

Send & Ripley History Society



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Brookwood Cemetery
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EDITORIAL

CAMERON BROWN

I am delighted to be able to congratulate the society's Secretary, Dreda Todd, on being one of the 2018 winners of the Guildford Mayor's Award for Service to the Community. Dreda is now the second of our current committee members to have been given this distinction, the other being John Slatford. Margaret Field, our events organiser, is also a past recipient of the award. Who have I missed?

Members will have noticed that the Secretary of State has refused the highly controversial planning application for a new town on the former Wisley airfield. His main, but not only, justification was that the land is Green Belt, which must be protected under all but the most exceptional circumstances. Despite this decision Guildford Borough Council are still (at the time of writing) continuing to include the scheme in their emerging local plan and are trying to defeat the Secretary of State's decision by

removing the former Wisley Airfield from the Green Belt. The Society does not involve itself in political matters – but a lot of its members do, and will be watching the evolution of this plan with interest.

CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at cmb@aappl.com by 15th August 2018.

Authors of illustrated articles should submit high resolution (300 DPI or higher) jpegs to the editor by email to ensure best reproduction in the journal, but no more than 10MB in any one email

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40 YEARS AGO

CAMERON BROWN

The article below, by Richard Colborne, appeared in Newsletter 21 of July 1978. We featured the article he refers to from Newsletter 20 in our Journal 259 on p19.

I read with dismay in Newsletter No.20 about the proposed demolition of the “antique Wendy house” as you so aptly call it, where I spent my childhood.

Heath Cottage, or No.7 Send Road as I knew it, prior to it being numbered when the other half of the pair was demolished, may indeed be the last real relic of the heath. Stories told by then elderly residents would, if accurate, support the theory that it was not originally a dwelling, as indeed it appears barely big enough for such, but that it was put up for the purpose of keeping animals at the forge of a blacksmith who serviced the local army fort which, according to the story, occupied a site not far away - in fact, where Send Ponds are now. A few stones beside Potters Lane are all that remained of the fort when we moved to Send in 1950, or so the story goes.

Although Heath Cottage had remained unoccupied for some time, local residents remember a family with eight – or some say twelve – children who slept on straw on the earth floor.

When my parents took up tenancy there were elm floorboards, but the cottage was in a state of dilapidation. My father, who is a plumber and builder, replaced the rotten thatch with the tiled roof, installed plumbing for the kitchen the WC and the bath, which had to go in the outhouse behind the cottage for the obvious reason that it could not be accommodated inside.

The other half remained thatched until it was pulled down due to an advanced state of disrepair. I can remember seeing the skeletons of rats amongst the straw removed from the roof.

For any who don't know, Send Road is numbered consecutively from Cartbridge to Mays Corner and back

again on the other side. I find it interesting to speculate as to why these two cottages were numbered eight and seven, contrary to what one might expect. Could it be that the one known as no. 8 in my childhood was not a dwelling when the road was numbered, but assumed eight from the group 8-9-10-11, which had apparently been reserved to allow for infilling? It was only our side that was called Heath Cottage; the pair were not known as Heath Cottages.

Recent owners have had passers-by believing Heath Cottage to be of timber framed construction. However, though I must admit the facelift has given this simple home some degree of character, it is very recent. There is no timber framing, the walls being entirely of brick. There are no foundations either; the walls simply rest on a bed of flint which, I recall, permits roses in the border outside to send up suckers from behind the skirting into the front bedroom.

If there is any way of establishing the date when Heath Cottage was built, it might help to decide its fate, as it is regarded in our family as being somewhat earlier than the date suggested, its age being perhaps two to three hundred years.

I must confess to having doubts regarding certain details from the stories handed down to us, and having checked none of the details myself, present the above with a word of caution to the reader. If the cottage goes, no doubt the willow tree will go with it. As a very small boy, I stuck into the ground near the back door a stick, which I had broken off a willow tree on the bank of the Wey. The tree now towers above the tiny cottage after an elapse of some 25 years.

Editorial Note [the editor was Les Bowerman]: Thanks are due to our above member for correcting the editorial note in the last issue of the Newsletter regarding the non-existent timber framing of Heath Cottage. The tale of a local army fort is unlikely to be based on fact since, as Pat Thurbin's researches have shown, the army camp on Send Heath was only of a few months' duration during the summers of four years (1759-1762).

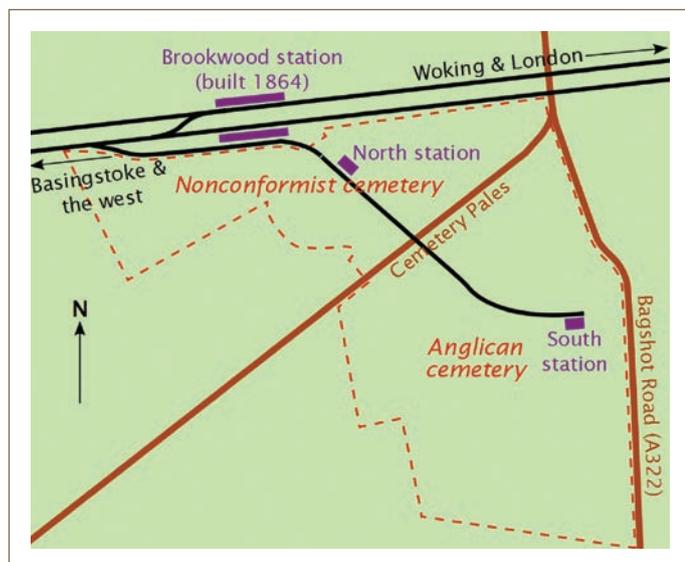
BROOKWOOD CEMETERY

KIM LOWE

Cameron Brown writes: this is a combination of a précis of the talk given to the society by Kim Lowe, a guide at Brookwood on April 17th 2018, and the walk she led for 30 members and two guests at the cemetery on 15th May.

Brookwood Cemetery first opened in 1854 as the London Necropolis and was at one time the largest cemetery in the world. Today, it continues to be the largest cemetery in Western Europe and since its opening, approximately 250,000 people have been laid to rest within its grounds. The idea for the cemetery was conceived by the London Necropolis Company ('LNC') in 1849. They recognized the need to find somewhere accessible to London to house the city's deceased, at a time when the capital was finding it difficult to accommodate its increasing populations of living and dead.

Brookwood was accessible by rail from a specially-built station – the London Necropolis railway station – next to Waterloo station in central London. Trains had passenger carriages reserved for different classes and other carriages for coffins (also for different classes), and ran into the cemetery on a dedicated branch line from the adjoining South Western main line – there was a junction just to the west of Brookwood station. From there passengers and coffins were transported by horse-drawn vehicles. The original London Necropolis station was relocated in 1902 but its successor was demolished after suffering bomb damage during World War II.



The layout around the Necropolis station when it first opened

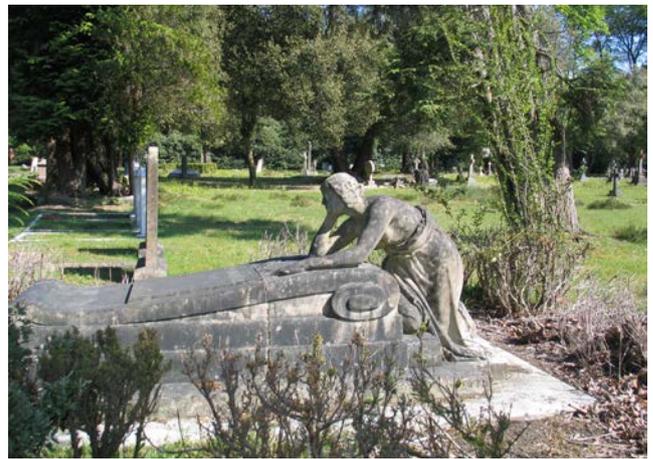


Our group in front of the military graves in a corner of the Chelsea Pensioners' plot

In the early days there were three classes of funerals: a first class funeral allowed buyers to select a grave site anywhere in the cemetery. The LNC charged extra for burials in some designated special sites. At the time of opening prices began at £2 10s (about £215 in 2018 terms) for a basic 9x4 foot (2.7m×1.2m) with no special coffin specifications. It was expected by the LNC that those using first class graves would erect a permanent memorial of some kind. Second class funerals cost £1 (about £86 today) and allowed some control over the burial location. The right to erect a permanent memorial cost an additional 10 shillings (about £43 today); if a permanent memorial was not erected the LNC reserved the right to re-use the grave in future. Third class funerals were reserved for paupers, those buried at parish expense. The LNC was forbidden from using mass graves (other than the burial of next of kin in the same grave) so even the lowest class of funeral provided a separate grave for the deceased, but without the right to erect a permanent memorial on the site. Other graveyards and cemeteries of the period continued the practice of mass graves for the poor. The families of those buried at Brookwood could pay afterwards to upgrade a third class grave to a higher class if they later wanted to erect a memorial, but this practice was rare. Interestingly, only some 20% of Brookwood's graves are marked, which explains its relatively open and uncluttered character and has helped make it such an attractive site for both flora and fauna.



The Wood family's mausoleum



Memorial to Edward Ledger, proprietor of the theatrical paper *The Era*

Brookwood was one of the few cemeteries to permit burials on Sundays, which made it a popular choice with the poor as it allowed people to attend funerals without the need to take a day off work. As theatrical performances were banned on Sundays at this time, it also made Brookwood a popular choice for the burial of actors for the same reason, to the extent that actors were provided with a dedicated section of the cemetery near the station entrance, later to be known as 'Actors' Acre'.

Brookwood Military Cemetery covers about 37 acres and is the largest Commonwealth war cemetery in the United Kingdom.

