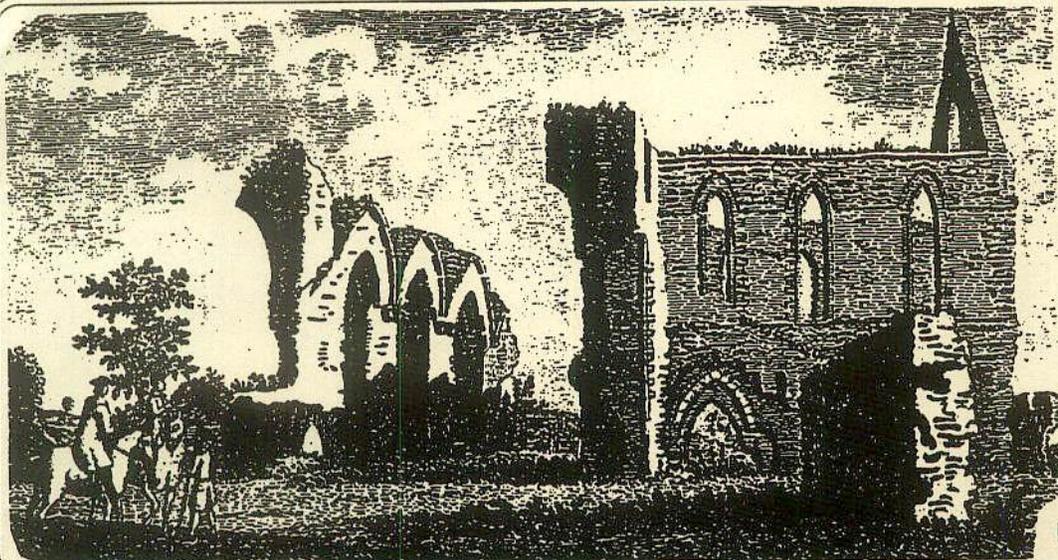


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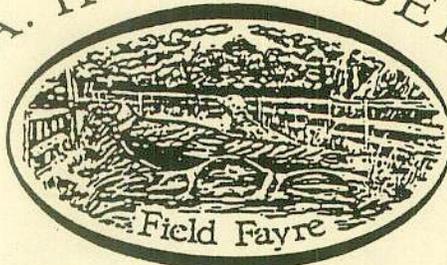
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September/October 1994



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September/October 1994

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Cover Illustration: The Kissing Gate, Potters Lane

EDITOR'S COMMENT

The Programme Sub-Committee has been very busy, and a glance at the Forthcoming Events will indicate a varied and, hopefully, an interesting programme right up to the new year. Unfortunately there were only half the number required to go on the visit to Preston Manor, Brighton, and this event was therefore cancelled. The average number who attend our outdoor meetings is around 25, and normally it is not critical, but on this occasion the group rate was based on a minimum of 20 and the Society would have either had to subsidise the trip or ask the participants to pay more and forego the advantage of an organised conducted tour.

The programme for 1995 is now being considered and any suggestions for topics for talks or venues to visit would be welcome. Please contact either the Editor or Secretary.

Editor

A SEND YOUNG MAN'S WORKING LIFE - PART TWO, 1933-45

In 1933, when I was 21 years old, I went to work at Send Manor, where Gordon Stewart was building a huge poultry farm, with chicken houses. These were good enough to live in. We built miles of them, it seemed, besides other buildings, like offices, workshops, cookhouse, etc. We finished off the "Swiss Chalet" and a tennis court. I got a lot of experience in woodwork while at the manor, and also got involved in Safety First films, which Stewart made at this time. I had a lot of fun while on this job. The biggest effort was the film, "Pied Piper of Hamelin". Albert Hepburn trained about 300 rats to follow him, leading them out of Hamelin, where they were a plague, according to folklore, and as the story goes, he was not paid for doing this and so he led all the young children away with his music, until he was properly recompensed.

After this job, I went back to work for Jim French, as carpenter's mate, on house woodwork and all types of carpentry, including another poultry farm for Yonnio Watanabe at Ockham, or was it Hatchford End? Yonnio was world famous. We were threatened with the sack there for throwing scraps at the chickens, if you please! I worked on the Council houses at Walton and Woking at this time, where Jim French was contracting the woodwork. There I managed to knock the clerk of works' bowler hat into the mud when swinging round a long length of timber and nearly got sent off the job for that, but the other guys were highly amused (the clerk of works was King in those days).

I later worked for Henry Boot of Liverpool on the Council houses at Westfield, after six months out of work and not a job to be had anywhere.

I met with a motor cycle accident at this time, being thrown off the pillion through a van turning across the front of us. Owing to this, I was unable to start the job at Westfield; however the woodwork foreman was a real gent, and I was able to start four weeks later. I worked with Bert Steer on this job, and we used to lay the top floor, including cross strutting, mark out and fix all the door frames to the bedrooms, trim the well hole in the ceiling and fix the stairs, all in a pair of houses in one day, working from 7.30 am to 6 pm - real hard going! If we failed to do this, there were chaps waiting at the gate for a job. Henry Boot of Liverpool, as I have already said, was the firm, and half of Send were out of work. I have seen a man called down off the scaffolding and told to draw his time (pay) and a replacement called in off the road.

I went back to Send Manor and the poultry farm was going great guns and still building. I spent many happy days there. My uncle, Harold Giles, was foreman there for about 30 years.

