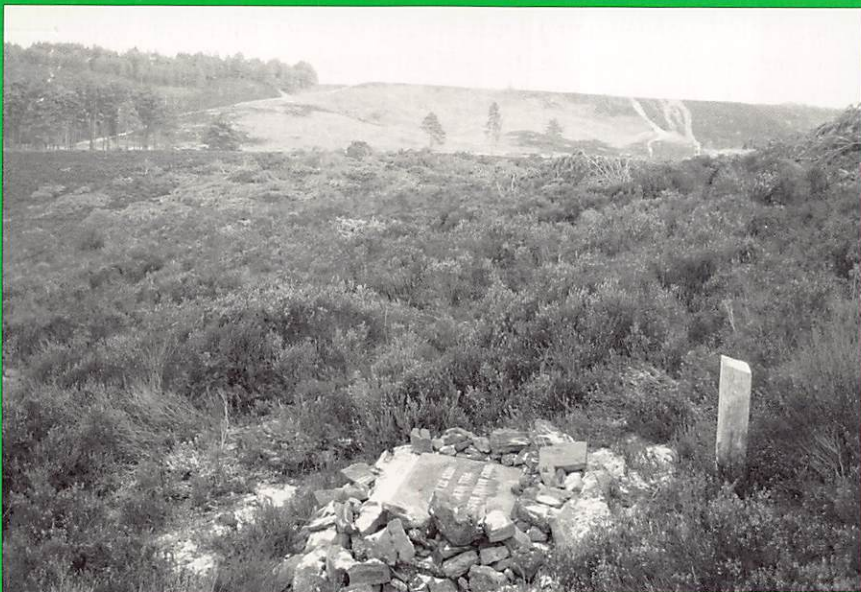


# SURREY HISTORY



The Bossom Air Disaster on Hankley Common

A Brief Look at Brewing in Surrey

Some Notes on Surrey Tokens of the 19th and 20th Centuries

Some Public Utilities in Surrey: Water Supply

Surrey History Centre Accessions of Records in 2006

VOLUME VII NUMBER 4

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The meetings organised by the Committee include a one-day autumn Symposium on a local history theme, a half-day spring meeting on a more specialised topic and a summer visit to a particular village or town in Surrey. The Committee produces *Surrey History* annually and other booklets from time to time. See below for contact details for publication enquiries.

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Surrey Local History Committee desires it to be known that it does not necessarily concur with the statements or opinions expressed herein.

The editors apologise for the delay in the production of this issue.

Cover illustration:  
Memorial to Emily Bayne Bossom on Thursley Common.

# THE BOSSOM AIR DISASTER ON HANKLEY COMMON

*John Bennett*

## Introduction

On 27 July 1932 a light aircraft broke up in mid-air over the southern part of Hankley Common, near Thursley in south-west Surrey. Three people were killed and the locations where the remains of two of them, Emily Bossom and Bruce Bossom, were discovered are indicated on the map shown as Fig 1.<sup>1</sup> The sites are about 100m apart on ground covered by thick heather and are marked by horizontal concrete memorial slabs. Photographs of these slabs are shown in Figs 2 and 3. This paper describes the events of the day, the people involved and the results of the official enquiry.

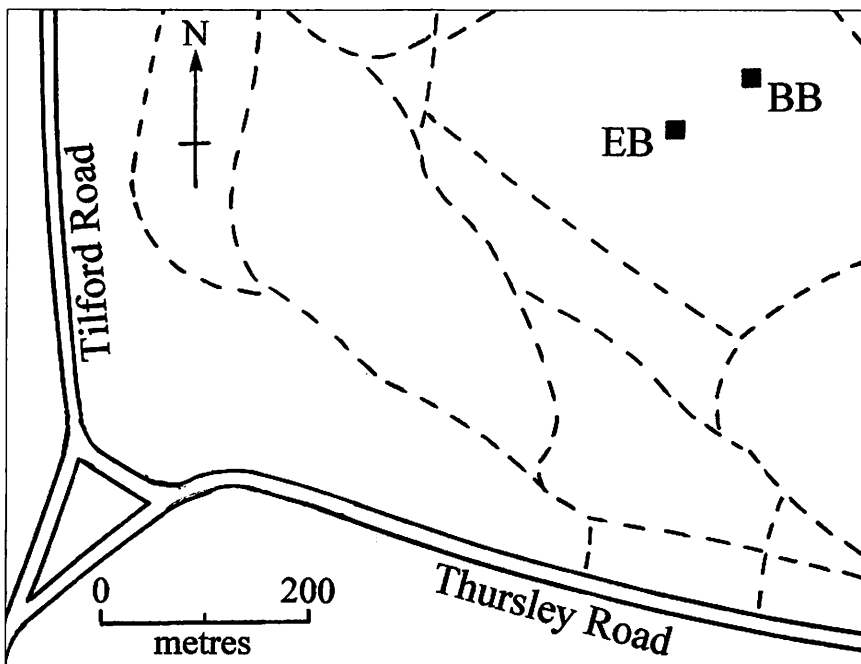


Fig 1 The locations on Hankley Common of the memorial slabs to Emily Bossom (EB) and Bruce Bossom (BB). Tracks across the Common are indicated by broken lines.