The land was set aside during World War I to provide a burial site for men and women of Commonwealth and American armed forces who died in the United Kingdom of wounds. It now contains 1,601 Commonwealth burials from World War I and 3,476 from World War II (the latter including three unidentified British and two unidentified Canadian airmen). Within this, there is a particularly large Canadian section, which includes 43 men who died of wounds following the Dieppe Raid in August 1942. Two dozen Muslim dead were also later transferred here in 1968 from the Muslim Burial Ground at Horsell Common. There is a large Royal Air Force section in the southeast corner of the cemetery which includes graves of Czech and United States nationals who died serving in the RAF.

The cemetery also has 786 non-Commonwealth war graves, including 28 unidentified French, besides eight German dead from World War I and 46 from World War II. It also contains Polish, Czech, Belgian, Dutch and Italian graves. Except for Christmas Day and New

Year's Day, this cemetery is open to the public from 8am to sunset Monday to Friday, and 9am to sunset Saturdays and Sundays. There is a separate dedicated American military cemetery with over 3,600 graves.

The great building and engineering works in Victorian London necessitated the clearing of some burial grounds, with bodies and gravestones being moved out to Brookwood. The first major relocation took place in 1862, when the construction of Charing Cross railway



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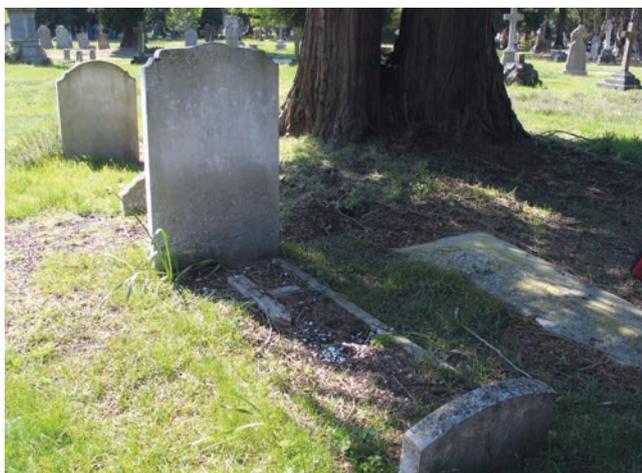
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Memorial of Lt Gen Sir Henry Goldfinch, burial no 26 in the registers

station and the routes into it necessitated the demolition of the burial ground of Cure's College in Southwark, which uncovered at least 7,950 bodies. These were packed into 220 large containers, each containing 26 adults plus children, and shipped on the London Necropolis Railway to Brookwood for reburial, along with at least some of the existing headstones from the cemetery. At least 21 London burial grounds were relocated to Brookwood via the railway, along with numerous others relocated by road following the railway's closure.

In 1878 the LNC sold an isolated piece of its land at Brookwood, close to St John's village, to the Cremation Society of Great Britain, on which they built Woking Crematorium, the first in Britain, in 1879. The London Necropolis Company was taken over in 1959 by Alliance Property Co but ownership changed hands between various development companies in the 1970s, during which time the cemetery maintenance was neglected. Maximilian Investments secured the passing of the Brookwood Cemetery Act in 1975, authorising them to sell unused parts of the cemetery and a number of areas were sold for development.

In 1985, Ramadan Güney acquired Brookwood Cemetery. He was chairman of the UK Turkish Islamic Trust, which wanted suitable burial facilities for its members. The Brookwood Cemetery Society was founded in 1992 to organise events, promote the site's history and support restoration work. After Güney's death in 2006 he was buried in the cemetery and ownership passed to his children and subsequently to his former partner, Diane Holliday, who finally sold the cemetery to Woking Council in 2014.

On our one hour 15 minutes tour we could, of course, only walk a tiny section of the cemetery, after which we enjoyed scones and tea in the nearby Worplesdon Town hotel.



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SEND AND RIPLEY 100 YEARS AGO

JULY – AUGUST 1918

JAN AND PHIL DAVIE

In summer our thoughts turn to weather and in July 1918 it was cool and changeable with many severe thunderstorms, so that monthly rainfall was the highest for more than 50 years. However, towards the end of the month things settled down and the temperature reached the mid-70 deg F (about 25 deg C). Most of August was warm, dry and moderately sunny. It was not until the last week that the weather broke and became changeable. These conditions were of great value to allow crops to ripen and for harvesting, which was in full swing by mid-August. The wheat forecast for Surrey was described as being a bumper crop, and probably the best for many years. Oats promised to be a good average crop while the hay crop was down, owing to so much meadow land being broken up for other crops.

Other good news was the marriage of Miss Phillis Mary Cleverly, daughter of CFM Cleverly JP, CC and Mrs Cleverly of Dunsborough House, Ripley, and Capt John Donald Balfour-Fergusson of Wallington. The Rev Canon EA Burroughs, Rev Headeach (vicar), and Rev JM Fergusson (father of the groom) officiated. A charming little scene completed the ceremony when girls in lilac and blue sun bonnets lined the path and scattered roses as the bride and groom left the church.

Meanwhile the war dragged on, with various good and bad news about those from Send and Ripley. Among unlikely reunions were Corporal Tucker, London Regiment, who wrote home stating he had met his brother Corporal H Tucker ASC in France. He said “the funny thing was that we were watching a baseball game for a long time and turning to go back to camp I saw him. He hardly knew me, and did look surprised when I called him”. Also Air Mechanic F Dibble RAF, nephew of Mr A Dibble of the Anchor Inn, and home on leave from Palestine wrote to his uncle saying whilst in Palestine he met Mr Dibble’s son, Flight Sergeant B Dibble RAF, who had been out there for approximately 2½ years.

Send parish church held a day of special services for the Missions of Seamen in July. The preacher at the morning and evening services was the Rev GF Wilson, chaplain to the King, and in the evening an address was given at the children’s service by Rev HD Salmon head of the Cambridge Medical Mission. The collections amounted to £64/10/- (£64.50).

Also in July, Ripley undertook its annual Hospital Collection which amounted to £12, the highest sum for many years. Collectors sold sprays of real flowers, flags, and many generous donors sent the pick of their gardens for the cause. Children were unable to be collectors so instead scholars of Ryde House School gave a concert on the sports field one afternoon. Items included a maypole dance, margarine queue, nursery rhymes, a pierrot troupe and an operetta. The school orchestra, dressed as Red Indians, contributed to the gaiety of the event. The school’s proceeds of £5/5/- (£5.25) were added to Saturday’s amount, giving a grand fundraising total of £17/5/- (£17.25).

Meanwhile at the Woking Bench Wilfred Puttock of Ripley pleaded guilty to cruelty to a dog after throwing a stone at a Scottish terrier causing a ¾ inch (19 mm) cut over the dog’s eye. Mr Puttock stated he did not intend to injure the dog but to drive it home. He was fined 10/- (50p).

And finally it was reported that visitors to Ripley had been availing themselves of the opportunity of using crayfish as a substitute for lobster in salads. Crayfish were reported to be very plentiful in the river Wey near Ripley and were described as being like a lobster on a small scale.



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SOCIETY OUTING TO DORKING

CAMERON BROWN



The group in one of the wine cellars

On a rainy morning on 14th June 2018 a small group of society members enjoyed a visit to Dorking's South Street caves, followed by a brief tour of the oldest part of the town. Our guides were all volunteers at Dorking museum, where we concluded our visit.

The existence of the caves – actually extensive man-made cellars – owes much to the setting and geology of the town. I quote here from Richard Selley's booklet, *Dorking's Famous Caves*, available from Dorking museum:

Dorking is located at the boundary between the soft Cretaceous Gault Clay that forms the valley of the Holmesdale and the line of hills formed by the Cretaceous Lower Greensand. The Folkestone Sands, which form the upper unit of the Lower Greensand are of early Cretaceous age and are ideally suited for excavation. They are soft enough to be excavated by pick and shovel, without using explosives, yet strong enough not to collapse (often).

Wearing hard hats provided by the cave guides we entered the system through an almost unnoticeable door next to the war memorial in Dorking's South Street, finding ourselves immediately within a low-ceilinged narrow corridor lit by candles (and some discreet electric lights).

The cave, or cellar complex, believed to have been started in the latter half of the 17th century, was privately owned until 1912, when it was sold to Dorking Urban District Council. The caves were used predominantly as wine cellars and later also for grocery storage (in the pre-refrigerator era) from the 19th century (possibly earlier) until the 1960s. No-one knows, however, why they were first created. In the 17th century there was a fashion for follies and an underground 'cavern' in which to impress and entertain one's guests is certainly a possibility. Pieces of expensive china have been found in the caves, and the much older well shafts (see below) could have been used



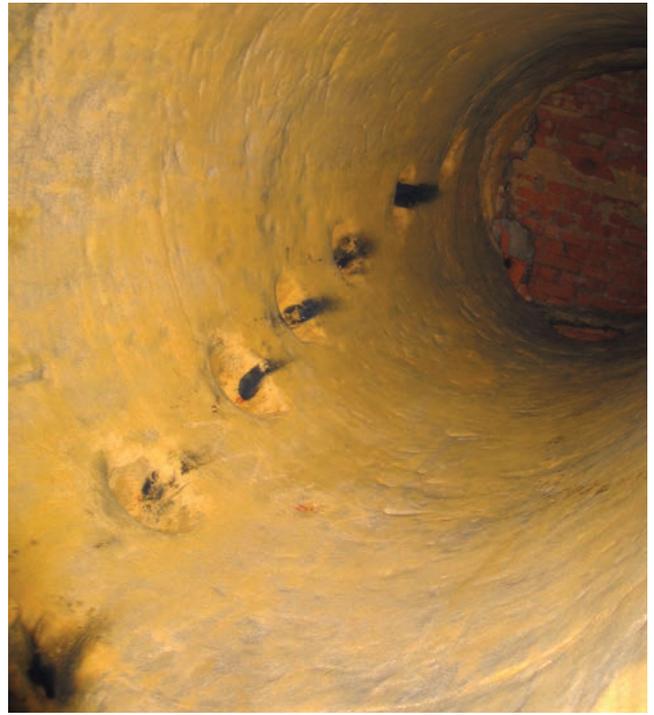
One of the extensively excavated tunnels

as ‘dumb waiters’ to lower food and drink to the guests. The sheer size indicates, however, that the driving motive was ultimately commercial. The sand excavated will have been sold for the building trade before the caves were to become a ‘refrigerated’ storage facility.