While I was there, about 18 of us formed a syndicate and drew a horse in the Irish Derby, called "Lazy Boots". It was scratched a week before the race. Even so, we shared about £800, which was a small fortune in those days, and I was able to buy a Norton motor bike with my share. On the day of the "draw", practical jokers had been saying all day "Just seen the telegram boy go into the office." We were working overtime and when the telegram did arrive, we ignored it as another joke.

I next went to work for Ted Morris of Woking, who subcontracted woodwork. The first job was at Hemel Hempstead, quite a way out, but jobs were still very hard to come by and we were glad to go anywhere. This only lasted one week, as local workmen complained of outsiders taking their work, and the Council backed them. We next worked at Uxbridge, building houses at the RAF depot there. We did the woodwork. A gang of five of us roofed four pairs of houses in two days. How we worked so hard I'll never know. The roofs were simple, four hipped jobs with open rafter feet, bricked up, but still a fair job.

I remember we did one nice house at Watford at this time, several at Guildford and four at Horsell for Alf Grove of Guildford; also a single house in Harvey Road, Guildford. We next worked at Cobham on those nice houses opposite the old water mill, and right through that estate out to the Fairmile. I also worked at Bradwell-on-Sea for this firm, and Walton and Claygate. At Church Cobham, the boss owner, who was a top architect, committed suicide while we worked there, owing to his financial problems, and our work ceased. It was still difficult to get a job; however, we heard of one at Walton, and Steve Smith and I went over there and started work for Wright Brothers, subcontractors, Hounslow. We worked at Cove, Hampshire, Shepperton, Hersham, and took Pat Roake to work there. He stayed with them several years after we left to start on our own account in December 1937.

Our first job was for Yates, who was building the estate at the back of Guildford Barracks, Tilehurst Estate. We had not been going many months when I had a car accident and finished up in Reading Hospital with a fractured skull. I spent eight days there, the most painful of my several injuries. My Ford Eight car was a write-off. I collected £58 off the insurance company for loss of car, loss of two weeks' pay, ruined sports jacket and flannels. I managed to get another car on hp, and it was in the family for many years, including wartime, and it then went to Louis (brother-in-law), who had it for some years.

War started and virtually stopped this job, except that we were employed to complete houses under construction, and the Army took over all unsold houses and put in officers and training sergeants, etc.

I then worked on Beechwood Hospital in Woking, completing woodwork, and this was also taken over for the Army. I next worked on bomber planes at Vickers, Weybridge, fitting the doors, making cooling rings for the radial engines, and also did a job on petrol tanks that fitted in the wings. I was there on the day "Gerry" bombed it and remember lying in the road with a plane diving straight at me, as I thought, with smoke pouring from his engine. However, he pulled up and went over the hill, thank you very much!

I was called out of the factory and sent onto bomb damage repairs to vital buildings, like gas works, laboratories, main offices, etc. It was quite exciting at times, as bomber raids were very numerous at this period.

I was then called up and joined the Army, where I spent the next two and a half years, with six months in India and 18 months in the Middle East, before returning home and trying to pick up where I left off, subcontracting woodwork for various builders with Steve Smith again. We literally roofed hundreds of houses, plus all the other woodwork. We finally parted and I started my general building business, which I ran for many years.

Reg Giles

THE KISSING GATE, POTTERS LANE

In a letter from Reg Giles, received recently, Reg points out that he is concerned about the kissing gate in Potters Lane, situated just opposite Sendholme Lodge. Sand excavation is again being undertaken there, and the photograph, on the front cover, shows this old gate, which leads to the footpath between Potters Lane and Send Hill.

Reg states in his letter: "... at the end of the footpath is a quaint little iron kissing gate; it's been there ever since I can remember and long before. I do wonder if it will be interfered with during the digging and lost without trace?"

Does anyone know when this gate was put in? Perhaps it was there when Sendholme and Sendholme Lodge were built.

Editor

WILLIAM JAMES BARTLETT TITCOMBE

Bill Titcombe died from a heart attack at Milford Chest Hospital on Thursday, 23 June 1994, aged 89.

Bill was born on 29 August 1904 in Lightwater, in the family house, called Wychwood. Bill's father was a policeman and the family were required to move to Hersham. Bill went to school there and was in the choir of St Peter's Church, Hersham. In 1916, the family again moved to Byfleet. Bill describes this move and his impressions, at the age of 11, in Newsletter No 69, page 14, dated July/August 1986. I quote from the last part of this article:

"I don't think my mother was very keen about it, but my father had no choice. Anyway, eventually we settled down and things turned out quite well. This was in the early days of Byfleet and of course, one of the first things we were aware of were the aeroplanes flying around 'cos we hadn't seen any planes at Hersham, which was too far away from Brooklands. Brooklands was a rare place for aircraft in those days, as they were training pilots in old bi-planes called Maurice Farnhams. They often used to miss the track and land all over the place, which intrigued us no end."

Bill continued his education locally and also joined the choir of Byfleet Church.

His first job was in the Drawing Office of W G Tarrant, builders and decorators, in August 1919. He worked on a new design of aircraft being built by the company. It was a huge aircraft with the name of Tarrant Tabor. It was a triplane with five engines, three above the first wing and two above the second. On its run-up to take-off, it crashed, nose-diving into the runway, and the project was abandoned. Bill then went to work for Vickers Aviation, based at Brooklands. In those early days the offices were in private houses, owned by Vickers, adjoining the site. As a design draughtsman, he worked on the early production of the Vickers Vimy bomber. At this time the first crossing of the Atlantic by Allcock and Brown was being attempted in another Vickers Vimy aircraft. The rest of his life was devoted to aircraft design work with the same company in its various stages of development. He worked in his capacity of design draughtsman on the Wellington, and various other projects, with Sir Barnes Wallace, and then on commercial aircraft, finally the Concorde.

