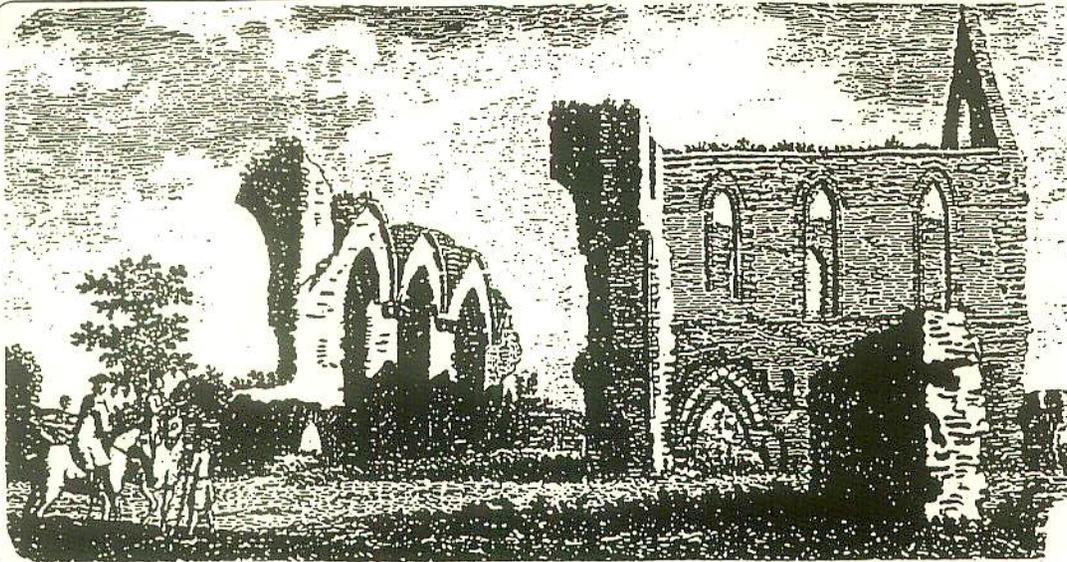


# Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



NEWARK PRIORY

Newsletter No.139

March/April 1998



## EDITOR'S COMMENT

As recorded in this Newsletter, the Society has now held its 23rd AGM, which leaves only two years to go to the millennium and turn of century and, of course, our 25th anniversary. No doubt there are many schemes and ideas to celebrate the occasion, and these will surface in due course. History, of course, is about change, although as far as the Committee members are concerned, they have all decided to stay where they are. Those members of the Committee who would desire to step down are not always able to do so due to lack of new members. There is also a feeling "why disturb a winning team"?

I must make a plea, however, for a volunteer to take over the job of Treasurer, as Marilyn Scrace, our present Treasurer, although willing to carry on for the time being, has said, at the last two AGMs, at least, that, due to her own personal pressures of work and family life, she would like to hand over this position to someone else. George Bleach has very kindly taken on some of the duties as Treasurer, and has earned a reputation for a very reliable Assistant Treasurer to Marilyn, but we must not rely upon this situation becoming in any way permanent.

I would once again like to thank Chris Parker and her husband, Geoff, for the assistance in typing and generally producing this Newsletter to the high standard of layout that we all appreciate. I should also like to thank the contributors of articles to the Newsletter, in particular David Porter, Ken French, Jane and John Bartlett, John and Bette Slatford, Sheila Brown, Pat Clack and Alan Baker, and last but not least, our Chairman, Les Bowerman.

I have already mentioned George Bleach in his role as Assistant Treasurer, but he also has a very important task at this time of the year of visiting our advertisers and encouraging them to take up additional space, or the same, space as before, also to fill vacant spaces with new advertisements as they arise. This task he does extremely efficiently and, taken together with his role as Newsletter Distributor, he is indeed a very busy man every time the Newsletter is published.

In the event that anyone actually reads this part of the Newsletter, I would like to emphasise that Les Bowerman's excellent talk on Ripley - "the Mecca of all good cyclists" is to be continued on 30 April at Ripley Village Hall annex, at 8 pm. As those members who attended the AGM will appreciate, Les was unable to complete his talk, due to lack of time, and has very kindly offered to complete it on the above date.

### 23rd AGM OF THE SEND & RIPLEY HISTORY SOCIETY HELD ON FEBRUARY 26 1998

#### Summary of Minutes

Thirty-eight members were welcomed by our President, Ken Bourne, and after the reading and signing of the minutes, there were no matters arising and the meeting proceeded with the Annual Reports.