The war memorial was built in 1919 and to accommodate its construction and that of a bandstand a little further towards the town centre, South Street was widened, with a row of houses having to be demolished. The present entrance to the caves was created at that time. Prior to this it had been via a steep stone staircase in the steeply-sloping garden of a cottage fronting on to South Street. This cottage had, however, been built in the grounds of the earlier, and much larger, Butter Hill House and it is assumed that it was the residents of that property who started the construction of the caves in the 1600s with the original entrance just above the location of the war memorial. There are three well shafts within the caves, which pre-date the 17th century excavations, and presumably served Butter Hill House and its neighbours.

The walls of the various passages contain a mass of graffiti, predominantly names and dates. The earliest is 1666 but there is some doubt as to its authenticity; perhaps the earliest genuine date is 1672, in one of the well shafts.

We were able to see these shafts, with recesses cut into the walls, presumably for cross-timbers to form a ladder during the excavations. There are also clear soot-marks above many of the recesses, indicating the use of rush lights.



Looking up from the bottom of one of the well shafts

Upon entering the caves complex we soon passed through an iron gate into a section bearing the label ‘Vintage Port’ over the doorway and on through a number of further storage areas, with 42 built-in wine ‘bins’, each capable of storing 700 bottles. The earliest date carved into the wine vault walls is 1815.

The final part of our tour was the descent into the ‘mystery chamber’, some 10 metres below ground level. This is a circular room with a bench cut around the side. Again no-one knows why this was built. It has been suggested that it could have been used for secret religious or political gatherings but there is no evidence for this. Two 19th century historians, Timbs and Dennis, wrote that the chamber was part of a folly created by a



Soot marks left by rush lights in another of the well shafts



Top: One of many carved dates in the caves
Bottom: The group descending to the 'mystery chamber'

wealthy Dorking man who spent all of his fortune on the excavations and ended up in the poorhouse. The excavation of this, the deepest part of the caves, certainly pre-dates the creation of the wine vaults by at least 100 years.



One of Dorking's oldest houses

When we left the caves the rain had stopped and we were able to enjoy a more conventional tour around the very central part of Dorking, seeing streets which many of us who thought we were familiar with the town had never seen before.

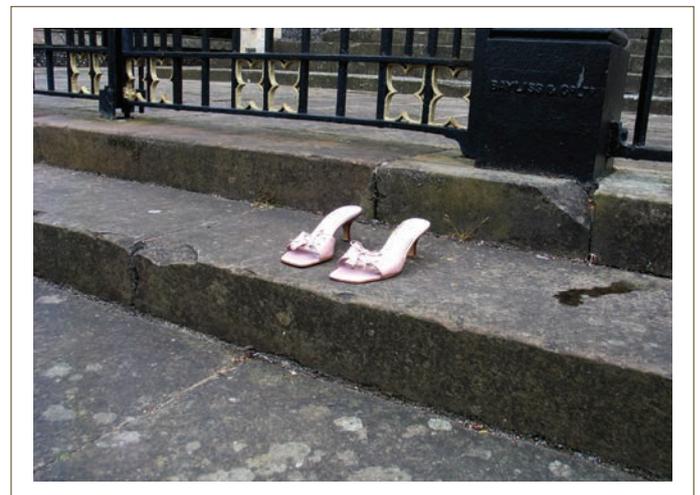
A short visit to the museum ended our visit to Dorking.

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DORKING MYSTERY

DITZ BROWN

When we had a short guided tour as part of our outing to Dorking (see previous article) we came past St Martin's Church where I was rather bemused and intrigued to see a pair of what looked like bride's slippers on the steps to the church. Is there anybody who can enlighten me as to why they were there - could this have anything to do with a custom I have never come across? Brides toss their bouquet over their shoulder and whoever catches it will be next to marry. What will happen to the next person who finds these shoes a perfect fit? Please let me know.



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NAT TEMPLE – DANCE BAND LEADER

ALAN COOPER

SRHS were recently offered an artefact of local interest by Shere museum, which we sadly declined due to lack of display space. The item in question was an early 20th century pram, once the conveyance of Nat Temple – the last of the great British showmen bandleaders and the closest thing to being the British Benny Goodman.

Nat Temple was born in Stepney, East London on 18th July 1913. His father was a tailor and all four of his sons became musicians. Playing saxophone and clarinet, he was just 15 years old when he played his first gig, at the Bethnal Green working men's club, turning professional aged 16 and progressing to the Plaza Ballroom, Dublin. It was here that his teacher, Basil Tschaikow, persuaded him that the clarinet should be his principal instrument.

Nat joined the Sam Costa orchestra in 1929 and the following year joined Syd Roy's RKOlions for the opening of the RKO cinema in London's Leicester Square. This was followed by nine years with Syd's brother Harry Roy, until the start of World War II. Due probably to his father's occupation, he always saw the need to be smartly turned out and was famed for his exquisitely tailored suits and the pencil moustache, so popular at that time.

He joined the Grenadier Guards in 1940 and spent the war playing with service bands, mostly in North Africa and whilst on leave with the bands of Geraldo and Ambrose. Upon demobilisation in 1946 he formed his own band, the Club Royal Orchestra whose theme tune was *Nattering Around*, recorded in 1946.



Nat Temple's pram

His greatest success came when he teamed up with the actor/comedian Bernard Braden on his radio shows broadcasted in the 1950s. Braden would tell jokes and Nat then topped them, much to the delight of the audience.

He managed to maintain parallel careers as both a dance band leader and a broadcaster in many popular radio shows, including Michael Bentine's *Round the bend*, Dick Emery's *Emery at large* and Peter Ustinov's *In all directions*.

Nat later graduated to television roles, notably *Jack in the box*, *Telebox* and *Crackerjack!* Later he provided the music for *Nuts in May*, *The time of your life* and *The Russell Harty show*. He also starred in nostalgic music shows such as *Tune times with Temple*, *A jolly good time* and *Dance music through the ages*.

He accompanied many well-known singers, varying from Hoagy Carmichael in the late 1940s, Matt Munro and Eartha Kitt in the 1960s and Mel Torme in the 1970s.

In 1993, aged 80, he was awarded the Gold Badge of Merit for services to music by the British Academy of Songwriters, Composers and Authors and finally retired aged 90. Nat lived in Pyrford, Surrey where he died on May 30th 2008.

Many thanks to Brian Reynolds of *Masters of Melody* for the use of his photo of Nat.

Pram photo c/o Alan Cooper.



Nat Temple at the height of his popularity

VISION ENGINEERING 60 YEARS OF DESIGN AND MANUFACTURING IN SEND

HELEN CARMAN



The 23 Send Rd site in 1966 with Rob Freeman on the left

Vision Engineering celebrates the company's 60th anniversary in 2018. In 1958 Rob Freeman, who grew up in Woking and worked locally as a mechanical engineer for Kenwood (Old Woking) and Jaguar Racing (Brooklands), started his optical engineering company with a second hand lathe and some good ideas.

Rob moved with a few staff in 1958 to a site off 20 Send Road (behind and beside the present village hall). The site, originally sand and gravel workings, had been a market garden in the war years and was a mixed use light industrial site (including smelting and an industrial laundry), mainly in old Nissen huts and sheds. Rob rented two sheds, accessed through what is now 23 Send Rd from the owner, Mr Taylor.

The first Vision customers were local racing/auto companies, but Rob's first big breakthrough was

supplying a range of borescopes to the RAF (fixed tubes with an eyepiece at one end and angled mirrors and lighting in the other, for looking into engines). The RAF were developing the English Electric Lightning jet and were having problems with the turbine engines.

The sheds, as seen in the photo, had corrugated iron roofs and, with the lathes and milling machines running, were brutally hot in the summer. The RAF turned up one day for an unannounced spot check, to find all the staff, including the boss, working stripped to their underpants! The 60s being a more relaxed era, the whole of Vision staff would decamp to the New Inn for a liquid lunch, before operating machines in the afternoon.

In 1961 Mr Taylor died and Rob Freeman acquired the freehold from his estate, initially a small area of two dilapidated houses with road frontage and three acres for the sum of £4,000. The houses were demolished in



The 1970s building

1964 to create an entrance for the first two-storey Vision building. A 12-acre site, which went back as far as the Wey Navigation and up to the Winton's cement block factory (now the site of Sanger Drive housing) belonged to a development company. When this company went bust in 1968 Rob Freeman acquired the rest of the land.

Vision Engineering continued to develop the concept of technically advanced optical instruments that were easy to use, at the same time as creating export markets. Patents were granted from the early 70s onwards and continue to the present day, with three new global patents granted in 2017/18.

The development of the electronics industry and the need to inspect early printed circuit boards for faults, really gave the company a boost in the 70s. As a result, the tile-hung building now visible from Send Rd was extended in the 70s and 80s until it comprised 33,000 ft² of manufacturing and admin space.

Starting in the late 70s, Send cubs, scouts and brownies established an activity centre on Vision Engineering land off Send Rd/Sanger Drive. The centre now comprises a scout centre and watersports facility on the Wey Navigation.

Vision Engineering followed its customers (mainly other manufacturers) as they spread around the world, opening

sales and service subsidiaries in the USA, Germany, France, Italy, Japan, China, India and Malaysia.

Queen's Awards for Technology and another for Export were received and, in 1992, Rob Freeman was awarded an MBE for services to industry.