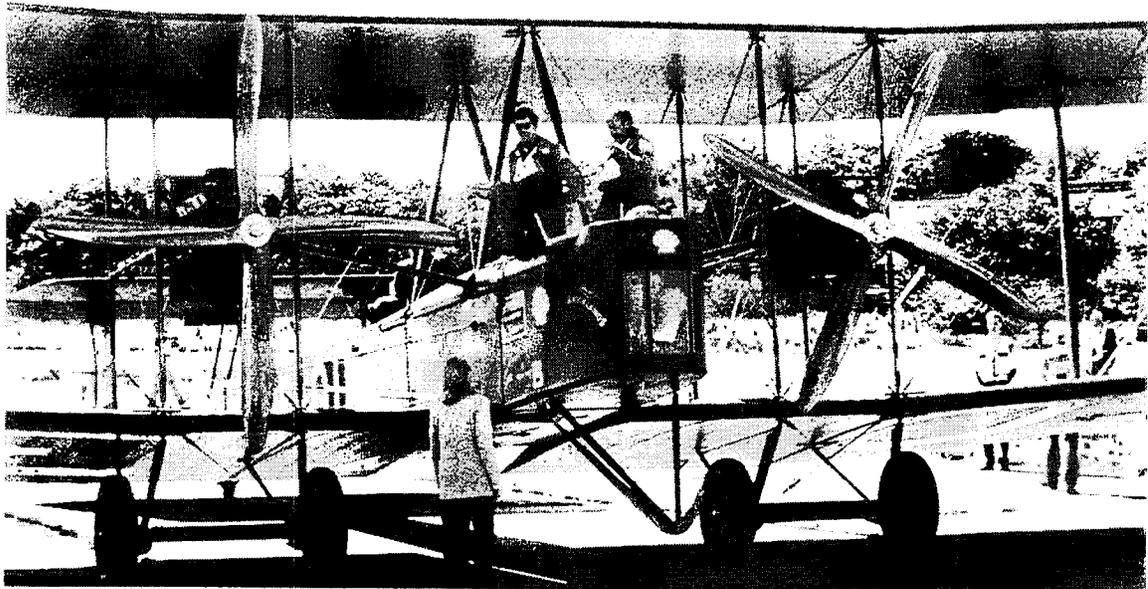
When Bill was in his early 50s, he moved to Ripley, buying a pair of cottages in Rose Lane. He turned Clova Cottages into one house, naming it Clova Studio. Subsequently he commenced work as a freelance designer and carried out many important local projects, which included the design and supervision of the building of Ripley and Clandon Village Halls. He had many interests and was a keen photographer, concentrating on buildings and

landscape, with the occasional portrait. He was also a director of his son, Bernard's, "Auto-Cultural" business, BHBT Ripley Ltd. This was based in Mr Rust's, the butcher's, shop premises, now occupied by Seymours, the estate agents.

Bill and his wife, Vera, moved to Woodhill Farm Cottage, Woodhill, Send, in 1976, when the opportunity arose to obtain more space. Vera Titcombe died in 1983 and Bernard and Bill continued to live at Woodhill until 1990. Bernard moved to Staines, but Bill continued to live, on and off, at Woodhill, until ill health made it necessary for him to receive medical care.

Bill was an active supporter and member of the History Society from its early beginnings, and was a mine of local information. Our condolences go to Bernard, his son.

K H Bourne



This photograph, taken by Bernard Titcombe at Farnborough, late August, shows the replica of the Vickers Vimy plane. The pilots, Peter Mcillan and Lang Kidby, are in the cockpit. This plane later flew to Brooklands, and then back to Farnborough, thence on its way over to Australia, taking off on September 11 to repeat the epic flight.

OPENING TIMES OF MUSEUM

Please note that the normal opening times of the museum have now reverted to the winter programme, which omits Saturday afternoons. The period for which the museum will be open will be every Saturday morning, from 10 am to 12.30 pm, commencing from the beginning of October.