**Fig 2** View of the Emily Bossom memorial, which is inscribed ‘Emily Bayne Bossom fell here July 27, 1932’.

## The People

The occupants of the aircraft were the pilot, Bruce Bayne Bossom aged 23, his mother Emily Bayne Bossom aged 45, and Count Otto Erbach-Fürstenau aged 23, a friend of the family.

Emily was the wife of Alfred Charles Bossom and they lived at 5 Carlton Gardens in Pall Mall, London. Alfred was born in 1881 in Islington, educated in Surrey at Charterhouse School and later trained as an architect at Regent Street Polytechnic and the Royal Academy. In 1903 he went to the United States to design a housing scheme for the Carnegie Steel Mills in Pittsburgh and then, in 1908, undertook the restoration of Fort Ticonderoga in New York State. It was there that he met and married Emily Bayne who was the daughter of Samuel Bayne, the President of the National Seaboard Bank in New York and owner of only the second oil well in the country. The Bossoms had three children: Bruce born in 1911, Clive in 1918 and Doric in 1922.

In New York Alfred specialised in both bank design, doubtless helped by his marriage to Emily, and in the design and construction of skyscrapers, many of which were for the evolving petroleum industry. As described in the *Handbook of Texas Online*:

America was booming and skyscraper construction had reached maturity. Bossom’s contribution was to implement existing technologies with maximum efficiency. His theories, philosophy and work methods

are summarised in his book *Building to the Skies: The Romance of the Skyscraper* (1934). By 1918 his burgeoning architectural practice, which occupied offices at 680 Fifth Avenue in New York, was handling a flood of commissions in various parts of the country, primarily along the eastern seaboard and in Texas. Bossom's major work in Houston is the Petroleum Building (1925-6) and he also designed the United States National Bank in Galveston (1924).

His family returned to England in 1926, at the height of Bossom's professional career, determined that their three sons should be educated there. Bossom began a new life in public service, entirely detached from architectural practice. He was elected to Parliament as Conservative Member for Maidstone in 1931 and served for 28 years. He was made a baronet in 1953, was elected to the Royal Society of Arts (1957-59), and in 1960 was made life peer, taking as his title Lord Bossom of Maidstone. His enthusiasm for Texas was manifested in his leadership of the Anglo-Texas Society in which he served as President from the mid-1950s until his death in London in 1965 at the age of 83.<sup>2</sup>

Bossom also received a number of international awards.<sup>3</sup>



**Fig 3** View of the Bruce Bossom memorial, looking north-west towards Gold Hill. The memorial is inscribed 'Bruce Bayne Bossom fell here July 27, 1932'.



**Fig 4** A de Havilland Puss Moth (from: [www.dhmothclub.co.uk/retypes](http://www.dhmothclub.co.uk/retypes)).

### **The Aircraft**

The aircraft concerned was a de Havilland Puss Moth (Fig 4) designed as a successor to the Moth biplane, with an enclosed cockpit and a single high-level wing to give excellent weather protection and visibility. The engine was inverted so that the cylinders pointed downwards to increase pilot visibility over the nose and to reduce the amount of oil blown onto the windscreen. Built at de Havilland's Stag Lane works in Edgeware, Puss Moths first flew in 1930 and became synonymous with long distance record-breaking flights, including the first solo east to west crossing of the Atlantic by Jim Mollison in 1932.<sup>4</sup>

The fuselage had a steel tube structure covered with fabric over wooden stringers attached to the main framework. The wing was an all-wood construction covered in fabric and with streamlined steel tubes to the bottom of the fuselage.<sup>5</sup> The tail unit was also wooden.

Despite its use on long distance flights, the Puss Moth suffered a structural weakness, which was attributed to the geometry of the wing bracing using external struts. This geometry was subsequently changed.<sup>6</sup> There were a number of Puss Moth crashes all over the world, such that they became subject to a full Air Ministry enquiry and a very lengthy official report and other studies which were published. The de Havilland answer was to build the Leopard Moth with a wooden box fuselage and a revised wing structure.

### **The Crash**

The *Farnham Herald* reported the accident on 30 July 1932 and the subsequent inquest was opened on 6 August and adjourned until 14 September. The crash was studied by the Air Ministry and the results presented in a report dated 12 October 1932.<sup>7</sup> The summary of this report stated:

The machine broke to pieces in the air when either in or above a storm cloud and therefore hidden to view from the ground, the



structural failure occurring about an hour after the start of a flight from Heston aerodrome. Numerous parts of the aircraft and also the bodies of the pilot and passengers fell separately to the ground and were found scattered over the countryside on an almost straight line for a distance of rather more than one-and-a-half miles.

The aircraft had been bought by Brian Lewis & Co. in April 1932 and had only accumulated 230 flying hours, with no trouble reported during the preceding 14 weeks, for which it was in almost daily use. On the day of the accident it had been inspected, certified airworthy and had been used for cross-country flights earlier in the day.

The pilot, Bruce Bossom, had over 300 hours flying experience from March 1931, including special courses on navigating in clouds, and he was practiced in aerobatics. He had also done a considerable amount of cross-country flying in adverse weather conditions and was in fact an apprentice to the owners, during which time he had flown the Puss Moth concerned on numerous occasions.

