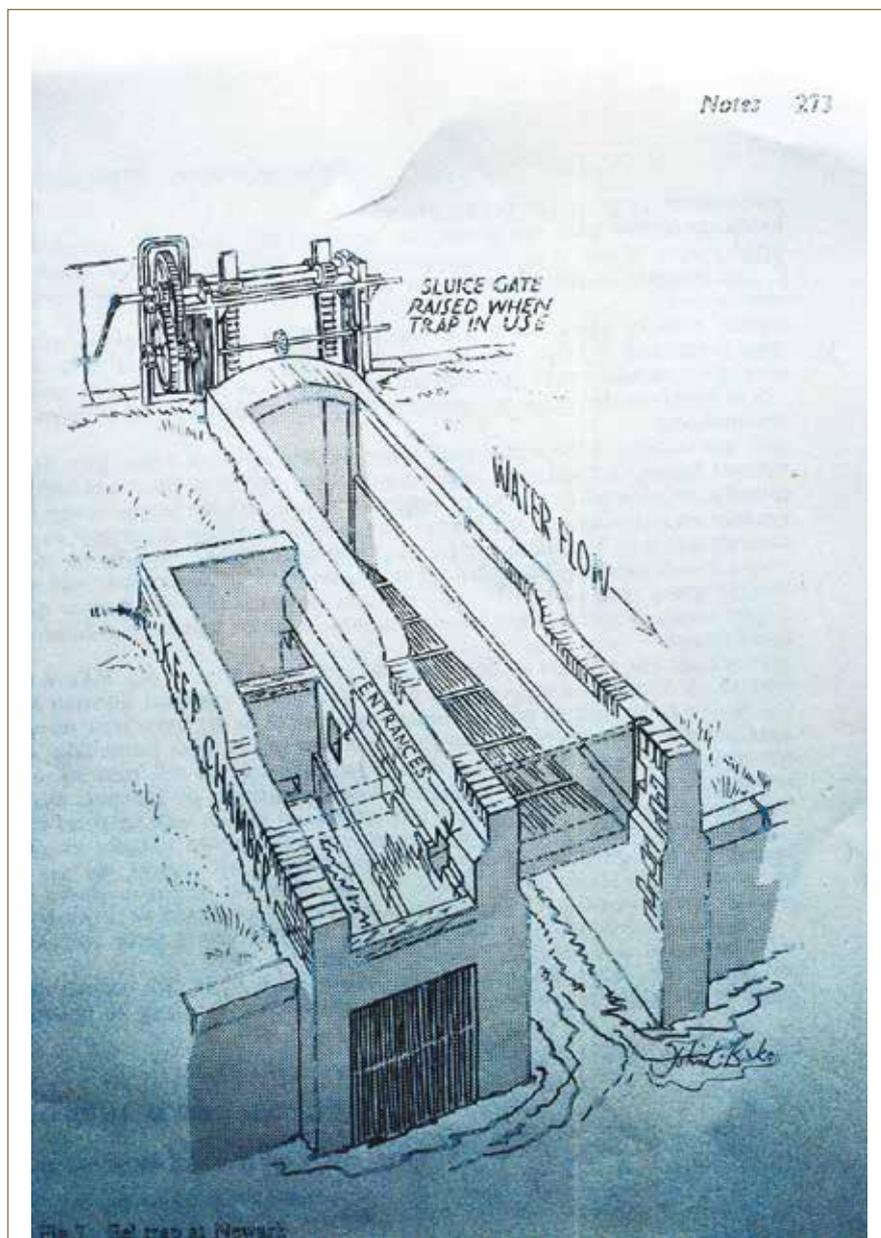
ALAN COOPER

In J286 we published an article concerning the death of Alfred Tickner in 1882. He had visited the eel trap near Newark Priory, Ripley, fell into the river and drowned as a result. Recently a drawing came to light by the well-known artist John L Baker. Although John was never a member of the Send & Ripley History Society, he was certainly a major influence on our first president, Jim Oliver.

In 1966, nine years before the formation of the Society, John started to produce a series of articles in the *Surrey Advertiser* that would ultimately enjoy an unbroken run of 17 years resuming, albeit briefly, six years later in 1989. These articles entitled Seeing Eye will be familiar to readers of that newspaper during those years. John would produce pen and ink sketches of old and interesting buildings and landmarks in Surrey and, usually with Jim's help, provide notes on their history. Many of these articles concerned Send and Ripley. John died on 5th January 1999 and his obituary appeared in the *Surrey Advertiser* three days later.

Jim Oliver originally wrote an article about the trap in journal J12 (1976/7) but John's sketch was either omitted or not available at that time. Its inclusion now gives the reader a much greater understanding of its description, operation, and appearance. For the relatively easy task of catching eels, it does give the impression of being hugely over-engineered and complicated, not to mention costly to produce and build. However, this gives an indication of just how highly prized eels were for the table.