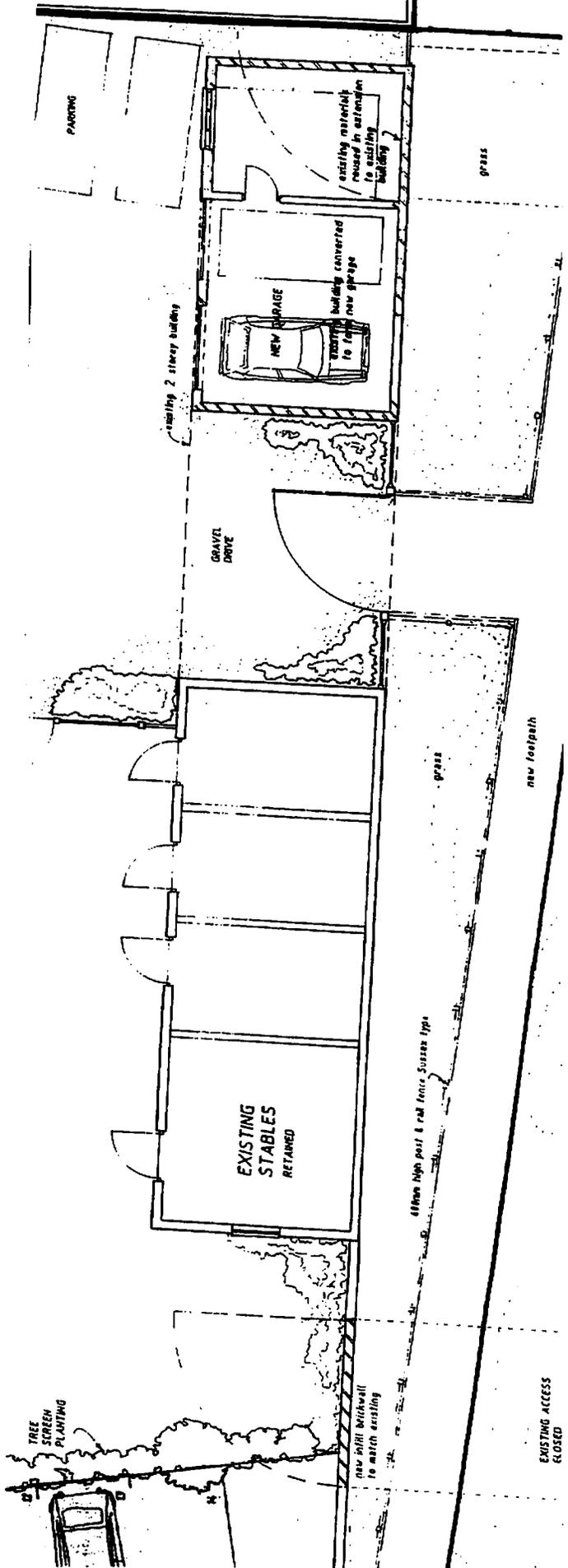
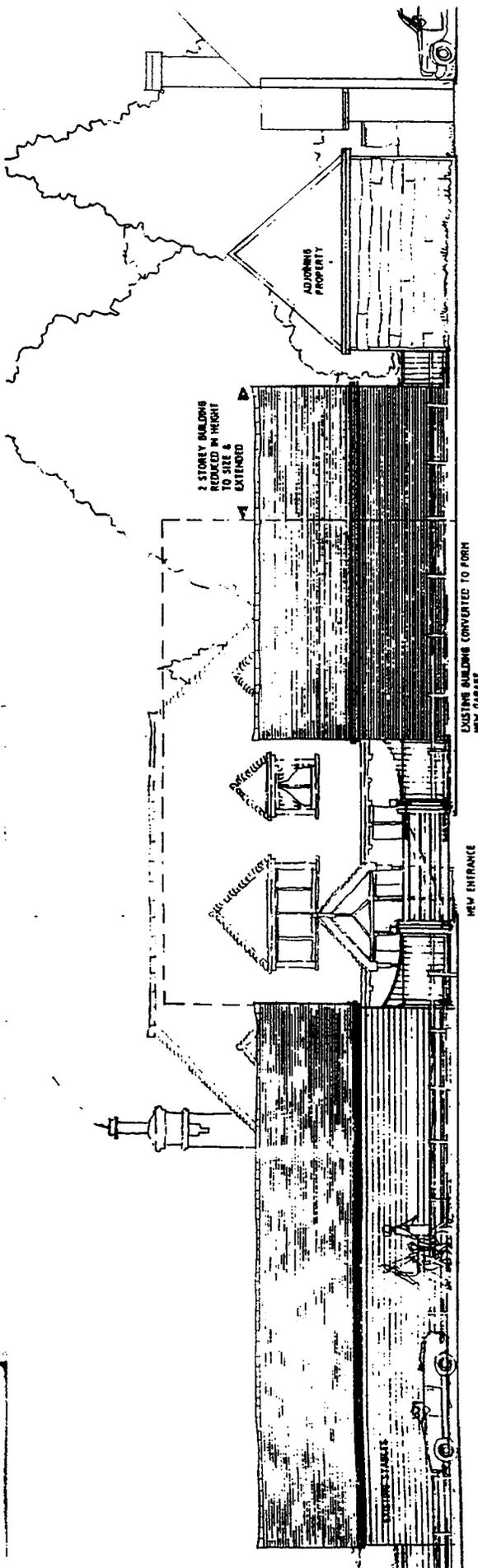
PROPOSED CHAPEL FARM REDEVELOPMENT - A GOOD THING

By Alan Baker

Having regard to what the planners have already perpetrated in this part of Surrey, in the name of 'redevelopment', I was filled with gloomy foreboding in June when I learned of an application for planning permission for the Chapel Farm area that borders on Rose Lane opposite the British Legion, White Hart Meadow, Ripley Court Cottage, and the Barn House. The application resulted from the partial breaking up of the Dunsborough estate after its sale by Charles Hughesdon.

Although my house does not directly face the farmyard, I thought it as well to visit the Guildford Council's Planning Office in Millbrook to study the application and get copies of the plans. I went fearing the worst, but came away convinced that, if permission is granted, the redevelopment will genuinely be beneficial to Ripley. Before writing this, I telephoned the planning folk, who told me that the application had had its initial consideration, but a decision would not be taken until late August. Here is a summary of what is envisaged:

1. That ugly great Dutch barn near the Scouts' hut would go, as would the other now redundant buildings behind the farmyard.
2. The existing mellow old brick stable block would remain (for continuing use as stables), while the two-storey building adjoining it would be lowered to the same height by removing the upper storey. In effect, it would also be moved northward by cutting off its left-hand end, to form an entrance between the buildings, and extending it at the other end to fill the existing farmyard entrance. This modified building would become a garage and workshop, accessed, like the stables, from within the plot.
3. A quite large, but attractive, four-bedroomed house would be built, well back from the road, in the area previously occupied by farm buildings and approached via the entrance mentioned in 2. The adoption of dormer-style bedrooms means that the house would in fact be substantially lower than Rosecroft, the Harwood-Jones's Hinchley Wood clone opposite my own property. The new house would have lots of car standing space in front and an extensive 'back garden' reaching into the farmland behind.
4. The old wall to the South of the stable, towards the Scouts' hut, would be retained, but the existing second farmyard gateway would be closed up.
5. The 'unofficial' car park on the verge in front of the brick buildings and the wall would be replaced by a grassy bank and a proper footpath leading to the hut. However, the most Southerly part of the plot, adjoining the hut, would be converted into an equally proper free car park for 14 cars. At present no more than 12 cars can be parked on the verge, so the village would be better off in parking terms, save that parkers would have to walk a few more yards to and from the High Street!
6. The removal of the redundant farm buildings will greatly enhance the view across the fields beyond, not only for passers-by, but also for the very local residents, including myself.



Let's hope "they" give the scheme their approval because it is attractive and imaginative as well as beneficial. Its probable enhancement of the value of my property is something of a bonus!

Alan Baker is a member of Committee and is also the present owner of Bill Titcombe's old house, Clova Studio, in Rose Lane.

Editor

DONATIONS TO THE MUSEUM

Our President, L G Bowerman, has received from our member, Valerie Pearson, six loose sheets of illustrations from the May and June editions of the "Illustrated Sporting and Dramatic News". These are all sketch views of parts of Surrey. Reproduced here is the sheet relating to Ripley, dated May 21 1887. This shows a contemporary view of the Anchor and the Hut, Wisley, the latter building being demolished when the Ripley Bypass was constructed. The text relating to each illustration does not accompany the sheet, so sketches 1, 2, 6 and 7 are not so easy to recognise. It is tempting to say that sketch 1 shows a well head on the righthand side - could this be the well head position just as you enter the village from the London end? If it is Ripley, there seems to be a considerable degree of artistic licence. We are, however, most grateful for this valuable addition to the museum's inventory.

HISTORY SOCIETY TREASURER - VACANCY

Patricia Medlen was elected Treasurer at the AGM held in February 1986 and now feels it is time to relinquish this post at the next AGM in 1995. Patricia would like to hear from any member who would like to take on this very interesting job, and would be very pleased to explain what is required.

PETER CONISBEE

Peter's sudden but peaceful death in the early hours of 6 September was a great shock to his many friends and associates in Send and Ripley.

Almost a household name and very well known in butchery circles, his good works with a large number of local charities and organisations were well acknowledged by the overflowing number of mourners at his funeral in Ripley Church on September 13.

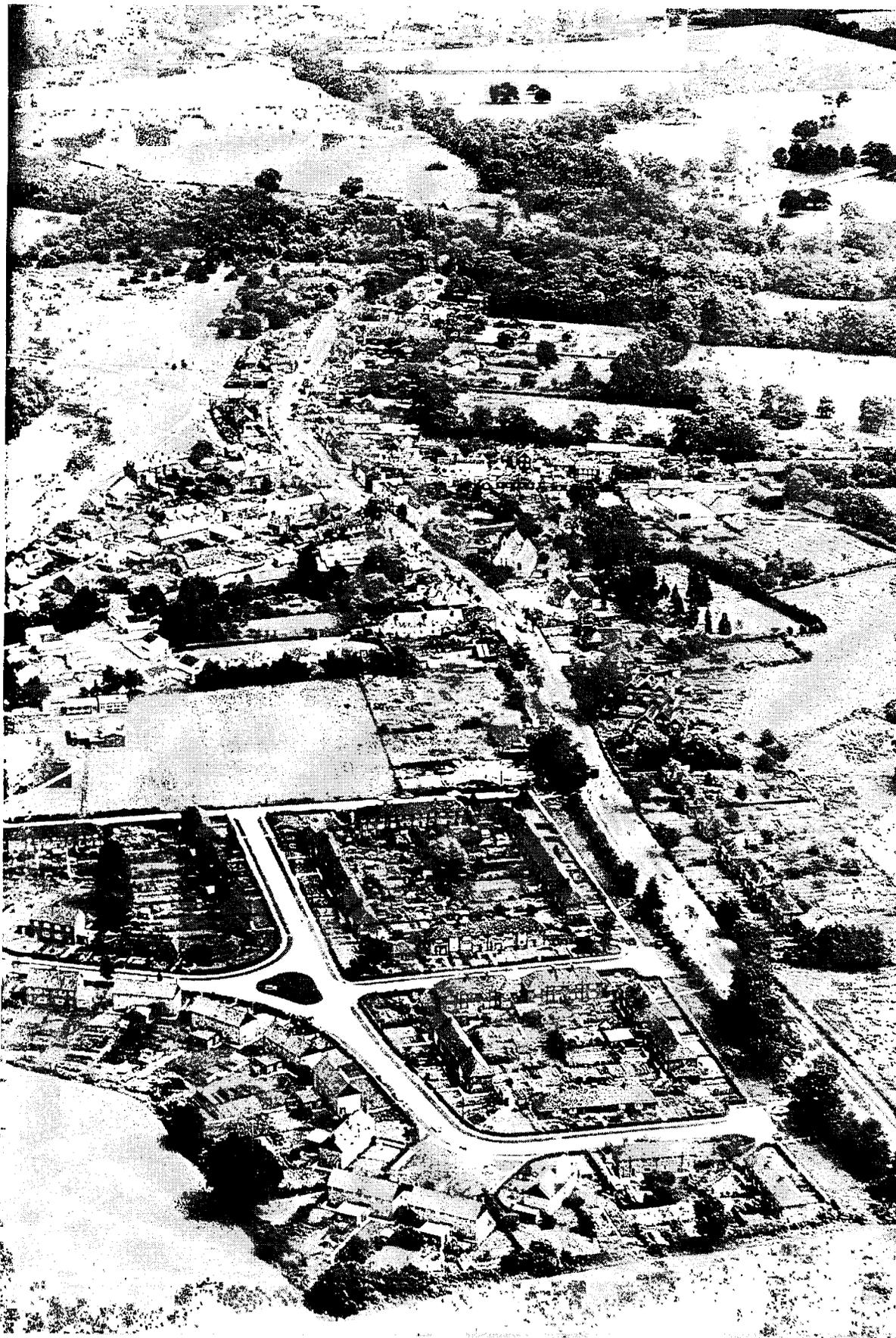
Members of the History Society and its Committee were represented at this service in, recognition of Peter's long-standing membership. Our condolences go to Mrs Pat Jackson, whom he was to marry on the following day, and to his son, David, and all his family.