As Vision Engineering expanded its global business to the point where it now comprises 90% of turnover, demand for space grew. A couple of attempts to expand on the Send Rd site were rebuffed by Guildford Borough Council. As a result, 35 manufacturing jobs had to be created in the USA (in Vision Engineering's Connecticut manufacturing facility) and 50 jobs went to another site in Woking Town.

The global recession of 2008-12, with its significant increase in local unemployment, led national and local government to encourage hi-tech, high skill companies to invest in local, long term jobs. Vision Engineering applied to GBC to build an 84,000ft² state of the art factory and global HQ on the land behind the old 20 Send Rd site. The plan was approved and the new Freeman Building was inaugurated by the Lord Lieutenant and the Mayor in May 2017. The new site enabled the two previous facilities to be combined in Send. In addition extra staff were taken on. Vision Engineering now has 125 skilled staff working in the Freeman Building, which is served by the newly-created Galileo Drive, off Send Rd. The new building was named after founder and Chairman Rob Freeman, who passed away in 2017, having seen the culmination of his vision and hard work.



The 2017 Freeman building at night

The Freeman Building is a modern factory and design centre, built to the latest build standards, with full climate control, clean rooms, temperature controlled calibration lab, paint shop, internal gym, café and landscaped grounds. It is a full-service facility with design, machining, assembly, despatch, sales and admin. In addition, the old 20 Send Rd site has been refurbished and turned into the Galileo Business Centre, with six business units. The company still uses two units, with tenants from the construction, event hire and sports mail order sectors occupying three of the four other units.

Vision Engineering now supplies many of the world's leading manufacturers with optical and digital quality-control instruments, manufactured in Send. Typical customers globally are: Samsung, Bosch, Siemens, Philips, Boston Scientific, Medtronic Medical and many more in the electronics, aerospace, automotive and medical device sectors.

For more information, please visit www.visioneng.com

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WHERE IS IT?

ALAN COOPER



Where and when was this photo taken, and do you recognise anyone in it?

J260 QUERY

This is the garage of SS Smithers opposite the Half Moon, Ripley.

The garage and cottage to the right (once one of the oldest in the village) are now the used car lot.



COLONEL ROLAND MELLS

JOHN SLATFORD

One of our longest standing members, Roland Mells, has died at the age of 93. He was born in Send in the house named Tazmalt, adjacent to the former Matilda Sale's Wharf Lane Laundry. His mother Emily Mells was the Send District Nurse and lived there from the early 1920s until, I believe, after the end of WW2.

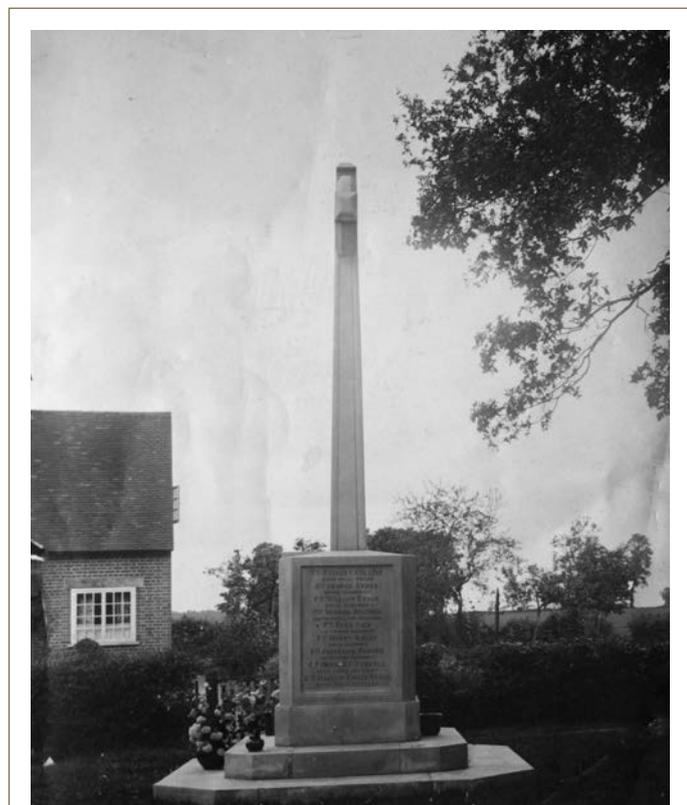
Roland attended the Send National School, he was a contemporary there of our member Pat Clack, and subsequently attended Guildford Technical College. It was there that he met his wife-to-be and was married in 1945. At that time he was in the army, part of the Royal Engineers and soon to be en route to the far east. He was there for three years in India before returning to study at Imperial College for an honours degree in mechanical engineering, funded by the army.

Subsequently, he left the army and became a Territorial Army officer, continuing for many years before retiring with the rank of colonel. After taking his family from Send to Cheshire and working there for ICI for several years, he joined HJ Heinz and returned south to live in Horton near Windsor. There he stayed with his family for the rest of his life.

After retirement and the death of his wife he travelled a lot but also renewed his association with Send, visiting here from time to time and meeting old friends including Jean Turner. It was at that time he joined our Society and remained a member, albeit a distant one, until his death on January 4th last.

OCKHAM WAR MEMORIAL

ALAN COOPER



The Ockham war memorial shortly after its construction in 1922

This year marks the 100th anniversary of the end of WWI: a poignant reminder and an opportunity to remember those who gave their lives.

On 20th September 2016 the war memorial in Ockham was given Grade II listing status¹.

The end of WWI saw tens of thousands such as this erected, in part due to the enormous loss of life suffered, but mainly because of the official policy of not repatriating the dead. This gave the memorials a focus for the grief being felt by communities large and small across the British Isles.

Constructed in 1922 of Portland stone, it comprises a Celtic-style wheel-head cross atop a tapered shaft surmounting a plinth with four recessed panels containing the names of the dead. This in turn sits upon a two-stepped base. It was designed by Sidney Gambier-Parry who lived at Bachelors Farm, Ockham. Born in 1859 at Highnam Court, Gloucestershire, he came from a



In this contemporary photo we see how much the cottage in the background has been extended

prominent family with a focus on military service and the arts. Educated at Eton, he progressed to architecture, studying under Sir Arthur William Blomfield and for more than five decades designed mainly churches, most of which were in Gloucestershire. Living variously in London, Surrey and Essex, he returned to his birth county and died in Cirencester in 1948. Seventeen casualties of WWI are commemorated here, along with a further five added following WWII.

SOURCES OF INFORMATION

Through the use of census returns, an image of village life in 1914–18 may be formed. The large estates no longer provided the majority of employment in the area. Of the 17 WWI dead, only six are known to have worked for either the Lovelace or Hatchford Park Estates, five worked elsewhere, leaving four of school age in 1911 and two unknowns. The Commonwealth War Graves Commission gives us details of when and where people were killed and buried, and in some instances where their next-of-kin lived.

ANOMALIES

A WWII Canadian soldier is buried at Ockham (All Saints) churchyard. His name does not appear on the memorial and will be the subject of a separate article in the next journal.



Hatchford & Downside war memorial

Edward William Edser lived at Ripley Lodge, the property being within the boundary of Ockham Park although considered by many to be in Ripley. Presumably to avoid confusion, his name appears on both Ockham and Ripley memorials. Similarly, Bert Ivey, Frederick Punter and Harold Edwin Veale are also named on the Hatchford & Downside memorial.

THE DEAD – WWI

Lt Col John Stuart-Wortley – 6th battalion South Staffordshire Regiment.
b. 1880 – d. 21/3/1918 age 38.

Connection with Ockham and surrounding villages unknown.

Educated at Eton College which he left in 1896, he served in the Boer War initially as 5892 Pte 42 (Hertfordshire) company 12th battalion Imperial Yeomanry and was later commissioned into the 4th battalion Highland light infantry. He was awarded the Queen's South Africa medal with 3 bars: Wittebergen, Cape Colony & Transvaal and wounded severely on 30-09-1901 at Moedwil whilst serving with the 1st battalion Scottish horse⁷. No traceable next-of-kin.

Commemorated on the Arras memorial, Pas de Calais, France⁴.

Capt William Gerald Martin – 12th battalion Kings Royal Rifle Corps.
b. 1890 – d. 14/1/1917 age 27.

Believed to have lived at Ockham Park – Occupation: assistant land agent at Ockham Park⁵.

Educated at Hazelwood, Limpsfield and Eton, he was a well-known golfer in Sussex and Surrey, a member of the Royal Ashdown Forest and St George's Hill golf clubs,

and won many prizes at both club and open meetings. Son of Edward and Alice Maud Martin, of Woodcote, Forest Row, Sussex. Buried at Combles Communal Cemetery Extension, Somme, France⁴.



Captain William Gerald Martin²

Lt Hugh Clobery Noel – 103rd Squadron RAF.
b. 1899 – Ockham – d. 24/9/1918 age 19.

Lived at Evenwood House, Southend, Ockham⁵.

Son of Byron Bruce and Amy Elford Noel of Evenwood House, Southend, Ockham.

Commemorated on the Arras Flying Services Memorial, Pas de Calais, France⁴.

2nd Lt Albyn Evan Powell Grant – 7th battalion Royal Welsh Fusiliers.
b. 1893 – Newtown, Montgomeryshire, Wales. – d. 14/8/1915 age 22.

Connection with Ockham unknown.

Son of Mr and Mrs James Grant of Glandwr, Llanidloes, Montgomeryshire, Wales⁵.

Commemorated on the Helles memorial, Turkey⁴.

Sgt Major 200080 Ernest William Cutting – 1st company 'A' battalion Royal Tank Corps (formerly 2525 Machine Gun Corps).

b. 1894 – Hoxton, London – d. 29/9/1917 age 24.

Lived Ockham post office – Occupation: student teacher⁵.

Son of Frederick Thomas and Fanny Jane Cutting of Ockham post office. (43, Park Road, Green Lane, Ilford, Essex at the time of his death).

Buried at Birr Cross Roads Cemetery, West-Vlaanderen, Belgium⁴.