Heston aerodrome was an airfield in Hounslow in the Second World War and nowadays hosts the Heston service area on the M4 motorway. The Bossoms' intention was to fly from Heston to visit Hamble aerodrome and



**Fig 5** The Bossom family grave in Thursley churchyard. Those buried here are Emily and Bruce (1932), Doric (1959) and Alfred Charles (1965).

return after having tea there. The weather conditions were stormy in most parts of the country throughout the day of the accident, and particularly so towards the evening. The sky was about eight-tenths overcast with heavy and local squalls occurring. The wind was south-westerly and very gusty. Conditions were described by several experienced pilots as being exceptionally bumpy. After refuelling the party left Heston at around 4.50pm during a heavy shower, and headed south.

No doubt the adverse weather conditions caused a change of plan because they did not arrive at Hamble. Shortly before 6pm the aircraft was seen over Churt through a gap in the clouds, apparently flying normally and heading in a north-easterly direction (towards Heston). But shortly after disappearing behind a heavy storm cloud, witnesses heard a rending noise similar to a clap of thunder and a few seconds later the machine was seen to fall to pieces from out of the cloud. The wreckage was found in an almost straight line in an easterly, downwind direction.

The report concluded that both wings, or an entire half wing, had become detached from the fuselage under excessive down-force, a load which it was not designed to take, and that the curved portion of the cabin roof had been in a fractured condition for a considerable time beforehand. This fracture was presumed to have been caused by heavy landing on previous occasions, although this alone was not thought to have led to the complete structural failure in the air. It was felt more likely that some other member of the fuselage had broken under the strain of a violent 'bump' induced by storm clouds. A short report on the crash was also published in the *Farnham Herald* on 30 July 1932.

Emily and Bruce were buried in Thursley churchyard, as was Emily's son Doric in 1959, and her husband Alfred Charles in 1965. The family grave is shown in Fig 5.

## References

1. GPS based grid reference co-ordinates for the Emily Bossom memorial are SU 87806, 39766 at 85m elevation, while those for Bruce Bossom are SU 87879, 39822 at 75m elevation.
2. Handbook of Texas Online ([www.tsha.utexas.edu/handbook/online/articles/BB/fbozl.html](http://www.tsha.utexas.edu/handbook/online/articles/BB/fbozl.html)), accessed on 2 March 2006.
3. Alfred Bossom's awards (<http://www.thepeerage.com/pl4626.htm#i146255>) accessed on 5 August 2006.
4. National Museum of Scotland website ([www.nms.ac.uk/flight/collections/inter.asp](http://www.nms.ac.uk/flight/collections/inter.asp)) accessed on 28 March 2006.
5. British Aircraft Directory ([www.britishaircraft.co.uk](http://www.britishaircraft.co.uk)) accessed on 28 March 2006.
6. Stuart McKay, Secretary of the DHMoth Club, personal communication 28 March 2006, and [www.dhmothclub.co.uk](http://www.dhmothclub.co.uk) accessed on 28 March 2006.
7. The National Archives ([www.nationalarchives.gov.uk/catalogue](http://www.nationalarchives.gov.uk/catalogue)) Report C224. AVIA 5/14. 1932. 8pp.

# A BRIEF LOOK AT BREWING IN SURREY

*Ken Smith*

The history of brewing in Surrey is a reflection of the way the entire industry has changed across the country over the last 300 years. In 1890 there were over 11,000 licensed brewers in England. By the outbreak of the Second World War there were just nine hundred. In 1905 records show that there were 34 operating brewers in Surrey, each one trading at a local level, supplying its respective community. Over the last hundred years, thanks to take-overs and mergers, they all disappeared – every last one of them.

As an example of how and why the number of Surrey brewers dwindled, let us take *The Swan Hotel* in Leatherhead, illustrated in Fig 1. The first written evidence of the Swan itself comes in 1636 in a poem by Surrey traveller John Taylor. However, it is fairly certain that the premises existed well before that time. By 1680 it was a staging post on the London to Brighton coach route. It would be safe to assume that the hotel would have brewed beer somewhere on its premises, although currently there is no evidence to prove that.



**Fig 1** *The Swan Hotel* in Leatherhead High Street. Courtesy of Leatherhead Museum.

The hotel built up a great deal of trade from visitors passing daily along the rapidly extending coach routes. By 1838 it was a major coaching stop with connections not only to London but also to Guildford, Bognor, Horsham and Worthing. This date is significant because it marks the sunset of the coaching era and the dawn of rail travel. This must have hit home to the owner, George Moore, who would have been looking for new ways to make money and replace his dwindling coach revenues. So, in 1859, he founded the Swan Brewery to supply a much wider market – the business took off. Things were going so well that by 1874 his son had to build a new brewery to cope with demand. This was constructed in an Italian style and must have looked magnificent with a frontage of red brick with blue-and-white enrichments. The chimney, a local landmark, was finished in red, white and blue bricks. A drawing of the brewery from an early 20th-century advertisement is shown in Fig 2.