George Bleach.

A full obituary will be written in a later issue of this Newsletter.

PHOTOGRAPHS

The photograph below is an aerial view of Ripley c 1968, before Ripley Village Hall was built and before the bypass was constructed. This has been donated to the History Society by Bernard Titcombe.



THOMAS GEORGE LUCAS, 1851-1938

By John Slatford

Thomas Lucas (see fig 1), who was a prominent local figure for some 60 years, came to live in Ripley just before 1879 (when his second son, Horace, was baptised in Ripley Church).

He was born in Witley in 1851, the son of a local farmer who later owned the Winterton Arms in Chiddingfold. He married Maria Ford Burdock of Chiddingfold in 1875 and they subsequently had nine children, seven sons and two daughters, all, except the eldest, baptised in Ripley. Although it is believed they began their education at Ryde House School in Ripley, they all later went to boarding school.

Thomas set up in business in Ripley, using an advance of £80 from his father, as a grocer and general storekeeper. The family lived in Newark Lane in the house (as it was then) to the rear of the presentday Town & Country Cars showroom. He was probably responsible for building his shop as an extension to the house towards the High Street, and which is now the car showroom. The extension was not shown on the 1871 Ordnance Survey map, which was published shortly before he came to Ripley.

Over a number of years, the business prospered and other shops were opened. In particular, they seemed to have followed the railway development of the "new Guildford line" through Cobham and West Horsley in the 1880s. In 1895, the Lucas entry in Kelly's Directory for Ripley says "Also at Cobham, Horsley and Byfleet". He also built the shop and house which has been Send Post Office for around 90 years. The Byfleet shop was run by William Benjamin Lucas, his younger brother¹. Much of his success was surely due to his wife, Maria. She worked with him, being responsible for the accounts.

When he was only 46, Thomas Lucas decided to retire and live the life of a country gentleman. He had before this built his house, Sandmore, on Send Hill, and it was here that he spent the rest of his days.

Although he retired from actively running his shops, he remained owner and appointed others to manage them. For a number of years, the Ripley and Send shops were run by his son-in-law, Alfred Barrett (see figure 2), listed in Kelly's as grocer and draper. He seems to have been not too successful, since shortly after 1907, both shops were taken over by the Surrey Trading Company and remained thus until around 1920. Alfred Barrett was killed in World War 1 and his widow, Olive, went to live at Sandmore to look after her parents in their old age.

The Surrey Trading Company was in the same type of business as Thomas Lucas had been, but he does not appear to have had any financial interest in this company. In 1895, it was owned by two partners, Forrest and Spencer, and there were three shops, in Shere, Shalford and Guildford. By 1913, the company had grown to 12 shops, all between Guildford and Dorking. Fred Dixon recalled how, as a boy, he came to live in Send when his father became manager of the Surrey Trading Company². They came from Westcott, near Dorking, where there was also a Surrey Trading branch.

In his recollections³, Basil Howard told of how his father, just after the end of World War 1, was touring the area, looking for suitable premises in which to start a garage business. Stopping in Chiddingfold, he heard, by chance, that the Surrey Trading Company branch in Ripley was about to close. Basil suggested that Mr Lucas was the proprietor, but it was more likely that he owned only the building. Mr Howard acquired the property and also purchased Tudor House opposite at the end of 1919. The garage business was known as Howard, Davidson & Noel (main agents for Jowett Cars). The premises have been involved with the motor trade ever since.

As he disposed of his business properties, Thomas Lucas progressively invested in houses, many of which he had built. He is said to have gone round in his pony & trap collecting rents every Monday morning. When his estate was sold after his death, there was