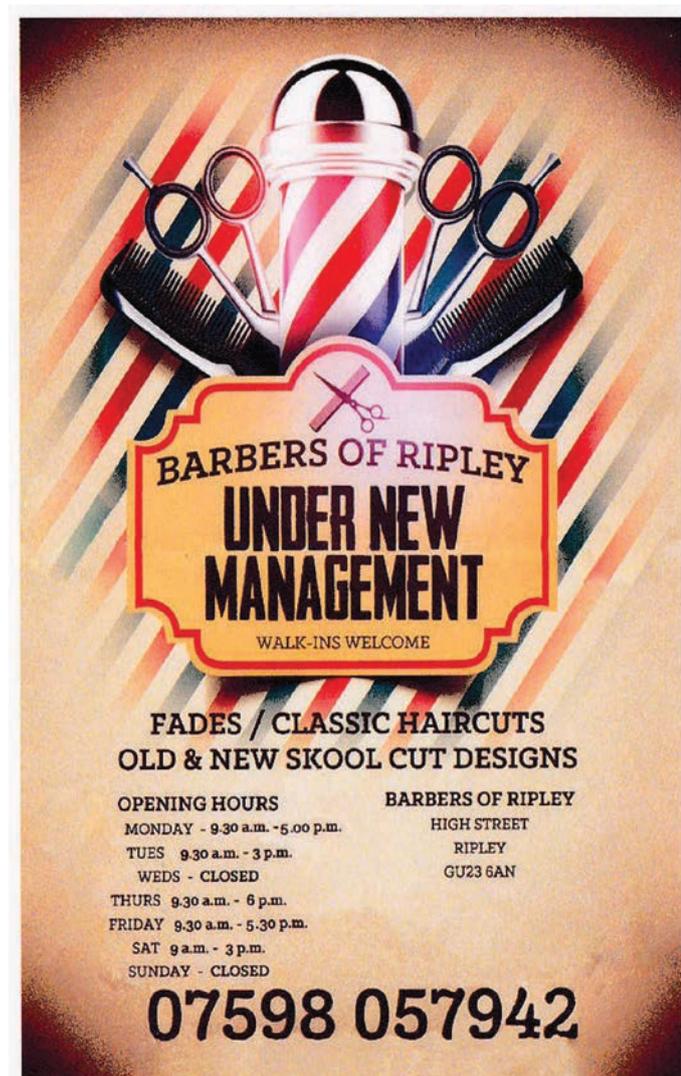
Sgt 49467 George Edward Perkins – 160th Company Machine Gun Corps (formerly 3079 Queen's Royal West Surrey Regiment).

b. 1897 – Whissendine, Rutland – d. 27/12/1917 age 20.

Lived Passworth, Ockham⁵.

Son of John Henry and Pattie Perkins of Passworth, Ockham.

Buried at Jerusalem War Cemetery, Israel and Palestine⁴.



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Sgt 703899 Ernest Poulter – 1st/23rd battalion London Regiment (formerly 2601 Queen's Royal West Surrey Regiment).

b. 1888 – Cove, Hampshire – d. 2/10/1916 age 29.

Lived with the army (regular soldier from 1902 aged 15 as Pte 7411 1st battalion Manchester Regiment). Formerly lived at Cove, Hampshire – occupation: labourer to coal merchant⁵.

Son of William and Jane Poulter of Appstree Cottages, Ockham (formerly lived at Hartley Wintney, Hampshire).

Commemorated on the Thiepval Memorial, Somme, France⁴.

Cpl R/1486 Alfred Parratt (DCM) – 12th battalion King's Royal Rifle Corps.

b. 1891 – Crooksbury, Farnham – d. 26/9/1916 age 25. (Died in no 12 General Hospital, Rouen)⁵.

Son of James and Sarah Parratt of 27, Rosebank Cottage, Westfield, Woking.

Commemorated on the St. Sever cemetery, Rouen, Seine-Maritime, France⁴.

Rfm R/1480 Stanley Collins – 12th battalion Kings Royal Rifle Corps.

b. 1893 – Ockham – d. 18/8/1916 age 23.

Lived Fulking post office, Sussex – occupation: assistant grocer⁵.

Son of William and Elizabeth Collins of Ockham Mill Lane.

Commemorated on the Thiepval Memorial, Somme, France⁴.

Driver 49966 George Frederick Cross – 82nd field company Royal Engineers.

b. 1890 – Chelsea, London – d. 2/9/1916 age 27.

Lived Ockham Park, occupation: domestic groom⁵.

Son of William & Annie Cross of Ockham Park.

Buried at Boulogne Eastern Cemetery, Pas de Calais, France⁴.

Pte 1272 Edward William Edser – 17th battalion Royal Fusiliers.

b. 1892 – Ripley – d. 27/12/1915 age 24.

Lived Ripley Lodge, Ockham – occupation: assistant butcher⁵.

Son of William Edmund & Annie Edser of Ripley Lodge, Ockham.

Buried at Woburn Abbey Cemetery, Quinchy, Pas de Calais, France⁴.



The dedication to Vernon John Heather

Pte 47023 Vernon John Heather – 25th battalion (Tyneside Irish) Northumberland Fusiliers (formerly 31914 Hampshire Regiment).

b. 1898 – Ockham – d. 9/4/1917 age 19.

Lived Church End Cottage, Ockham⁵.

Son of John & Annie Heather of Alms Heath Cottage, Ockham.

Buried at Roclincourt Valley Cemetery, Pas de Calais, France⁴.

The grave of John and Annie Heather at Ockham (All Saints) Churchyard which also contains a dedication to their only son, Vernon John

Pte 203700 Bert Ivey – 1st London Regiment (Royal Fusiliers).

b. 1886 – Chawton, Hampshire – d. 16/8/1917 age 30.

Lived Appstree Cottages, Ockham – occupation: domestic gardener⁵.

Son of Mr and Mrs David Ivey; husband of Florence S (post-war, Tickner) of School Road, Downside, Cobham. Married 7/7/1916 – Cobham, St. Andrew.

Commemorated on the Ypres (Menin Gate) Memorial, West-Vlaanderen, Belgium⁴.

Pte PO/6444(RFR/B/438) Harry Ilsley – Royal Marines. b.1874, enlisted 29/7/92, R.M.L.I. Portsmouth.

Died after discharge – 1919 age 45 – Basingstoke⁵.

On 26/2/17 (whilst at sea on patrol duty was injured by falling while climbing into his hammock sustaining a fracture of the left patella). He was discharged invalided at Royal Infirmary Glasgow on 20/6/17.

Connection with Ockham and surrounding villages unknown.

Pte L/6741 Frederick Punter – 2nd battalion Queens Royal West Surrey Regiment.

b. 1893 – Godalming – d. 14/7/1916 age 23.

Lived Mays Green – occupation: domestic gardener⁵.

No traceable next-of-kin – his medals were received by Sarah Potter (no relation) of Mays Green, Ockham.

Commemorated on the Thiepval Memorial, Somme, France⁴.

Gnr 207063 Herbert Tyrrell – ‘A’ Bty, 223rd Bde, Royal Field Artillery.

b. 1889 – West Horsley – d. 13/10/1917 age 26.

Lived Blue Ryde Cottage, Ockham – occupation: farm labourer⁵.

Son of William & Mary Ann Tyrrell of Blue Ryde Cottage, Ockham.

Buried at Lijssenthoek Military Cemetery, West-Vlaanderen, Belgium⁴.

Gnr L/1079 Harold Edwin Veale – ‘B’ Bty, 153rd Bde, Royal Field Artillery.

b. 1896 – Ockham - d. 24/7/1917 age 20.

Lived Hatchford End, Mays Green, Ockham – occupation: gardener⁵.

Son of William and Annie Eliza Veale of Hatchford End, Mays Green, Ockham. (12, Marl Avenue, Llandudno Junction, Carnarvonshire at the time of his death).

Buried at White House Cemetery, St. Jean-Les-Ypres, Belgium⁴.

THE DEAD – WORLD WAR II

Tpr 7938765 Ivor Thomas William Gibbons – Royal Armoured Corps – attached 32nd Army Tank Brigade.

b. 1921 – d. 14/11/1942 age 21.

Occupation: baker’s delivery driver⁶.

Son of William George and Mildred May Gibbons of Appstree Cottages, Ockham.

Commemorated on the Alamein Memorial, Egypt⁴.

Gdsm 2663005 Frederick Tyrrell – 3rd battalion Coldstream Guards.

b. 1908 – Ockham – d. 25/9/1943 age 35.

Lived Sussex⁶.

Son of Alfred Henry and Beatrice Tyrrell of Rose Cottages, Martyrs Green, Ockham and husband of Molly of Ripley.

Commemorated on the Cassino Memorial, Italy⁴.

Gnr 812953 William Henry Perry – 8 Field Regt Royal Artillery – attached York & Lancaster Regiment.
b. 1914 – d. 10/7/1944 age 31.

Son of William & Margaret Perry of Liverpool (Late of Corsair Farm, Ockham) and husband of Mary Ellen of Liverpool.

Lived with Brother, Albert E Perry and sister-in-law Florence L Perry (when single) of Elm Corner, Ockham.⁶

Buried at Taukkyan War Cemetery, Myanmar (Burma)⁴.

Pte 7679922 Albert Edward James Brown – Royal Army Pay Corps.

b. 1916 – Camberwell, London – d. 7/10/1941 – Maidstone, Kent age 25.

Lived Greenway, Green Lane, Ockham – occupation: printer and stationer (master)⁶.

Son of Albert George and Ada Florence Brown of Greenway, Green Lane, Ockham.

Buried at Ockham (All Saints) Churchyard.



The grave of Albert Edward James Brown at Ockham (All Saints) Churchyard

AB P/JX 275676 Phillip William Hook – HMS Erebus Royal Navy.

b. 1920 – d. 24/12/1946 age 26³.