Ken paid tribute to the Chairman, Les Bowerman, for all his efforts on behalf of the Society during the year, and not forgetting the purely physical tasks of hedge-trimming and mowing the grass at the museum. Audrey Sykes, our Secretary, was praised and thanked for her continuing efficiency, as was Marilyn Scrace, our Treasurer, who still wishes to retire. However, George Bleach was designated Assistant Treasurer, and with him in this role, Marilyn has been able to carry on, at least until a new Treasurer has come forward. Ken also thanked John Slatford for all he has done for the museum in the past year.

Chairman Les Bowerman said he was ever grateful for a dedicated and enthusiastic Committee, and praised Ken for producing possibly the finest Newsletter in the country, which, hopefully, will continue, in spite of Ken moving to Frome in the near future. Jane Bartlett, Clare

McCann, Norman Carpenter and David Porter were congratulated for organising recent exhibitions which had generated much favourable comment.

Marilyn Scrace, Treasurer, reporting upon the accounts, said she was also grateful to George Bleach for his assistance and support in the past year, particularly in obtaining advertising revenue, which had made the Newsletter almost self supporting. Book sales continued to produce a major part of the Society's income. Our healthy reserves will be needed to finance future publications, and possibly to contribute to enlarging the museum itself, should this project go ahead. Mr Finn, our Auditor, was thanked for preparing the accounts.

Audrey Sykes, Secretary, gave a brief report on the talks and outings which had been held during the past year, mentioning particularly the visit to the Chilworth gunpowder mills and the talk by Mrs Hazledine on "Queen Victoria and her Doctors". Both events were well attended and popular with the members.

After the adoption of the accounts and election of officers for the coming year, there being no change, the meeting enjoyed refreshments.

Les Bowerman then gave a detailed account of Ripley's popularity as a venue for the cycling fraternity towards the end of the last century - this talk to be continued on April 30 at Ripley Village Hall annex.

The members re-elected are as follows:

Ken Bourne (President), Les Bowerman (Chairman), Tony Medlen (Vice-Chairman), Audrey Sykes (Secretary), Marilyn Scrace (Treasurer), George Bleach (Assistant Treasurer), Alan Baker, Anne Bowerman, Clare McCann, Patricia Medlen, David Porter and Irene Bleach.

Audrey Sykes (Secretary)

## SEND & RIPLEY HISTORY SOCIETY

### Résumé

The Society was formed on 28 January 1975 as the Send History Society, and on 28 February 1982, Ripley - originally part of the ancient parish of Send - was embraced. The Society became a registered charity in mid 1987 and, on 25 September 1993, opened the doors of its own museum, next door to the Ripley Village Hall.

Formed to promote interest in, and an understanding of, the history and topography of Send and Ripley, the initial membership was about 50 and the annual subscription was 50p per household.

Nowadays membership is just over 300 and steadily increasing. This includes a number of folk who have moved away from the villages, but wish to keep in touch with local events or family connections. They can do this through our bi-monthly Newsletter, sent to them through the post. Recollections of many of our older members of past events and living conditions have been recorded, and documents, such as the Manorial Court Rolls from earlier centuries, Census Returns for the 19th century, Tithe Apportionments (1843), inclosure documents (1803-14), and parish registers (1633 onwards), have been transcribed, copied and indexed, and are available to members for reference. The library in the museum also contains bound copies of the Society's Newsletters since its formation, and books on local history.

Meetings are held in the winter months, addressed by experts in local history or archaeology, and summer outings to interesting places or buildings are well received.

Membership is by annual subscription, at present £6 for a single person and £8 for a couple, which includes the bi-monthly Newsletter. Anyone living beyond the two villages should add £2 to the above subscriptions for postage.

New members are always welcome. Please send your name, address and appropriate subscription to the Membership Secretary, George Bleach, 2 Church Row, High Street, Ripley, Woking GU23 6BG.

**SEND & RIPLEY HISTORY SOCIETY**  
(Established in 1975 as Send History Society)

**STATEMENT OF INCOME AND EXPENDITURE YEAR ENDED 31ST DECEMBER 1997**

	1997 £	1996 £
<b>INCOME</b>		
Subscriptions	1,476	1,010
Publication Sales (Net Profit)	640	384
Sundry Income	20	
Donations & Funds Raised for Museum	323	381
Income from Investments	139	132
	2,598	1,907
<b>EXPENDITURE</b>		
Museum Expenditure	68	47
Newsletter (Net Cost)	786	422
Society Groups	119	119
Miscellaneous Expenses	546	867
	1,400	1,455
<b>EXCESS OF EXPENDITURE OVER INCOME RESERVES BROUGHT FORWARD</b>	1,198	452
	7,434	6,962
<b>RESERVES CARRIED FORWARD</b>	8,632	7,434