As was typical of the brewers of the day, the Moores sunk their own wells to protect the quality and flow of their water. The local water was significant at that time as it gave the beer its own characteristics and distinctive flavour. As technology improved, science allowed brewers to mimic these characteristics with the addition of salts and chemicals. Sometimes the well water could be used by other parties. For example, in Reigate during

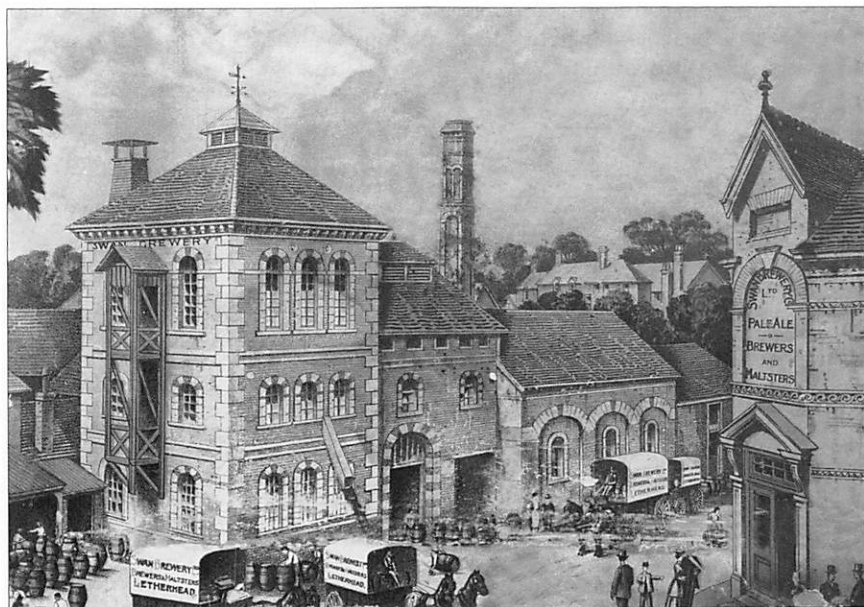


Fig 2 The Swan Brewery from an advertisement of the period c.1903-21. Courtesy of Leatherhead Museum.

the Second World War the local brewers, Mellersh & Neale, had their well connected to the local supply in case enemy bombing cut off the mains to the town.

By 1905 the Swan was so successful that the accounts showed customers as far afield as Redhill, Reigate, Dorking, Guildford, Chessington and Epsom. However, the Moore family had their sights set on bigger things. To help them achieve their aims they acquired the business of several of their local competitors. In 1885 they bought Dagnalls' White Horse Brewery in Epsom. In 1890 they acquired Lucocks' Rock Brewery in Dorking and in 1907 they took over Boxall & Sons, also in Dorking. Boxalls had been founded in 1839 and brewed at the Sun Brewery in Mill Lane, off the High Street. When the Swan acquired the Sun it came with a tied estate of eight pubs. It is also worth noting that there was a Jesse Boxall brewing at the Star Brewery in Shalford at the turn of the 20th century – inevitably there would have been a family link. Perhaps calling their respective breweries the Star and the Sun was linked as well?

The Swan continued to expand and in 1912 Sayers of Ashted fell to the Moores' take-over urges. This made the Swan a fairly sizeable local brewery with an extensive tied estate. So, inevitably, it became the target for another Surrey brewer who was out to increase trade by buying up the opposition. In 1921, the Swan was acquired by the Reigate brewers Mellersh & Neale. With the brewery and hotel came 21 pubs, which were almost certainly the original target. By 1936 the Leatherhead site was sold and the buildings demolished to make way for shops. As with so much brewing history these days, there is nothing to be found on the site of the brewery. For example, if you want to see part of the Swan Brewery, visit Leatherhead Museum where, in the grounds, is the swan statue that had adorned the entrance to the hotel.

Mellersh and Neale themselves had been established in Reigate way back in 1621. After getting their hands on the Swan Brewery they also picked up Pagden's Hope Brewery in Epsom in 1931, a brewery which had been founded in 1769 but was owned by Barclay Perkins, of Southwark. Because of their growing size, Mellersh and Neale soon proved to be a tempting take-over target for a yet larger brewery wanting to be even larger. In 1938, they were acquired by London brewers Meux. Again, the tied estate of 94 houses was probably the main temptation rather than the site in Reigate.

One of life's ironies came during the Second World War, when Meux moved their London offices to Mellersh and Neale's Reigate Brewery to get away from the blitz. In 1942, the Reigate offices burnt down, not from enemy action but from a careless accident with a candle. The London offices remained untouched for the whole period of the war. Although Meux was a London-based company, it acquired additional Surrey links when in 1956 it merged with Friary, Holyroyd & Healey of Guildford to create Friary Meux, a name that can still be seen on a number of pubs across the South

East. Friary, Holroyd & Healy was a major brewery in the area and had been created in 1889 when the Friary Brewery of Guildford merged with Holroyd's Brewery of Byfleet. Healy's brewery in Chertsey joined them in 1890 and Youngs of Dorking in 1897. This tangled web of take-overs and mergers was compounded in 1964 when Friary Meux was taken over by Allied Breweries, who were then trading as Ind Coope. Exactly the same thing happened to all the other breweries in Surrey and indeed across the nation – sure and continual consolidation.