Lived Yew Tree Cottage, Ockham⁶.

Son of William James and Florence Kate Hook of Yew Tree Cottage, Ockham and husband of Margaret of Battersea, London.

Buried at Ockham (All Saints) Churchyard.



Phillip William Hook

PETER BATHE, A RELATIVE OF ALBERT BROWN, AND FORMER RESIDENT OF OCKHAM, NOW RETIRED AND LIVING IN FRANCE RECALLS:

“Albert Edward James Brown (18 Feb 1916 – 7 Oct 1941) was my father’s first cousin: their mothers were sisters. The boys were both only children and spent time together when young.

I never met Bertie, as he was known in the family to distinguish him from his father, also named Albert; he died before I was born, but as a boy I did see his parents – we visited them each year, just before Christmas, so that we could exchange the singing of carols by my sister and me for one of the chickens Aunt Ada raised: singing for our Christmas dinner!

I heard from my parents, who obviously did know Bertie, that he was always physically weak, suffering from a chest condition which meant he couldn't hold down a full-time job. Instead, he worked from home, operating a small printing business. His press, type and other materials were kept by his parents and eventually came to me when they died at the beginning of the 1960s.

The family story goes that when he was called up for military service, his parents tried to convince him to apply for a medical discharge – not only because of his chest, but also because he had less than 20/20 vision – but he is said to have replied “I’ve been called up, I must go” or words to that effect.

In fact, he had hardly put on the uniform (Royal Army Pay Corps) than he was admitted to Prestonhall

Notes

- ¹ Historic England.
- ² *British Army, De Ruwigny's Roll of Honour 1914-1918*
- ³ See journals 248 and 251
- ⁴ Commonwealth War Graves Commission
- ⁵ 1911 census returns
- ⁶ 1939 census returns
- ⁷ Anglo-Boer War Records 1899-1902

Hospital, near Maidstone – a hospital that specialised in treating patients with TB and other chest problems. He died there – a death hastened, according to his mother, by “having to live under canvas at a training camp”.

The photo was cropped from my parents' wedding photo, where Bertie was in the background, thus it is quite small but can be dated to September 1936.”



Albert Edward James Brown

Thanks to the following:

- Brian Romp – Period photo of Ockham War Memorial.
- Peter Bathe – Period photo and information concerning Albert Edward James Brown.
- Charles Hewlett – Period photo of Philip Hook.
- Victor Eyles of Cobham Heritage - Hatchford & Downside memorial photo.
- All other photos c/o Alan Cooper collection.



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JOHN 'GINGER' GAMMON THE RIPLEY REDTOP

ALAN COOPER



Ginger Gammon

Imagine most children born and living locally in the 1940s hailed Eric Clapton as their teenage hero. Those from the 1950s, 60s & 70s might mention 'Ginger' Gammon – stockcar racer.

Like many of my friends, I quickly fell under the spell and as soon as I passed my driving test, would spend Thursday evenings at the Spedeworth race track at Tongham near Aldershot. In those days, we watched three different classes of racing – Hot Rods, Stock Cars and Super Stox.

Hot Rods were mostly 'new'-looking saloon cars and Barry Lee (351) – each stockcar racer is allocated a permanent number which is shown on his cars whenever he races – with his Ford Escort immediately springs to mind. I favoured one of his rivals, George Polley (306) who (like me!!!) drove a Ford Anglia. George was obviously the better driver as my Anglia would not corner like his and frequently saw the wrong side of a hedge as I desperately tried to emulate him – much to the annoyance of my father, who repeatedly helped me fix the resulting damage!

Super Stox were heavily-ironed single-seater cars; the Stock Cars were old models, but heavy, very well-built vehicles able to withstand all manner of damage. The MG Magnette was favoured by many and to this day is still used in the 'Historic Stock Car' class.



John and MG Magnette in the Historic Stock Car class – Eastbourne 2007

BACKGROUND

John's maternal grandfather, James Herbert Offer, was born in 1892 in Kingston and initially worked as a clerk in the family business. He married Victoria Mary Brain, born 1895 in Kingston, during 1922. Their daughter Denise Victoria was born in 1923 but sadly her mother died shortly after. James Herbert (known as Bert) remarried, to Ethel L Olley, born 1900, and became a publican. He ran the Anchor in Pyrford from the late 1930s through to the late 1950s when he moved to Ripley, running the Ship until his retirement in 1964.

Denise Offer, John's mother, served as a WRNS in WWII, working on top secret 'chart corrections' in Southampton, then whilst on leave working at the Anchor as a barmaid. This is where she met Peter Gammon, who was born in Kingston in 1920. After the war Denise worked at Wisley Gardens in the 'field trials', which specifically involved new species of plants from all around the world.



The Anchor, Pyrford during the early 1930s. Members of the Mandeville family who lived nearby at Pigeon House have been identified on the left, enabling the dating of the photo. It is not known exactly when John Offer took control of the pub but it appears likely that he followed William Chambers, whose name is on the pub sign. Chambers, born 1903 in Pyrford, was the grandson of John Pullen, publican of the White Hart, Ripley for many years

During WWII Peter served as a glider pilot and initially trained to participate in the D-Day landings of 6th June 1944 but was held back until September 17th for the battle at Arnhem.

After flying out to Holland the glider pilots expected air transport back to England that same day, but unfortunately this failed to materialise.

They were surrounded by the Germans and much of the time under close fire. This battle lasted from the 17th to the 25th September 1944, and they were eventually evacuated across the river Rhine, and back to safety. He finally made it back to England and was then posted to India where he remained until the end of the war. After repatriation he married Denise at Hampton Court Palace in 1948. Peter went on to establish his career as chief planning officer for Sutton Borough Council and was well known in Ripley village for his commitment to the Church, Rotary Club and Royal British Legion.

Peter and Denise lived at the Anchor when first married and then moved to Floyds Lane, Pyrford. In 1963 the family moved to the newly-constructed Wentworth Close



Peter Gammon pictured beside a Tiger Moth from the Shuttleworth Museum collection located at Old Warden Aerodrome, Bedfordshire, similar to the one in which he learnt to fly and to gain his pilot's licence (which he had before his driving licence)

in Ripley when Peter took young John to various stock car meetings, and a keen interest soon developed.

In late 1968 John began his working career for J Gibbs Ltd in Ripley, training as a mechanic, and attended Guildford Technical College where he soon met many other like-minded people, some of whom were already established racers. The die was cast and in 1972 John began racing (number 233) as a novice (denoted by a white-painted roof). He quickly progressed to the highly coveted 'red top' and competed throughout at the highest level. To build and maintain his vehicles he was offered a small part of the farmyard by Charlie Humphries at Grove Heath Farm where he could store and repair his race cars at £1 per week. The drivers often had loyal and trusted mechanics to help keep their cars running. One such was Billy Brewer, who lived in Send Road and who spent many years with John, as did David Norris who also lived in Send.



Bill Brewer & John – Aldershot 1972

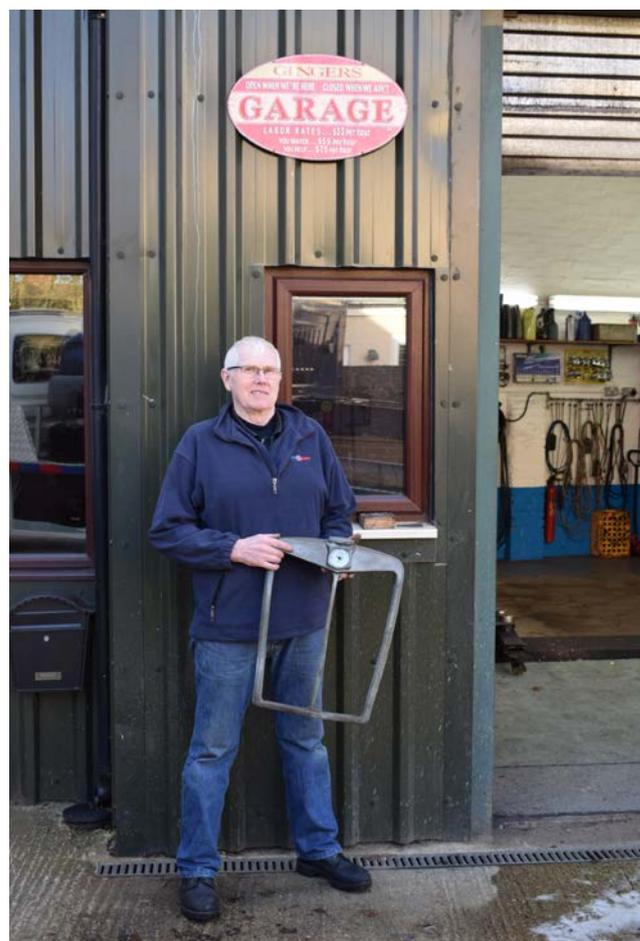
Having driven MG Magnettes nearly all his life it is only logical that he still has a 1955 road-legal example that is used regularly.

John met and married Shirley Boyce in 1976. She was the sister of John Boyce, who owns and runs JB Motors, an established family-run car sales and vehicle repair garage in Send Road.

John and Shirley initially lived in Ripley in a flat above what was then the launderette, moving to Cranleigh in 1979 where John started his specialised van sales and repair business in 1981.

On entering the business premises you are immediately drawn to an entire wall of trophies that have been

won with his racing, along with his passion for military vehicles. John participates in many military vehicle events throughout the country including the 'The War and Peace Show' which is the largest military show in the world. He also attends most of the D-Day commemorations in France each year, along with his vehicles. He has collected many different WWII American vehicles and motorcycles throughout the years and currently owns a 1943 Dodge Command car and 1942 Willys Jeep.



John outside his workshop in Cranleigh, holding an instantly recognisable radiator grille from his car of choice – the MG Magnette

Grateful thanks to John for reminiscing and allowing me access to his photographs, without which this article would never have materialised.