**SUMMARY BALANCE SHEET AS AT 31 DECEMBER 1997**

	1997 £	1996 £
<b>FIXED ASSETS</b>		
Stock of Publications (Note 6)	1,250	1,720
Cash at Bank	4,478	3,006
Cash at Building Society	3,769	2,693
Cash in Hand	35	498
	9,532	7,917
<b>CURRENT ASSETS</b>		
Subscriptions prepaid	901	200
Sundry Creditors	284	484
	1,185	684
<b>TOTAL ACCUMULATED FUNDS</b>	10,717	8,601

Approved by the Committee on 20th February 1998 and signed on their behalf by:

*M. S. C. Treasurer*  
Chairman

**AUDIT REPORT TO THE MEMBERS OF SEND & RIPLEY HISTORY SOCIETY**  
I have audited the accounts of the Society set out on pages 2 & 3 which have been prepared following the accounting policies set out on page 3.

In my opinion the accounts give a true and fair view of the state of the charity's affairs as at 31st December 1997 and of its financial activities for the year then ended.

AH FURN FCA  
20th February 1998

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**SEND & RIPLEY HISTORY SOCIETY**  
(Established in 1975 as Send History Society)

**NOTES TO ACCOUNTS - 31ST DECEMBER 1997**

- ACCOUNTING POLICIES**  
Basis of accounting  
The accounts have been prepared under the historical cost convention. The accounts are stated on an accruals basis and include income and expenditure as they are earned and incurred.
- FIXED ASSETS**  
Cost  
At 1/1/97 & 31/12/97 487  
Depreciation  
At 1/1/97 & 31/12/97 (486)  
Net Book Value  
At 31/12/97 1

Since its formation the Society has had in its possession various items, most of which have been donated, on which it is not possible to put a value. These are held in Trust and are not included in the Assets. A list is available for inspection by members.

**3 CURRENT ASSETS**

Stock of Publications (Note 6)	1,250	1,720
Cash at Bank	4,478	3,006
Cash at Building Society	3,769	2,693
Cash in Hand	35	498
	9,532	7,917

**4 CURRENT LIABILITIES**

Subscriptions prepaid	901	200
Sundry Creditors	284	484
	1,185	684

**5 RIPLEY MUSEUM**

The ownership of the building is vested in the Ripley Hall Management Committee. The Society has the exclusive right to use the building free of rent for perpetuity. The costs of refurbishing and equipment are charged to Income & Expenditure in the year of expenditure.

**6 STOCKS OF PUBLICATIONS**

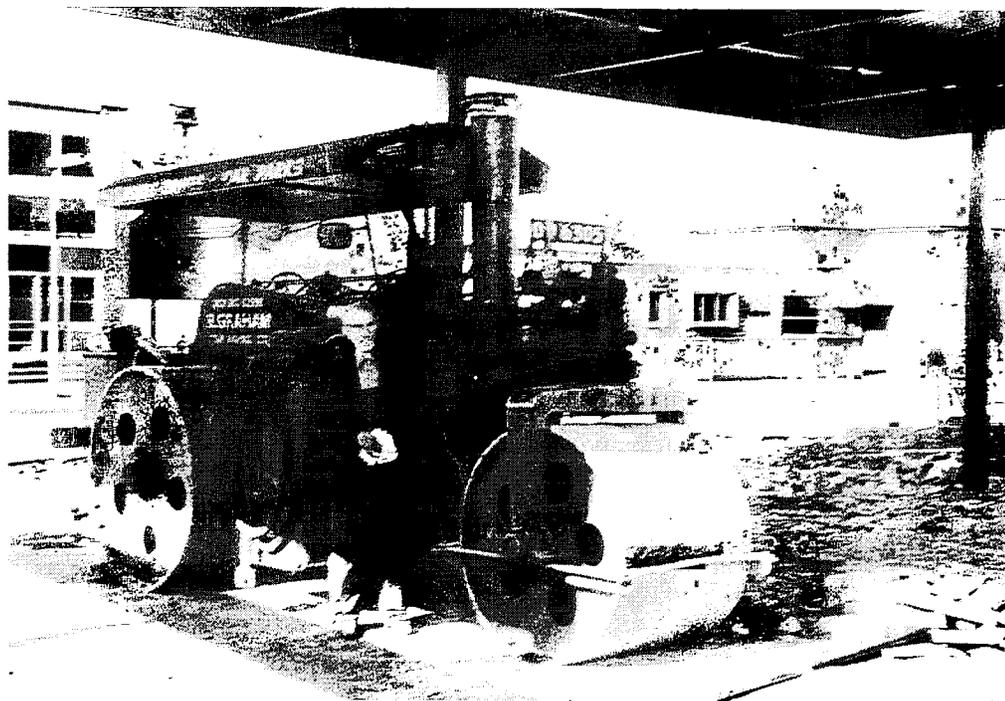
The stocks are valued at cost, less due allowance for slow moving items.