Having considered a few of the Surrey brewers, let us look at the fate of some others that were trading during the 20th century. Nalder & Collyer had a long history, they brewed in Croydon and sold their products over a wide area. It appears that the brewery in the High Street was established by Wylim Chapman Baker prior to 1586. It went through numerous changes of owners over the centuries and the most successful of them all was Anthony Harman, who traded from 1798 to 1845 and set the pattern for later expansion. In 1848, the partnership of Nalder & Collyer leased the brewery from the trustees of Anthony Harman, eventually purchasing the freehold in 1890.

Nalder & Collyer's Brewery Company Ltd was registered in May 1888 to take advantage of the new Companies Act. At that time it had 255 licensed houses with a £400,000 value; this made it a very tempting target for other brewers wishing to grow big by acquisition. In 1919, it was acquired by the City of London Brewery Company Ltd in a deal which included only 170 licensed houses. The reduction in the estate from the large figure in 1888 reflects the impact felt across the trade of a decrease in demand for beer in the early years of the 20th century and the impact of licensing restrictions in the First World War. Brewing continued on the site until 1936, when the City of London Brewery was acquired by Ind Coope of Romford and the site became a depot.

Another Croydon firm that expanded through take-overs and mergers was Page & Overtons. The Page side of the partnership can be traced back to 1889 when Nathaniel Page bought a brewing company operated by a Mr Ludlam and a Mr Grant located at the Shirley Brewery in Surrey Street, Croydon. The Overton side came from a family that had been at the Royal Oak Brewery in the same street since 1854. Page & Overton's Brewery Company Ltd was set up in August 1892 as a limited liability company to merge the two operations. The Shirley Brewery was closed in 1903 and the Royal Oak Brewery was renamed the Shirley Brewery, which makes it difficult for brewery historians to follow the story. The new company knew that it had to expand to survive and so in 1897 purchased Verrall & Sons of the Southover Brewery at Lewes in Sussex, which had 85 licensed houses. It expanded again in July 1903 when it took over William George & Son of Epsom, and Youell & Elkin of the Albert brewery at Horley. All brewing was concentrated at the Shirley Brewery, the other premises being closed

and sold off. Inevitably, Page & Overton themselves fell foul of take-over mania and were acquired by Hoare & Co Ltd of London in 1929. This ownership did not last long as Hoare and company were themselves taken over by Charringtons in 1934. The Shirley Brewery continued to brew until 1954; the buildings were finally demolished in 1972.

However, there is no need to get too down-hearted about the state of commercial brewing in Surrey. There are still locations that brew beer for local consumption: Ascot Ales Ltd, Camberley; Farnham Brewery, Farnham; Hog's Back Brewery Ltd, Tongham; the Leith Hill Brewery, Coldharbour, Dorking; Pilgrim Ales, Reigate; Surrey Hills Brewery Ltd, Shere; and Wayland Brewery, Addlestone.

For further research the following web sites are recommended:

<http://quaffale.org.uk/php/county/C50>

<http://beerinprint.co.uk/index.php>

<http://breweryhistory.com/>

The author is Publications Editor of The Brewery History Society ([www.breweryhistory.co.uk](http://www.breweryhistory.co.uk)).

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# SOME NOTES ON SURREY TOKENS OF THE 19TH AND 20TH CENTURIES

*John Theobald*

This article is based on the second part of a lecture entitled 'Four Centuries of Local Unofficial Money in South West Surrey, or The Butcher, The Baker, The Candlestick Maker', given at the Spring Meeting of the Surrey Local History Committee at Shalford on 19 March 2005. The first part, dealing with tokens of the 17th and 18th centuries, was published in *Surrey History*, volume 7 number 3, in 2006.

## **Introduction**

Unofficial money as a substitute for regal coinage was introduced when times were hard and coin of the realm was virtually unobtainable. The first major issue of tokens was in the 17th century and the second came at the end of the 18th century, when improvements in techniques of mass production and consistency of the product enabled pieces to be struck in considerable quantities.

In the late 19th and early 20th centuries, tokens were still used widely for specific commercial purposes. Hop picking in Kent and East Sussex is one example, in which the labourers were often 'paid' temporarily in lead tokens. In the early 20th century some casual seasonal workers were paid in a similar fashion for fruit and vegetable picking by local farmers. Late 19th-century pub tokens in the Midlands and north of England provided one means of avoiding the strict gaming laws and obtaining refreshment without using coin of the realm. Very few of these tokens occur in the south of England. The Co-operative Society used metal and plastic loyalty and pre-payment tokens as recently as the 1960s. From the late 19th century onwards we have the added bonus of trade directories and photographs to call on when researching some of the local token-issuing shops and stores.

## **The Early 19th Century**

### *Issuers of Copper and Silver Tokens in Surrey*

In the early 19th century local villagers and townsfolk were desperately short of small-value currency. England was still at war with France, harvests had been poor for several years, bread prices had rocketed upwards and conditions for the working classes were grim in the South. Sporadic issuing of local unofficial tokens occurred to make up for the scarcity of regal money. Some of this was genuine; but some issuers sought to take advantage of a trying





Fig 1 Token of John Bunn, Weybridge Mills. Photograph by Brian Wood.

situation. At Weybridge on the Wey Navigation, a local warehouseman, Douglas Bunn, sought to impose tolls on all who passed in front of his wharf. A copper penny token (Fig 1) was struck in 1811, so that change for larger-value coin of the realm was always readily available. However, trying to convert it back later to regal currency, apparently, was a very different matter.