Thanks also to Audrey Smithers for the photo of the Anchor, Pyrford

Original photographs c/o John Gammon collection

Contemporary photograph c/o Alan Cooper

KEN FRENCH 1925 – 2018

JOHN SLATFORD

We have to record the death of another of our members from the very early days of the Society. Ken, who died earlier this year, had not lived in Ripley for some 25 years but was resident, from the time he joined, at 'Farrs' in Ripley High Street.

In our early days our buildings group was, through Ken, able to get to know his father Jim and make detailed studies of the family home 'Goodgrove' in Send Marsh Road. This is an important timber-framed house dating from the mid 16th century – this despite its apparent Victorian gothic-style front. It was recorded in Newsletter No 23, fortunately, not long before Jim died in 1979, aged 79.

Ken was an active member in the buildings group and contributed a number of articles about Mays Corner and Send Marsh Road, especially Boughton Hall (now New Hall) and the Boughton family. One anecdote that I remember concerned Ken and our first President Jim Oliver. Jim was a fine historian and all we learned in our early days came from him, but he was a prickly person, didn't like to be challenged or told he was wrong. From memory, it was at a buildings group meeting when we were discussing Tudor House, which is on Ripley's High Street. Ken came up with a village legend that on one occasion a

horseman had ridden through the front door and through the passage to the back of the house. However, the passage passes between the front rooms on either side and is very low. This is because the chimneys from the front room fireplaces converge over the passage. Ken insisted it was fact and Jim insisted it couldn't be possible. Quite an argument followed and I am sure that this and a couple of other issues led to Jim's resignation from the Society, a very great loss.

Ken and Patricia left Ripley in the mid 1990s to live in Swanage but continued their membership. Whilst there he contributed two quite important articles for the Journal. The first appeared in J150 where he described his experiences with his sister Jean starting at Ryde House School in 1930 at the age of five; the second was in J151 where he wrote about a pair of houses on Send Barns Lane designed and built by his father in 1937.

Some years after moving to Swanage, Ken suffered an accident which resulted in their moving to Nottinghamshire to be close to their daughter. It is always sad but quite important to write these reports. In conclusion, I, rather belatedly, send our condolences to Ken's family.

OUR VERY OWN CENTENARIAN

LES BOWERMAN

After 43 years of recording centenarians connected with Send and Ripley, it is with great pleasure that we can now record and offer hearty congratulations to Betty Batten, our second History Society member to achieve that venerable and much venerated status. The first was Dorrie Challen.

Betty Batten joined the Society in February, 1984, and has remained a faithful member ever since, serving for very many years as a museum steward and bussing in from Guildford on her own for museum duty when well into her nineties.

It was only by chance that Betty's passing of the magic milestone became known when she wrote to our Treasurer offering condolences on the death of Ken French and apologising for not being able to attend the funeral with the words 'I am now aged 100 so will not be able to attend.'

The roll-call of Send and Ripley centenarians now reads as follows:

- 1976 Eveline Lancaster of Sendholme. Aged 100. Newsletter 10/10
- 1981 Ethel Tice of Send Barns Lane. Aged 104. Newsletter 41/10
- 2005 Dorrie Challen of Send Road. Aged 100. Journal 183/7
- 2008 Elsie Robinson of Old Hall/Boughton Hall. Aged 100. Journal 202/18
- 2011 Connie Garside of Potters Lane. Aged 102. Journal 234/9
- 2014 Charles Hughesdon of Dunsborough Park. Aged 104. Journal 237/9
- 2014 Marjorie Goddard of Ripley. Aged 100. Journal 240/12
- 2016 Elizabeth Bowles of Old Hall/Boughton Hall. Journal 253/18
- 2018 Betty Batten of London Road, Guildford, our Senior Member, aged 100

THE CORNISH UPRISING OF 1497 (CONTD)

CAMERON BROWN



In response to Andrew Jones' article in J260 p28 three members contacted us about the question posed in the final paragraph of the article:

In 1997, on the 500th anniversary of the uprising, the route and battle areas were walked and a statue of Flamank and Joseph was erected in Cornwall. Plaques were left at the battle locations including Guildford. Does anybody know the location of the plaque as that might help pinpoint the proper location of the skirmish?

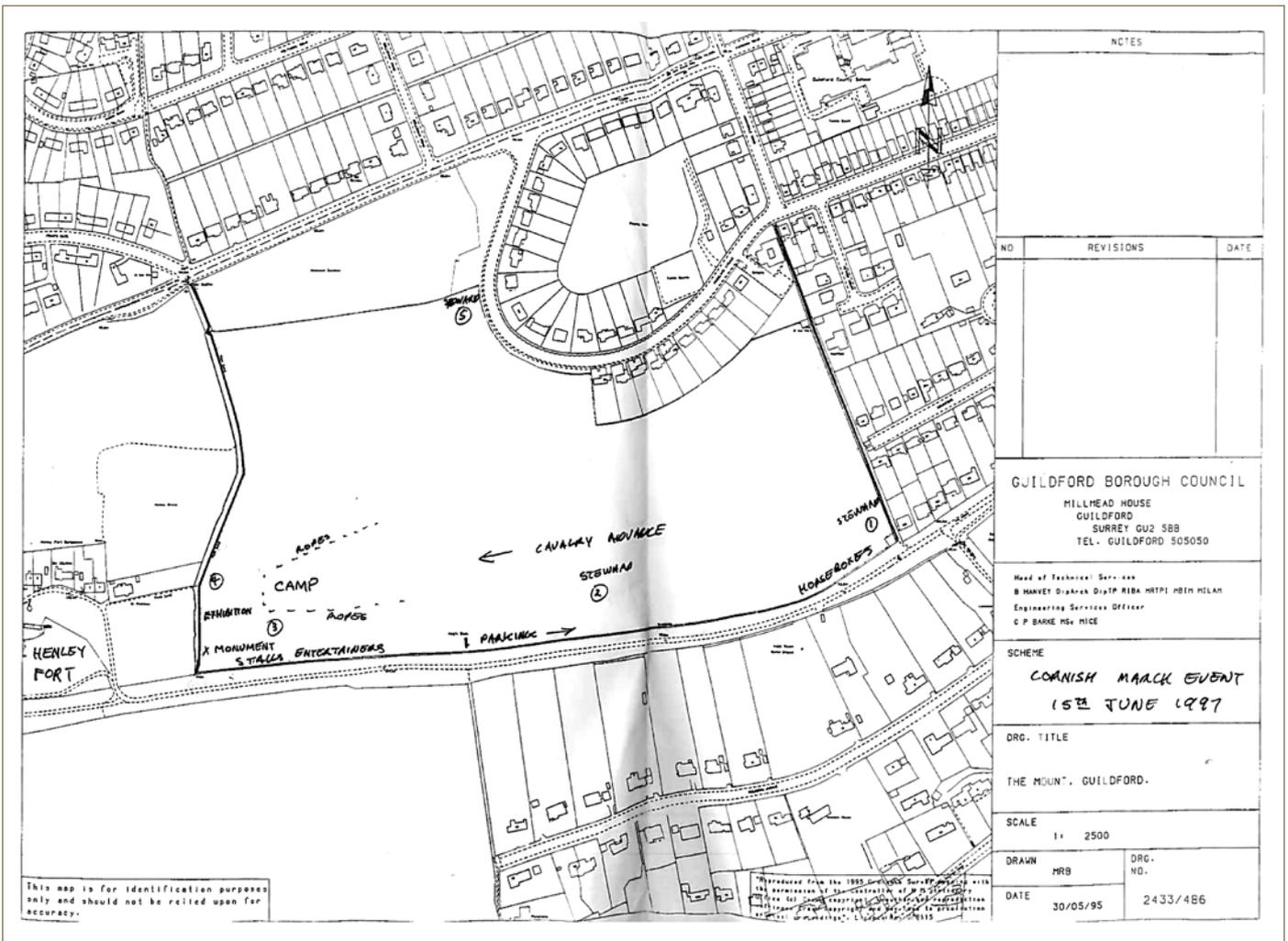
ELIZABETH HARRIS WROTE:

I found the following in *Guildford's Hidden History*, by Helen Chapman Davis (Amberley 2010): 'just on the eastern outskirts of Henley Grove, beside the Hog's Back Trackway and overlooking the grassy open space on The Mount stands the monument to the Cornish rebellion'.



Scenes from the re-enactment of the skirmish on 'Gill Down'

Janet Tice and Neil Smith also emailed, Neil handily including a map and adding: 'the monument is to be found in the first field on The Mount at the far south-eastern corner'.



Planning document for the event, submitted to GBC

Your intrepid editor promptly undertook an expedition to take some photographs. Guildford Borough Council were initially unable to provide any further information on the re-enactment nor who actually financed the erection of the monument. However, once they passed my enquiry to the Guildford Museum I was invited to come in and look through a file of newspaper clippings and other documents and photographs. The Cornwall Heritage Trust provided further useful information.

This part of the commemoration of the uprising comprised a 30-day march from Keverne, Cornwall to London. Guildford was reached on the 22nd day (15th June 1997), after an 11-mile walk from Farnham, part of which was included in a contemporary BBC documentary. That afternoon the group were welcomed by the then mayor, Lynda Strudwick.



The view over Guildford from The Mount

The re-enactment of the skirmish of Gill Down (or Guildown) with the king's troops took place the following day and was organised by the then curator of the museum, Matthew Alexander. The commemorative stone was unveiled and a minute's silence was observed.



Unveiling of the monument by the Bishop of Guildford

It seems that the stone was mined and carved in Cornwall but that GBC volunteered half of the costs. Unfortunately none of this further research revealed any connection with Send.

If you have never visited The Mount I can thoroughly recommend it for its delightful views over Guildford. There is a free car park at the end of the road, only some 20 yards from the location of the monument, which is on the left as you go back down the road from the car park, through a kissing gate behind a large felled log.