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## STEAMING THROUGH SEND

A man poses for the camera beside his faithful companion - the humble steam roller - in days gone by, an everyday scene when engine drivers took great pride in *their machines*. However, a rare opportunity presented itself to our member, Lyn Mileham, in 1974, when the commercial use of steam rollers was almost unheard of. Lyn captured this roller with his camera, standing on the garage forecourt of Old Woking Service Station, which at the time was under reconstruction, and the steam roller was engaged upon the task of levelling the site.

The driver, too, posed for Lyn's camera, in his overalls and holding a piece of rag in his hands - man and machine working in harmony!



It was five years earlier that I found the same steam roller working on a new housing development opposite Wych Hill Post Office, in Woking. The road is now called Orchard Mains and was rolled by steam in 1969.

The roller at the time was kept at Clandon Quarry, on the main A246 road, the site now owned by A J Bull, of Mitcham. When the Wych Hill job had been completed, the roller was driven home under its own power. I was fortunate to witness it steaming past the chemist shop in Send Road on a Saturday just after noon.

I was eager to watch and hear the roller climb the hill in Send Barns Lane to Burnt Common and I therefore quickly mounted my bicycle! The driver paused for a while before the ascent was made, giving me a few vital minutes to overtake him. I was not disappointed with the sight and sound that followed as the roller got to grips with the gradient.

Send Barns Lane, at the time, had recently been realigned from the school to Burnt Common. However, the main A3 London to Portsmouth Road still ran through Ripley and past Burnt Common Crossroads as a dual carriageway.

Prior to the construction of the roundabout, this was a notorious junction and the driver of the steam roller asked me to watch him safely over into Clandon Road. After pausing briefly to check the boiler water level and the fire in the firebox, the driver drove the steam roller cautiously towards the Northbound carriageway of the A3, at the end of Send Barns Lane. Luck was with us that day, as no cars appeared from the direction of Woodhill, and only light traffic from the Ripley direction.

The driver of the roller was quick to take full advantage of this situation, and with plenty of steam to spare, he opened the regulator and quickly accelerated across the A3, without any need to stop in the central reservation. With a friendly wave of thanks, he settled down to a steady pace along the Clandon Road.

A few weeks later, I found the roller again at work, this time preparing the car park at Clandon Station. The area had been the former goods yard and the sidings had been lifted, soon after the Guildford engine shed closed in 1965. About this time, Clandon Station signal box had been demolished too, which formerly stood near the road leading to Malacca Farm.

While engaged on the task of rolling the station car park, the steam roller did not return to the Clandon Quarry overnight. I witnessed it parked, still in steam, adjacent to the railway cottages which border Cuckoo Farm. I have not seen the roller since then.

During this period, the steam roller was in the ownership of B Graham, a Woking based contractor. It is a Wallis & Stevens, and was built in Basingstoke in 1930. Known as an Advance roller, it has duplex cylinders, making it a very well balanced engine. The crankshaft, therefore, does not require a flywheel. Thankfully, the roller exists today, in preservation, at Runfold, near Farnham. However, it has not been seen since its local commercial activity over 25 years ago. I remain very grateful to Lyn Mileham for submitting his photograph to the Society and details of the roller's history.

David Porter

### MAYBANKES CORNER

Following the article on page 3 of Newsletter No 138, Mrs Dorothy Challen contacted me, advising that she understood that the area between 91 Send Road (see photo on front page) and the entrance to Tannery Lane, prior to the garage being built, was called Mabbins Corner. This would probably be a corruption of Maybankes. The Maybanke family lived further down Tannery Lane, for at least three hundred years, at a house and 30 acres called Westcrofts, situated near my present house, called Maybankes. The last male Maybanke living there was Thomas, whose daughter, Mary, married Thomas Harris. In 1788, their daughter, also Mary, and by then married to David Newman, sold the house and land to Lord Onslow. By this time the property was known as Pound Farm. This is confirmed by the Wey Navigation map of 1823, referred to in Newsletter No 138, which shows the pound on the opposite of the road, but which today is at the entrance to Maybankes.