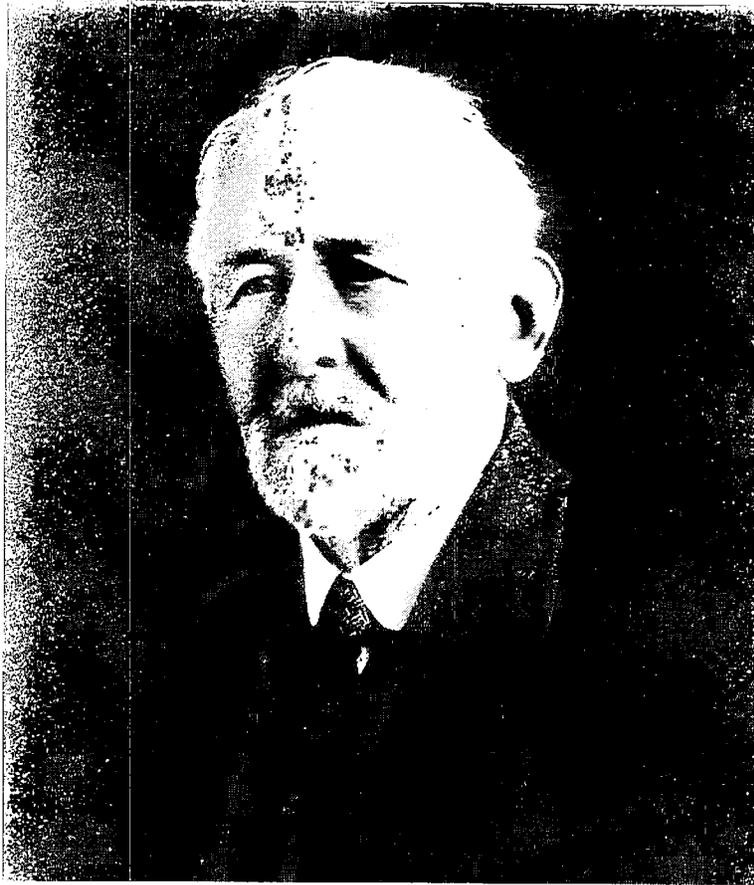


Fig. 1. Thomas George Lucas. 1851-1938.



Fig. 2. Barrett's Stores, High Street, Ripley.
Owned by Thomas Lucas but run by his son-in-law,
Alfred Barrett.

a total of 66 houses and shops, quite apart from his own home and other houses nearby. He owned Greenside Cottages, Rippleby, and Bridge End Cottages in Ripley, various houses in Send Road and Tannery Lane, as well as property in Cobham, Horsell and Old Woking. He also owned the Send Hill Sandpits and the land which became the Sandfields estate, off Send Hill.

Some time after the last war, Sandmore became an old people's home, but this ended after it became severely damaged in a fire in the 1970s. Eventually, the property, which was then owned by Guildford Borough Council, was demolished and the present old people's flats were built on the site. Still standing, on the corner of Send Road and Send Hill, is the bungalow, described in the 1938 sale brochure as the gardener's cottage, and now called Sandmore Cottage. This was, at one time, occupied by Fanny and Fred Taylor, who worked for the Lucas family.

In his retirement, he continued, and built upon, his many activities in public life. He was much involved with the formation of the Ripley Fire Brigade in 1891, and with Thomas Geale. He purchased their four man hand pump from the Hatchlands estate for £80⁴. Other activities included the Ripley Green branch of the Ancient Order of Forresters, Woking and Cobham Bowling Clubs and membership of local Hospital Boards. He was also for many years a Councillor and, at one time, it is believed, he was Chairman of Guildford Rural District Council. He also served on Send & Ripley Parish Council. In the minutes of the latter, he is often mentioned. In August 1917, he gave permission for Send Hill Sandpits to be used as Send Rifle Range, and in 1919 he offered to sell land (one acre for £168) for building six cottages opposite Send Post Office. These three pairs of semi-detached houses were built for £4700. He was recorded on a plaque as having opened a new bridge in Newark Lane, built by Prisoners of War after World War 1. The plaque seems to have disappeared after a road accident many years ago (this was the bridge which has recently been rebuilt).

Apart from his involvements in public life, Thomas Lucas had many activities in and around his home. He is said to have been an accomplished carpenter, having a large workshop for this purpose in his garden. He seems to have been a very keen bowls player, having played for Surrey, and having a bowling green in his garden. His wife, Maria, died in 1929, four years after they celebrated their Golden Wedding. He died in 1938, aged 87, having been in failing health for some years.

Thomas Lucas, or Tommy, as he seems to have been called by his contemporaries, during his lifetime contributed greatly to the wellbeing of Send and Ripley parishes. Sadly, as is so often the case, he will be remembered only by those older residents who were around in the '20s and '30s and, so it seems, not at all for all that he achieved. Seriously, though, he could have been another Sainsbury!

I am grateful to Mrs Joyce Lucas, to Mrs Phyllis Harding and to Mr Ron Summers for their help with this article and for their permission to use material that they provided.

References

1. *Kelly's Directory of Surrey 1895.*
2. *"The Straight Furrow, Some Memoirs of a Surrey Village Schoolmaster". Send & Ripley History Society, 1986.*
3. *Send & Ripley History Society Newsletter No 52, September/October 1983.*
4. *Send & Ripley History Society Newsletter No 88, September/October 1989.*

FORTHCOMING EVENTS

Thursday, 27 October, 8 pm, Send Red Cross Hall

A talk by Mrs Jean Parratt, entitled "Museum on a Shoestring". Jean has written 5 books on the history of Farnham and has a mini museum of over 3,000 artifacts (cost to her £50).

Saturday, 29 October, 9.15 for 9.30 am, Surrey University

This is the date fixed to take in the autumn colours and view the very fine collection of trees, many of which are rare specimens, on the University campus. Gordon has been awarded an Honorary Degree of Master of the University, for his role in landscaping the University campus. He is also currently being sponsored by Guildford Borough Council to produce a tree guide to Guildford, which will be published later this year.

It was also mentioned in Newsletter No 116 that Gordon has planted, on behalf of the History Society, its very own tree, an *Acer griseum* (Paper-bark maple).