For the benefit of any new members, the description of the trap's operation is taken from the article that appeared in J286.



The Eel trap near Newark Priory, Ripley, as sketched by John L Baker. Note: this view with the discharge grating in the foreground is as viewed from the river side

The original eel pool and trap would have been constructed some time during the medieval period, presumably on the site of what exists today, but no evidence to support this

theory was discovered during the major archaeological dig in 1932.

Today the pool and trap are completely overgrown, preventing any kind of access or photography. However, in the formative years of the Society, the late Jim Oliver successfully examined the eel trap and wrote:

‘...Originally a large culvert existed under the north/south Ripley to Pyrford road which allowed the now empty pool adjacent to the road on the east side to be kept filled to a level controlled by the sluice gates in the main river Wey weir on the west side of the road. At any time when eels were needed, and especially at the time in the monthly cycle when the moon was full, or after heavy rain when eels were moving in large numbers, the sluices in the main weir would be shut as far as practice allowed and a sizable flow of the river diverted into the eel-pool, carrying with it the eels in their uncontrollable urge to move downstream.

The water in the eel-pool was allowed to pass through a sophisticated sluice gate made by Sharpe in 1818, into a small brick bay with parallel sides and floored with a strong iron grating supported by girders at an inclined

plane and sealed by further vertical grating at the far end. The water passed through on its way, the eels were caught on the grating and in their struggles to shake off their captivity, sooner or later wriggled through an opening in the side of the brick wall into a still more secure prison consisting of another gridded compartment with running water, which in turn was connected to a deeper well where they could be kept for a few days prior to consumption.

The lower courses in the brickwork of the eel trap have the appearance of being contemporary with the iron sluice gate and the gearing, or earlier. The upper courses may be reset and a rustic inscription in wet cement of 1909 bearing four names, some of which are still names in the local building industry...’

Photo c/o Send & Ripley History Society archives

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MUSEUM NEWS

CLARE McCANN

THE MILL ON THE WEY - THE LOST TREASURE OF SURREY



Our new exhibition will run from 11th March until early June and is dedicated to the memory of Bob Gale.

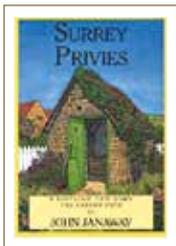
Until destroyed by fire in 1966 and never to be rebuilt, the 17th century Newark Mill was an imposing landmark on the River Wey close by Newark Priory. A mill had stood on this

site since Anglo-Saxon times and its destruction was then, and remains, a great loss to Surrey, both architecturally and historically.

Come and see the Society's model and architectural drawings as well as photos never before displayed and pick up a copy of Bob Gale's history of the mill.



MUSEUM LIBRARY



The library indexes are being added to the website and are on the computer in the museum. Please do drop into the museum and use the reference library, borrow a book from the lending library or a DVD from the digital section. Here are some new additions:

Surrey Place-Names by Gavin Smith

The Landscapes of Surrey by Derek Forss and Graham Collyer

Surrey from the Air by Jason Hawkes

The Little Book of Surrey by Rupert Matthews

Surrey Privies and *The Surrey Bedside Book* both by John Janaway

Around Woking by Lyndon Davies

FORTHCOMING EVENTS

Meetings will be held on the second Wednesday of the month at the Ripley Bowling Club in Rose Lane, GU23 6NE. Doors open for all evening talks at 7.30pm for an 8.00 start. Tea/coffee and wine available. NB – payment by cash only.

DATES - 2023	EVENTS
Wednesday 12th April 2023	Circle 8 Films: <i>Royal Guildford</i>
Wednesday 31st May 2023	Tour of West Horsley Place 14:00. Fully booked - waiting list only
Wednesday 21st June 2023	Day trip to Albury including pub lunch - details to follow
TBA July 2023	Members BBQ
Wednesday 13th Sept 2023	Trevor Brook talk: <i>The History of Newlands Corner</i>
Wednesday 11th October 2023	James Dickinson talk: <i>Margaret Beaufort - My Lady the King's Mother</i>
Wednesday 8th November 2023	Chris Shaw talk: <i>The Bridge Collapse at Millmead</i>
Wednesday 13th December 2023	Christmas Social (members only)

Further details can be obtained from Helena Finden-Browne helena_findenbrowne@compuserve.com

SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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HISTORY SOCIETY PUBLICATIONS

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

All the publications are available from the museum on Saturday mornings, from Pinnock's Coffee House, Ripley, or via the Society's website www.sendandripleyhistorysociety.co.uk or email angie77@live.co.uk

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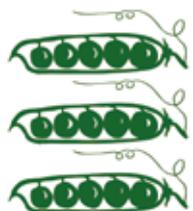
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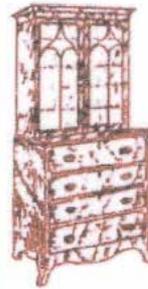
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