Mrs Challen kindly showed me a bill, reproduced here, from Tribe & Robinson for extra work at a cottage for a Mr J Farr. The work was for digging a well, fencing, fitting cupboards, etc. This Mr Farr was James Farr, recorded in the 1881 Census as living at Wharf Lane Cottages. He was an agricultural labourer aged 50, born in Send, living with his second wife, Amelia, aged 44, and his son, James, aged 20 and unmarried, who was a bricklayer. James, the son, could have been the bricklayer who scratched his name, in 1879, on the gable-end of the front half of Heath Farm. In the 1891 Census, the cottage where the Farr family then lived was known as Farris Cottage, thus suggesting that the house, built circa 1890, was 91 Send Road, for which the extra work was carried out. It was subsequently purchased by Mrs Challen's father, Jack Sale, and by then known as Mabbins Cottage. The land from this cottage to the corner of Tannery Lane was used as a garden where chickens were kept. Send Service Garage was built on this garden in 1929 by Dorothy Challen's husband, Bill. When Bill died in 1974, their son, Raymond, continued, and still continues, to run the business, and he lives in the house next door, 91 Send Road, formerly Mabbins Cottage, and before that Farris Cottage.

Ken Bourne

Mr. J. Farr, Leeds

GUILDFORD,

1890

7

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Robinson	11 Hours	6	10 1/2
Labourer	12 "	4	6
Carpenter	4 "	24	4 1/2
9 ft 4x2 1/2 oak for kerbs		3	6
12 ft 1-7 yd small hanging filler bar		1	4
1 Pz Cross Garnets + hanging nails		1	0
300 builders bricks		11	9
2 Barrows Mortar		2	0
Sum Forward		1	15 1/4
		£ 8 00	
		1	15 1/4
		£ 8 00	
		1	18 1/2
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			5 0
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			5 12 8 1/2

Recd on a/c Sept 25 1890  
 W. Robinson for Tribe & Robinson  
 Recd Dec 26 1890  
 W. Robinson and the Works & Repairs on

Made & paid 2nd 1890 W. Robinson  
 for Tribe & Robinson

## MEMORIES OF PAPERCOURT QUARRY (HALL & CO)

During the closing weeks of 1997, I was to witness the demolition of the sole surviving piece of industrial machinery, which had been left standing for quite some time, as Papercourt Quarry, in all other respects, had already been totally dismantled earlier in the year. This demolition, therefore, spelt the end of an era.

During the past 48 years, I have witnessed many changes at Papercourt, in particular the lorries operated by Hall & Co, later to be known as Hall Aggregates. Many of these today are collectors' items to those who choose to restore the British motor lorry. The American word, "truck", is definitely not in their vocabulary!

Prior to, and during, my schooldays, in the 1950s, I would often take a walk around Send Marsh, returning via Polesden Lane and Tannery Lane. On a hot summer's day, I might pause briefly for an ice cream at Send Marsh Stores, of which the proprietor was Mr Hodge. The price of the ice cream was 3d (1 1/2p)!

The machinery at Papercourt Quarry towered above my head, in particular the jib of a very large crane, which I believe was not mobile in any way. The lane was narrower than today between Send Marsh Green and the junction of Papercourt and Polesden Lane, adjacent to the quarry itself. My mother was, therefore, always on the sharp lookout for one of Hall's lorries, as there was no footpath or grass verge in the lane at any point.