In 1811, King George III was ill and infirm after over 50 years on the throne and the Prince Regent was whiling the time away (not to mention enormous sums of money) in opulent places, such as the Pavilion at Brighton. To try to solve the continued chronic shortage of low-value regal currency, just a few silver sixpenny and shilling pieces were struck and issued by towns. They are scarce and hard to find nowadays. Examples include the silver sixpence and shilling tokens of Godalming (Fig 2) which are very drab, with an almost anonymous basic design. The woolpack is featured on one side of the token, as on earlier 17th-century pieces, but this time the year date is also engraved.

A national list of early 19th-century silver tokens attributes one piece to Ripley in Surrey.<sup>1</sup> It was for the value of sixpence but was struck in tin. The obverse (front) reads around the edge 'RIPLEY SIXPENCE' and has the initials T.C.S. in script in the centre. The reverse has simply the number 6 within a beaded border. No further information on this piece is available at present, but it is possible that its provenance is Yorkshire or Derbyshire.

A few of these local 19th-century silver pieces were considered by many contemporary folk to be almost legal tender, some being issued by local banks and underwritten by them. Such examples are much sought after today. Legally acceptable local banknotes too started to be issued during the early 19th century, but that is another story.



**Fig 2** Godalming silver shilling token, 1811. Courtesy of Godalming Museum. Photograph by Brian Wood.

## **The Mid-19th and 20th Centuries**

### *Local currency*

Effectively, the dawn of the Industrial Revolution permitted the mass coinage of large quantities of base circulating currency. From then on, local tokens often featured as advertisements for enterprising local tradesmen. Loyalty tokens started to make an appearance as well, and many different types and designs occur in the 19th and 20th centuries. Shapes became more adventurous and eventually aluminium, plastic and paper joined the earlier copper and brass materials, as soon as the opportunities to exploit them became available. Many tokens continued to be produced and used for trade promotions and publicity purposes and continue to be used even today in the 21st century.

### *Coffee-house Tokens*

Coffee-house tokens are known to have existed since the 17th century. A brass penny-sized token was issued by the Leopold Coffee Tavern, a temperance coffee house that operated for a few years during the 1880s in Kingston upon Thames.<sup>2</sup> On 12 April 1880 the Kingston upon Thames Coffee Tavern Company Limited was registered with £1,000 capital. Its directors included William Wilberforce and Theodore Bryant, of the famous Bryant & May firm of match manufacturers. Both lived in Surbiton and were noted teetotallers. Even more influential backing for the new company came the following month, when Prince Leopold, Queen Victoria's youngest son, became interested in the project, invested in a hundred shares and agreed to give his name to the building.

In 1960 a Mr Wright of Chessington presented one of these tokens to Kingston Museum. It was stolen from the museum on 28 May 1964, while on display, along with assorted other coins and tokens. It had never been fully catalogued and no rubbing or photograph had been taken of the piece. The Museum would welcome information about it so that its existence can be recorded correctly for posterity.

Guildford Museum has two examples of a similar brass token (Fig 3). It is 24mm in diameter. On one side it bears the legend GOOD FOR ONE PENNYWORTH OF REFRESHMENT AT THE and on the other side ROYAL ARMS COFFEE TAVERN GUILDFORD.<sup>3</sup> It would be interesting to know how many other local examples of coffee-house tokens exist.

#### *The Retail Trade – the ‘Co-op’*

Many local families shopped at the ‘Co-op’ and benefited from the use of its tokens. Pre-payment tokens were used locally – and still are in certain parts of the country in 2007 – to obtain daily necessities. A token for a loaf of bread or a pint of milk was purchased in advance from the local shop and then handed over to the roundsman or woman for goods as required. This speeded up the delivery process because money and change were not needed and the system had the added benefit that less cash was carried on the vans, so reducing the risk of theft. Dividend tokens were issued to the value of goods purchased in the shop. Usually twice a year a dividend was declared, perhaps 6d (2½p) in the pound. The member took the dividend tokens into the shop and received a cash bonus to their value.

The Guildford Co-operative Society Limited issued metal and coloured plastic tokens for various goods over a period of about seventy-five years.



**Fig 3** Guildford coffee-house token. Guildford Museum G6306 & RB3732. Photograph by Brian Wood.

It was formed in 1891 with its registered office in Haydon Place. Bread tokens were used soon after this date. The Society grew, assisted partly by the acquisition of the Horsham society, when its name changed to the Guildford & District Industrial Co-operative Society Limited. In 1935 a dairy was established; milk tokens joined the bread tokens and they continued to be used until the 1960s. At about that time 'Climax' account books, which recorded transactions in triplicate, were introduced and the dividend tokens became obsolete. The Society operated in a wide area of Surrey and Sussex until in 1971 it merged with the Royal Arsenal Co-operative Society. At that time it had 350 employees and 42,000 members. A list of towns in Surrey that issued Co-operative checks and tokens is given in Appendix A.<sup>4</sup>