Pictures courtesy Guildford Museum and Cameron Brown.



The monument



Looking east along the road, from the car park. The footpath is on the left behind the log

LETTERS

PAT CLACK WRITES:

In Malcolm Isted's article in J260 p4, I presume he is referring to Sandfields estate when he mentions a few times, Sandlands. Also on p4 it should read Polesden Lane not Papercourt Lane (referring to the semi-detached houses).

Malcolm responds: Pat is quite right about the name of the estate so apologies for my mistake.

The cottages I referred to where the Marsh and Collyer families lived are in Papercourt Lane, though now unrecognisable from when I knew them. However, there are, I believe, two identical cottages in Polesden Lane.

Pat also commented on June Davey's Clandon Park article, J260 p 10: I have read through the article about Clandon Park and was also at the meeting, and now think I have been under a misapprehension for some years. I thought the troops were based at what is now the women's prison [HMP Send] at East Clandon but it appears it was Clandon Park at West Clandon. I was told by my grandad that one of his sons was flown home, wounded, from France. At that time their relatives would have been told either they were missing or wounded, but never told where they were.

My grandad was manager of Colman's furniture shop in the Broadway, and one of his customers was Mrs Boorman, whose husband owned a motor showroom in Woking; she was a voluntary nurse during the Great War, and one day when working at Clandon Park, she realised there was a Bert Gibbons there, and she talked to him; she then went into grandad's shop and (to set his mind at rest; she shouldn't have divulged the information) she told grandad that his son was safe and getting better and was at Clandon.

I have been trying to research to see if wounded troops were at both places, but without success. I know the East Clandon one was used in the past as an isolation hospital; when I was small I went there with my parents to wave to a friend who had scarlet fever – no visitors allowed, but

we could see them at the window. Also once when there was a smallpox epidemic a liner came into Southampton and patients on board were brought there.

JUNE DAVEY REPLIES:

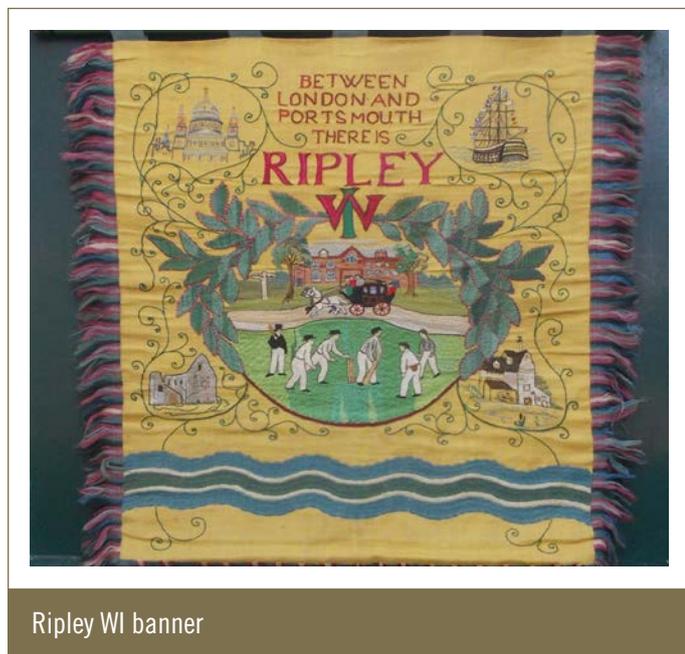
I have done a little sleuthing, and there was indeed a smallpox isolation hospital at East Clandon/Ripley at the site of what is now the HMP Send women's prison. At the end of the 19th century there were other such hospitals in Surrey – at Whitmoor and Ottershaw – but it was felt that the county should have a specialist hospital built specifically for smallpox. A Surrey Smallpox Committee was created between 1904 and 1905 to establish and administer a small hospital. A fairly remote site was chosen and the hospital constructed in the East Clandon/Ripley area. At the beginning of the twentieth century, smallpox epidemics were becoming rare, and patients for the hospital dwindled. It remained open during the 1920s, but during the 1930s started to treat diphtheria sufferers too. It finally closed in 1935. I guess diseases like scarlet fever would also have been accommodated, and this would be the building where your member glimpsed her sick friend and where the patients from the liner were nursed. After the hospital closed the building became a prison for junior offenders – a Detention Centre – in 1962, operating until 1987. It then became an adult male prison and it was demolished and rebuilt in the late 1990s as a women's prison.

I would love to be able to research Bert Gibbons. I found about 20 soldiers of that name on the military website, but I would need to know his regiment to go further. Before the fire, I could have accessed the patients' records at Clandon Park – these did survive the fire and were about to be put online before the tragedy. They are safe in store just now. Bert would have been at the Clandon Park Primary Hospital, I'm pretty sure. There was a hospital at Broom Hall (now no more) in West Horsley, used as a convalescent centre for Clandon Park, so he may have ended up there. But if he was wounded in France, it would have been the Primary Hospital.

SEND & RIPLEY LOCAL HISTORY MUSEUM NEWS AND FORTHCOMING EVENTS

CLARE McCANN

The latest exhibition, Ripley Court 125, (which may be over by the time of publication of this journal) has been well received. I cannot claim much credit as it has been mainly put together by the staff and pupils at the school. One visitor in her nineties remembered making teas for the nurses during the war when the school was taken over as a maternity unit. The exhibition will run into July when I will replace it with one on games and pastimes using some of the stories that have come out of local memories that have been recorded over the years.



The museum was full to bursting on 12th June as we had a special opening for the Surrey WIs. It was a chance to show off the lovely banner the society was given some years ago.

FORTHCOMING EVENTS

Doors open for all evening talks at 7.30pm for an 8pm start at the Ripley Village Hall. Tea/coffee available.

DATES	EVENTS
Tuesday 18th September	Iain Wakeford talk: Industrial Woking
Friday 28th September	Quiz night - postponed
Tuesday 16th October	Paul Backhouse talk: Alan Turing – Guildford's best kept secret
Tuesday 20th November	Paul Cook, project manager for National Trust talk: Clandon, the Fire and the Future
Tuesday 11th Deceember	The Christmas Social – members only

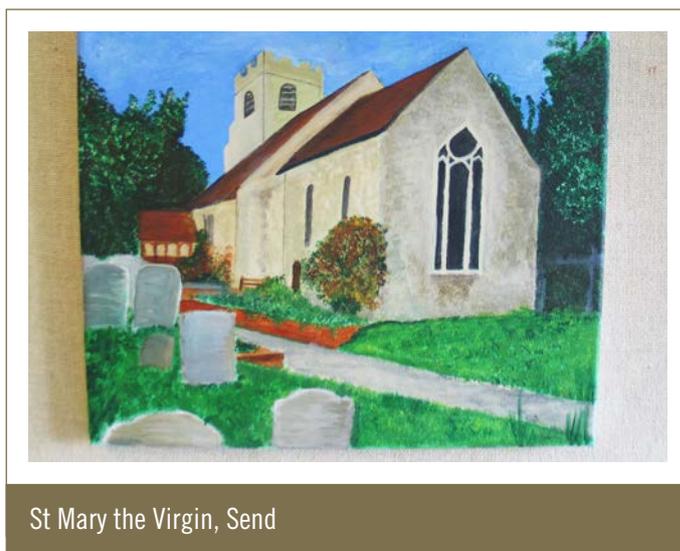
Further details can be obtained from Margaret Field 01483 223387

NEW ACQUISITION

The Society has been given a picture from the recent *Send Inside Out* exhibition. The picture shown below is of Send Church and was painted from a photograph, by Nerissa, who joined the Artist in Residence programme at HMP Send in 2017. The statement she wrote to accompany her paintings was as follows:

I wanted my landscapes to seem steady and reassuring places that would bring back memories. For this exhibition I asked for photos of the local area to work from. Even though I live here, I have never seen what is beyond the fence.

My paintings have always been of memories of back home in Wales, so it was exciting to expand and to see the local beautiful countryside that surrounds this high, dark fence. I hope you enjoy these paintings and that you, too, have some memories of the places in them.



SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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throughout the year (check bank holiday opening times)

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Other times for school groups and small parties by arrangement

Contact Clare McCann on 01483 728546 if you require further information or wish to help in the museum

HISTORY SOCIETY PUBLICATIONS

Ripley & Send Then and Now; The Changing Scene of Surrey Village Life	Reprinted 1998/2006	£10.00
Guide to The Parish Church of St Mary The Virgin, Send		£1.25
Then and Now, A Victorian Walk Around Ripley	Reprinted 2004/07	£4.00
The Straight Furrow, by Fred Dixon		£1.50
Ripley and Send – Looking Back	Reprinted 2007	£9.00
A Walk About Ripley Village in Surrey	Reprinted 2005	£2.00
Newark Mill Ripley, Surrey	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	£8.00
Two Surrey Village Schools – The story of Send and Ripley Village Schools		£10.00
The Parish Church of St Mary Magdalen Ripley, Surrey		£5.00
Memories of War		£8.00
Map of WW2 Bomb Sites in Send, Ripley and Pyrford		£2.50
Memories of War and Map of Bomb Sites		£10.00
Send and Ripley Walks		£5.00
Newark Priory: Ripley's Romantic Ruin		£8.00
Special Offer: Purchase Newark Priory and St Mary's Ripley		£10.00

All the publications are available from the Museum on Saturday mornings, from Pinnocks Coffee House, Ripley, or via the Society's website www.sendandripleyhistorysociety.co.uk



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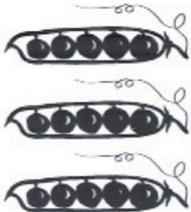
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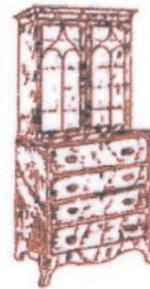
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