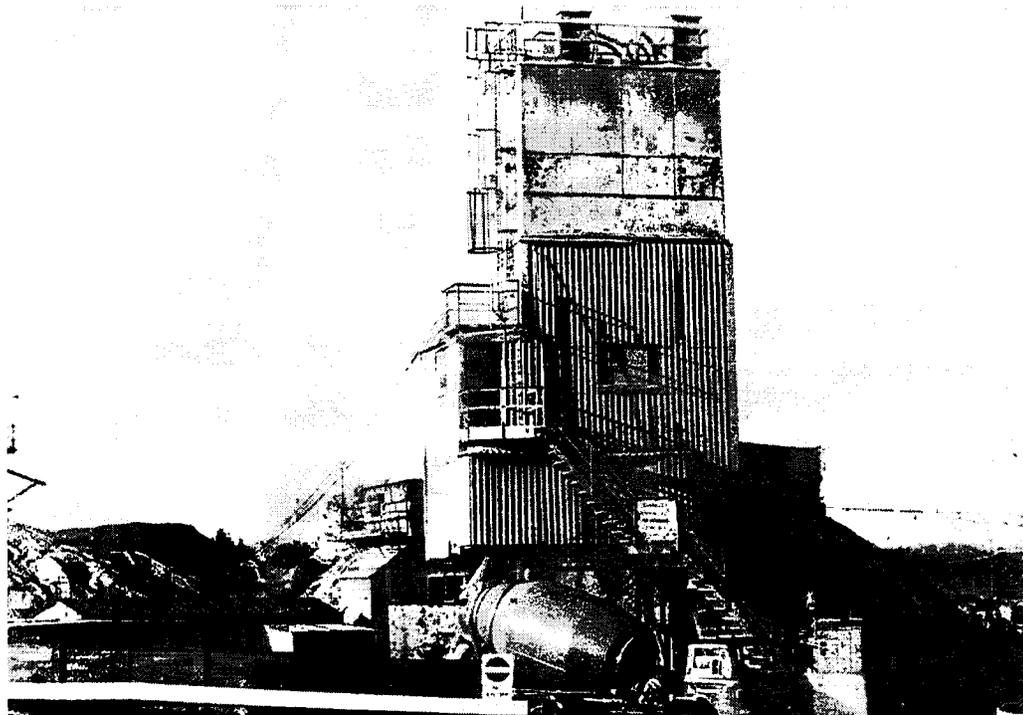
The lorries, small by today's standards, were kept remarkably clean, taking into account the arduous task on which they were employed. This was due to the fact that drivers were encouraged to keep their own vehicle clean by rewarding them with a bonus each week if the lorry came up to the standard expected by the company. The tipper fleet consisted entirely of Bedfords, with 6 cylinder petrol engines under the bonnet. The headlamps were attached to the side of the radiator cowl and the front number plate was bolted above the front bumper on the driver's side. The lorries were painted in red livery, and a wooden board was attached to the cab roof. The words, "Hall & Co", were signwritten in gold leaf, edged in black, upon this board against the red background. The body of the tipper was of tongued & grooved timber construction and raised by hydraulics. The overall appearance was very smart indeed and typical of the period.

Occasionally I recall seeing a larger lorry of the AEC marque. However, these were not fitted with a tipper body, just a dropside type. These vehicles were flat-fronted, however, sported an exposed radiator and were diesel powered - possibly an AEC "Mercury" or "Mammoth"?

The area being excavated during this period is today a large lake on the Ripley side of Polesden Lane and, for many years, home to the Yacht Club.

Towards the end of the 1950s, the ageing, and no doubt well-worn, Bedford fleet was updated with new short wheelbase tippers. These were the Bedford "S" type. The timber body had given way to the steel and the engine was situated in the cab. However, it was still a petrol unit! As this fleet grew, it soon became obvious that the newcomers were diesel powered and were easily detected by their different radiator grille and sound.

The beginning of the "swinging 60s" brought many changes. Digging had now begun on the Send side of Polesden Lane, adjacent to Ben Turner's premises. The fleet of Bedford tippers were 100% diesel powered, using the later "S" types, and the renowned "TK" was born. A tall building was erected on the quarry site, beneath which a new breed of lorry could park.. This was Readymix Concrete and the barrel lorry had arrived, heralding a new era for Hall & Co's operations. This tower building was the last to be demolished in December 1997.



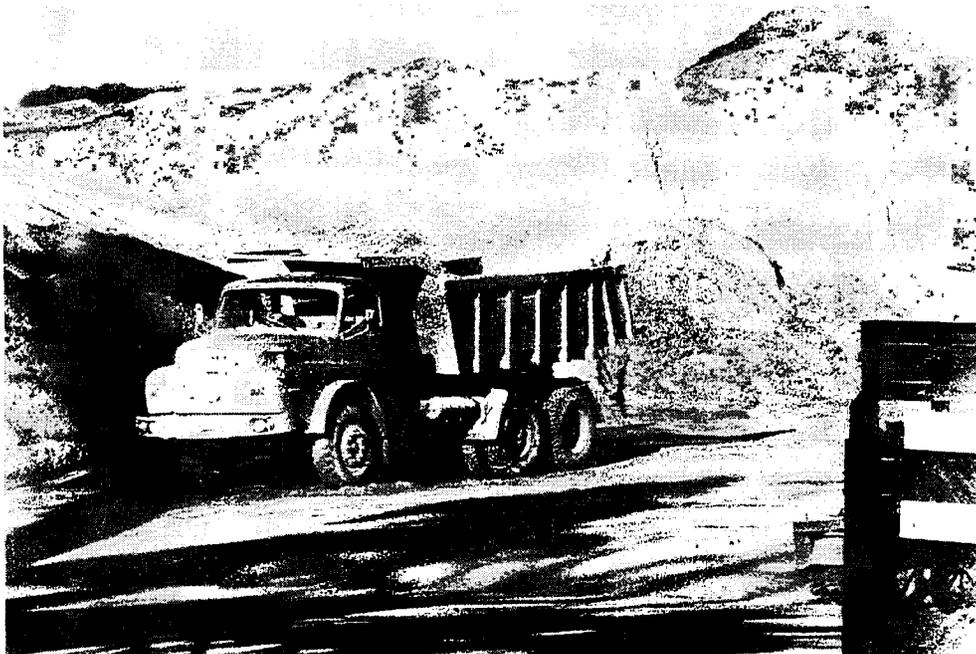
By 1961 I had acquired a bicycle, and for the next two years frequent trips were made to Papercourt around four o'clock on a summer's afternoon. At 3.45 sharp, my school books would be returned to my desk, then straight home to change my clothes, extract my bicycle from the garden shed, and it was off to watch the Matadors!