*The Retail Trade – Gammon's and Phillips'*

Gammon's was a well-known and respected group of shops and stores in and around Guildford. One of its brass sovereign-sized advertising tokens (Fig 4) reads on the obverse: YOU CAN'T GET A SOVEREIGN FOR NOTHING BUT YOU CAN GET THE BEST VALUE FOR ONE AT ... The legend continues on the reverse: GAMMON'S DRAPERY CLOTHING & BOOT STORES AT GUILDFORD WOKING & COBHAM. References to Gammon's stores, and photographs of premises they occupied, are found in several local history publications.<sup>5</sup>

Gammon's had a small branch for a while at Farncombe, near Godalming, which was managed by Mr & Mrs Phillips, the parents of Jack Phillips, the wireless telegraphist on the doomed Atlantic liner *Titanic*.<sup>6</sup>

Phillips' Stores in Guildford (which had no known connection with the Godalming family) was set up after the end of the First World War by Percy Phillips, who had trained as a grocer in London. He moved to a site at Pitch Place, on the Worplesdon Road, and had two sheds from which he conducted mainly a grocery delivery service all around the area, with a small shop to serve customers in the immediate vicinity. He preferred to trade in the traditional way, and specialised in hams and cheeses. He used tokens as a loyalty scheme – a small round aluminium token, 3/4-inch (19mm) in diameter and with



Fig 4 Gammon's Stores token. Photograph by Brian Wood.

Fig 5 Phillips' Stores token.  
Photograph by Brian Wood.



an issue value of 2 shillings (10p today) bears the simple wording on one side only: PHILLIPS' STORES N<sup>R</sup> GUILDFORD 2/- (Fig 5). After the Second World War Percy Phillips sold his business and the shop continued as a village stores into the 1960s.<sup>7</sup>

#### *Factory and Works Time, Pay, Tool and Meal Checks*

During the 20th century, a number of engineering companies throughout the United Kingdom produced quantities of time, pay and tool checks.<sup>8</sup> These pieces also are considered by some to be paranumismatica. Some of them were local and were used as internal currency, such as in works canteens, and others were for obtaining special tools and equipment on loan from the factory's central stores. Guildford and south-west Surrey had at least nine issuers and further details of these are provided in Appendix B. They are the Chilworth Gunpowder Company; Dennis Brothers of Guildford; Drummond Brothers of Guildford; R.F.D. Company, Godalming; R.V. Smith Engineering Limited, Chertsey; Unwin Brothers, printers of London and Chilworth; Vokes Limited of Normandy, Guildford; Weyburn Engineering Company Limited, Elstead; and Weyman & Hitchcock Limited, Guildford. Probably several more similar pieces could be unearthed, if elderly former employees can be contacted and interviewed before it is too late.

The token for the Chilworth Gunpowder Mills (Fig 6), which closed in the early 1920s, provides a fascinating insight into daily life in a factory during the First World War and is worthy of specific mention. The Chilworth Gunpowder Company used these small, holed brass discs, bearing the employee's works number, in exchange for day clothes. It was strictly forbidden to take any form of clothing, such as metal-tipped boots, matches and the like into the gunpowder mills, for fear that an accidental spark might ignite material



**Fig 6** Chilworth Gunpowder Mills clothing deposit check. Guildford Museum, LG 3820a & b. Photograph by Brian Wood.

and cause devastation. Workers wore special clothing with no buttons, pockets or trouser turn-ups and were searched before entering the site. The works operated around the clock with two shifts beginning at 6am and 6pm. Many women worked night shifts at the cordite factory, but not many of them entered the danger buildings. One woman remembers being paid 4d. per hour. A young female relative of Mrs Phyllis Geary was working at Chilworth in 1916, and she had to walk a couple of miles each way to and from work. In the dark winter mornings and evenings she used a lantern to guide her along the paths. One day, however, she forgot that a couple of matches that would have been used to light her lantern were still in her pinafore pocket – when they were discovered, she was dismissed on the spot. This despite the fact that she had worked for the company for more than five years, and it was wartime, and they were short of good staff.<sup>9</sup>

Dennis Brothers Limited, of Woodbridge Works, Guildford, issued tool checks until well after the Second World War. Tool checks were metal discs that were exchanged for tools from the company store and returned to the owner when the tool was handed back. The Dennis Company was founded in 1895 and has been a significant and successful part of the Guildford economy. World-famous in the past for its fire engines and fire appliances, it has contributed a wide range and number of commercial vehicles, including dust carts, buses and grass-cutting machinery. Three different examples have been brought to the author's attention. One, a rectangular brass tool check, was issued to Percy James Heathorn, who served an apprenticeship at Drummonds of Guildford, before being called up into the Queen's Royal Regiment during the First World

War. In about 1935, the date on the token, he joined Dennis Brothers and worked there throughout the Second World War, making army fire engines, pumps and tanks. A similar rectangular token bearing the date 1943 (Fig 7)

was found by a sub-contractor, Ray Mulkeirins, when he was working on improvements to the Dennis factory site. An example of a round Dennis tool check has also been located.