Intending visitors should meet in car park No 1: this is the first car park on the lefthand side as you enter the University campus from the large roundabout, which also serves the Cathedral.

Saturday, 5 November, Chertsey Hall

The postcard below, dated 1 February 1911, shows the Toby Tearooms in Ripley. It is an example of some 60 or more postcard views, dating from the early part of the century, of both Send and Ripley, many of which have not been seen before, and the great majority of which are on loan from the private collection of our President, L G Bowerman.

They can be seen on the Society's stand at the Surrey Local History Council Annual Symposium. The Symposium theme this year is entitled "Surrey and the Picture Postcard".

There will, of course, be many exhibits from other societies, and it is an occasion not to be missed. The exhibition opens at 10.55 am and closes at 5.30 pm. In addition to the exhibits, there will be a series of talks, and details of these are reprinted below.

Tickets are available from Tony Medlen before the day, at £9, or £10 on the day.



Thursday, 24 November, 8 pm, Ripley Village Hall

A silent auction is to be arranged and will be supported by refreshments, in the form of cider and cheese. Audrey Sykes, our Secretary, is now open for business and is looking for all good quality articles suitable for this event - telephone number: 0483 223060.

Tickets from committee members £2.

Saturday, 3 December, History Society Museum, Ripley

An exhibition of local views from postcards, dating from the early part of the century, will be on display in the museum from 10 am to 4 pm. This display will include views in both Send and Ripley, many of which have not been seen before. (See also 5 Nov on prev page).

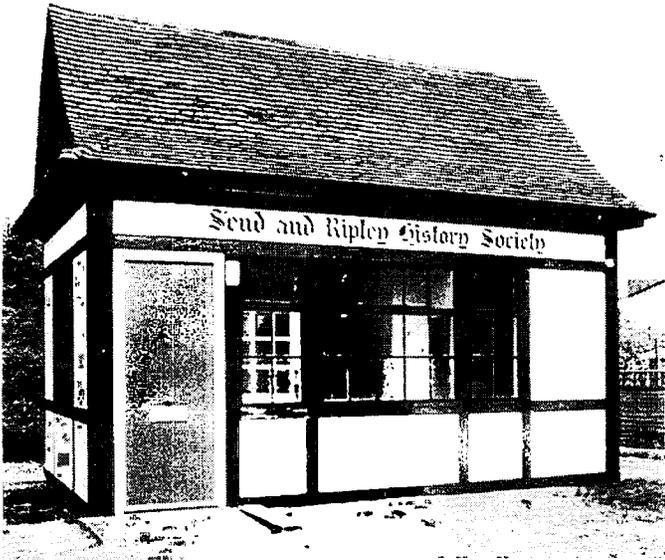
Send & Ripley History Society 20th Anniversary Celebration

Please make a note in your diary for Saturday, 28 January 1995, when members will be invited to attend a 20th anniversary dinner at the Hautboy Hotel. Details are being worked out and more information will become available later in the year.

Newsletter Contributions

The closing date for material for the next edition of the Newsletter is Friday, 4 November. Please ensure that all copy is delivered to the Editor by this date.

MUSEUM OPENING TIMES



The museum is open every Saturday morning at 10 am.

Please contact George or Irene Bleach on Guildford 222233 if you would like to help in the museum.

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The Hautboy

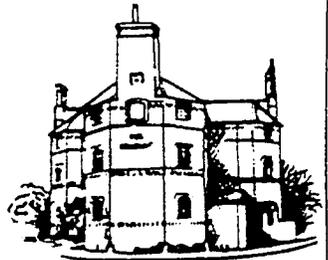
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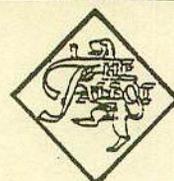
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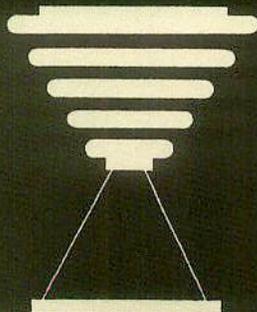
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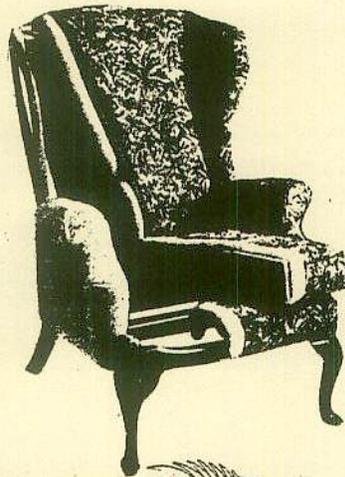
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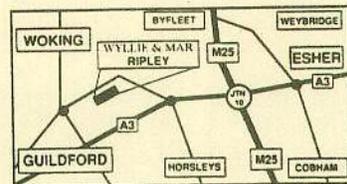
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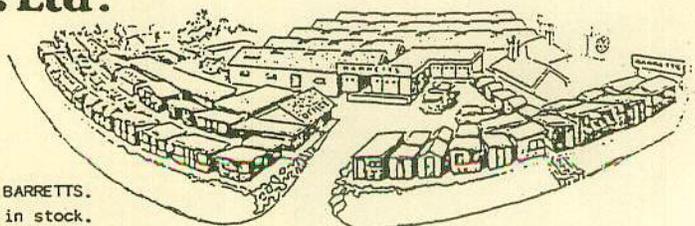
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