With the sad decline of steam on Britain's railways, my interest began to turn towards road transport, and therefore, Hall & Co provided me with plenty of variety to satisfy my interest. When excavation began adjacent to Ben Turners, it was necessary to connect directly with the quarry area on the opposite side of Polesden Lane, whereupon the newly excavated material was graded prior to transportation.

Connection was made via a tunnel under Papercourt Lane, halfway between the road junction with Polesden Lane and the main entrance to the quarry. A rubber conveyor belt ran through the tunnel, which was fed by a large hopper a few yards away over the fence. The mechanism was operated from a large wooden shed which stood adjacent to the hopper. My bicycle was frequently parked against the perimeter fence at this point! Excavation was done with a very powerful crane operating a dragline. Hall & Co, I believe, had more than one on the Papercourt site at this time. One was a Priestman. The roar from its diesel engine was constant and monotonous (possibly a Paxman or Dorman engine?) as it wound up many hundreds of tons of sand and stone with its long cable operated jib and bucket. The latter was very large, and three old site lorries were engaged to transport this raw material from the crane to the hopper. This was the trio of Matadors I had come to see!

Another one lay in the quarry unused, possibly in reserve, as these ex-WW2 veterans certainly had a hard life! Axle deep in mud and grime, they wended their way over the rough terrain towards the hopper to discharge their load. Always driven on full throttle and kept in a low gear, their 7.7 litre AEC diesel engines sounded in fine fettle. However, the exhaust emissions were another matter! Their tipper bodies were of steel construction, as the lorries had been converted from their original body specification, laid down by HM Armed Forces. However, they retained their original cabs of timber construction.

Over in Polesden Lane, the new barrel lorries proved interesting on site, as well as on the road, the grey barrel kept revolving to keep the contents ready mixed. The livery of Hall & Co lorries at this time still retained the same smart red. The barrel Readymix lorries were short wheelbase and of Albion manufacture, robust and quite fast, but a very noisy vehicle. By the mid 60s, the lorries became bigger. Hall & Co now had vehicles of Guy manufacture, which were powered by Leyland engines. Tippers now had three axles and these six wheelers were known as the Guy "Warrior". The barrel version was the Guy "Invincible". The four wheel short Bedfords and Albions still continued to run.



Sand was also carried in tankers and these were the first rigid eight wheelers I can recall. Built on a Foden chassis, Halls did not choose the legendary Gardner engine, but opted for Fodens' revolutionary two-stroke diesel unit, another very noisy vehicle.



By now the narrow lanes of Send were quite inadequate to cope with the ever increasing size of the lorries. Widening now began. First to disappear was the small triangular island situated in the centre of the junction of Polesden and Papercourt Lanes, the signpost being re-sited on the grass bank nearby. The trees were felled in Polesden Lane, adjacent to the quarry itself, and today the wider section is very evident through to Send Marsh Green.



As the 1970s dawned, the large eight-wheeled Scammells dominated the scene in the new orange livery of Hall Aggregates. The barrel lorries in the same colours were all six-wheelers on various Ford chassis. Newcomers were the short four-wheel skip lorries of Leyland manufacture, namely the "Clydesdale" and the "Freighter". The largest lorries used by Halls were the 40 tonne articulated tippers in the final years, a far cry from the lightweight Bedfords I once knew. The wheel of time has now turned full circle and Papercourt Quarry slowly returns to mother nature.

David Porter

## MUSEUM ACQUISITION

We are grateful to Bruce Poat, of Ripley Post Office, for the donation of a pre-First World War wooden letter sorting frame which was used in the diminutive sorting office behind the Post Office until replaced fairly recently by a metal frame.

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## FORTHCOMING EVENTS

### **Thursday, 30 April, 8 pm, Ripley Annex**

The continuation of the talk given by Les Bowerman at the AGM, on the subject of Ripley - "the Mecca of all good cyclists".

### **Sunday, May 3 - 2 pm - Visit to Historic Roehampton**

Terry Hewitt and Marilyn Scrace have arranged a visit to historic Roehampton. The visit starts at Manresa House (designed by Sir William Chambers), and the walk will focus on the 18th century village of Roehampton, which became very fashionable after the building of Putney Bridge in the mid 18th century. Manresa House, part of the University of Greenwich, is in Holybourne Avenue, off Roehampton Lane (left at traffic lights off A3). Parking is available outside the house. This promises to be a very interesting visit, so let Terry Hewitt know as soon as possible, on 01483 224128, if you wish to join the party. It is hoped that refreshments can be arranged later in the afternoon.

### **Friday, 29 May - Dinner Cruise on the Wey**

The river trip advertised in the insert in the last Newsletter has proved popular and the boat is now almost fully booked. However, we have arranged for the National Trust to open Dapdune Wharf, off Woodbridge Road, from 6.30-7.30 pm, and this will be free to National Trust members and £1.50 to non-members, so this part of the evening will be available to all Society members, whether coming on the river trip or not. If you have any queries, you can ring Clare McCann on 01483 728546.

**Note:** There are two people who wanted to come on the boat trip who delivered their slip through Clare's door by hand, but did not put their names on the slip. **PLEASE RING HER AS SOON AS POSSIBLE!!**

### **Saturday, November 7 - Surrey Local History Council Symposium**

Advance notice of Surrey Local History Council Symposium. The theme is "Water"

### **Newsletter Contributions**

The closing date for contributions for the next Newsletter is Friday, 15 May.



## SEND & RIPLEY LOCAL HISTORY MUSEUM

OPEN: May-September, Saturdays 10-12.30 & 2-4.00.  
October-April, Saturdays 10-12.30

ALSO: 3rd Sunday of each month, so as to coincide  
with Ripley Antique Fair, in the Village Hall.

Other times for school groups and small parties  
by arrangement.

*Please contact George or Irene Bleach on 01483 222233 if  
you require information or wish to help in the museum.*

### HISTORY SOCIETY PUBLICATIONS

"Then and Now, Changing Scene of Surrey Village Life"	Reference copy only
"Guide to Parish Church of St Mary the Virgin, Send"	£1.25
"Then and Now, a Victorian Around Ripley"	Reference copy only
"The Straight Furrow", by Fred Dixon	£1.50
"Ripley and Send - Looking Back"	£4.95
"A Walk About Ripley Village in Surrey"	£2.00
"Newark Mill, Ripley, Surrey"	£2.85
"The Hamlet of Grove Heath, Ripley, Surrey"	£4.00

The reference copies are available at the museum, and all the others are available from the museum on Saturday mornings, or from Ripley Post Office.

# GOODRICK-MEECH

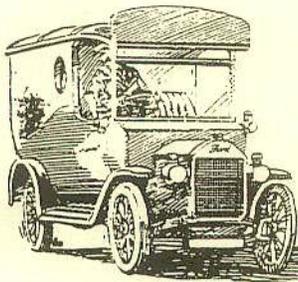
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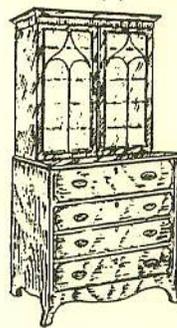
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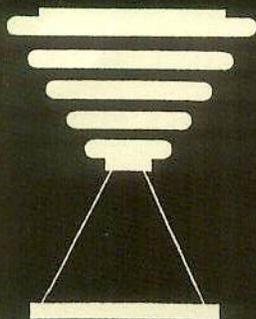


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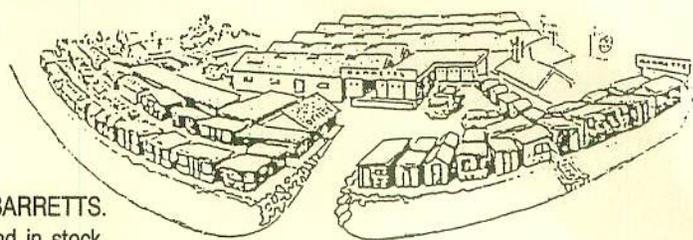
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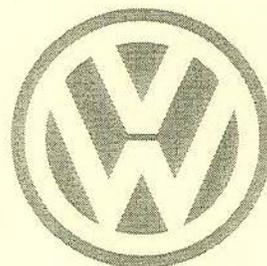
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