Both tool checks and plastic canteen checks were issued by Drummond Brothers, lathe manufacturers of Guildford, and examples are held by Guildford Museum. Established in 1896, Drummonds' soon became a major engineering firm in Guildford and employed women during the First World War. Many of the Royal Navy ships were equipped with Drummond lathes. The firm's best seller was the 4-inch engineering lathe. Hard hit by economics in the 1970s, the company eventually merged with Staveley Machine Tools and finally closed in 1981. Some contemporary photographs of the factory appear in the book *Images of Guildford* produced by the *Surrey Advertiser* in 1998.<sup>10</sup>

The R. F. D. Company of Catteshall Lane in Godalming issued tool checks as recently as the 1950s. In the Second World War the company was involved in making barrage balloons. After the war they manufactured life-saving equipment, including life rafts for aircraft and ships, parachute equipment and possibly equipment for the Martin-Baker ejector seats for fighter pilots that were assembled in Denham, Buckinghamshire. Robert Goff of the Kingston Numismatic Society remembers that R.F.D. also had a factory at Woking, and he believes that they were connected then with the G.Q. Parachute Company. We are fortunate that in 2005 a former employee, David Elliott, recalled using the tool checks when he worked at the factory for five years in the early 1950s. As a skilled engineer, he was issued with six brass tags, each with a hole and punched on both sides with his employee works number – 819 in this case. He had inadvertently kept the discs in his toolbox for the next 50 years, neatly held together with a tiny metal nut and bolt. Just one of Mr Elliott's tool checks had a minute semi-circular punched mark, which, when examined with a magnifying glass, reads R.F.D. in a semi-circle. All six checks also had another number punched on both sides, in this case, the number 14 with a circle around it. This number may have referred to the actual factory or to a tool-store location.<sup>11</sup>

A very rare time ticket, issued by Unwin Brothers, printers, has come to light (Fig 8). It provides a fascinating insight into commercial life in a local factory between the precise years 1871 and 1895. Unwins started their printing business in London in 1826, but in 1871 expanded to Chilworth. Their St Martha's Works at Chilworth was destroyed by a disastrous fire in 1895 and they moved to Old Woking.<sup>12</sup>



**Fig 7** Dennis Brothers tool check. Courtesy of Mrs Hazel Mulkeirins. Photograph by Brian Wood.



Fig 8 Unwin Brothers time check. Courtesy of Richard Unwin. Photograph by Brian Wood.

### *Market Tokens and Tallies*

Guildford Cattle Market in North Street was using metal 'chits' in 1896. As the stockmen delivered their animals to the market, the auctioneer gave them a metal 'chit', which could be exchanged for a drink in a nearby public house.<sup>13</sup> It is not clear what was engraved on these chits, and whether the issuer was the auctioneer or the publican. In any event, no actual money changed hands and the stockman would have had to obtain his refreshment in the designated local hostelry. They may have been provided to local drovers and cattlemen who had taken the stock to Guildford Market.

Tokens were used in many of the major markets in and around London and Birmingham during the late 19th and early 20th centuries. By using them, traders were able to avoid using coin of the realm for a variety of tasks. Porters were often paid temporarily in tokens, and tokens were used too as returnable deposits for valuable crates and boxes, carrying fruit, vegetables and fish. S. Boorman, for example, issued a number of tokens for the Send and Woking market (value 1d., 2d., 6d., 1 shilling and '2') and the West Molesey (1d., 1½d., 3d., 3 types of 6d. and '2').<sup>14</sup> Details of these tokens and information about the gypsies who used them have been presented to the Send and Ripley Museum. Perhaps similar pieces were issued and used in this area by other market traders.

Sometimes similar tokens were used by crop growers to pay their casual workers on a temporary basis, until the end of the week or harvest period.<sup>15</sup> The Hog's Back hop-growing belt, which stretched as far as Alton in Hampshire, was famed for the quality of its sweet hops. The Irish, in particular, paid a premium for these sweet hops, which they preferred to the Kent and East Sussex bitter varieties that were the choice of the London brewers. In Kent



and East Sussex, manual hop-pickers were regularly paid in hop tokens in the 19th and early 20th centuries. They were crude lead pieces and it is possible that some hop growers in this Surrey and Hampshire border area could have used them, if only for a short time. Tally sticks were used to keep a check on how many bushels of hops were being picked and therefore how much money was being earned by each family group. Metal detectorists continue to unearth what look like medieval lead tokens in former hop growing fields in this region.

One interesting pea ticket has been unearthed in a farm field just off the Hog's Back, near Normandy. It is very badly corroded, square, probably aluminium, about 30mm by 30mm and was issued by W. BAILEY. Nothing further is known at present about the issuer or the token's use.

### *Other Modern Tokens*

After decimalisation of the currency in the early 1970s, cardboard 'senior citizen' bus tickets were issued. Guildford and Godalming participated in this scheme. Even in the 'high tech' 21st century, occasionally we have loyalty petrol coupons and similar discount vouchers, printed on paper and serving the purpose of tokens. The swimming pool at Broadwater Park, Farncombe, issues tokens for the changing-room lockers. The golf driving range at Broadwater Park also issues tokens, to obtain buckets of practice golf balls. These examples help to reduce the risk of equipment being damaged by vandals seeking to steal ready cash. They might be a worthless metal disc to some, but they are an absorbing hobby to paranumismatists.

## **Appendix A**

Towns in Surrey that issued Co-operative Checks and Tokens  
Page references are to county sections of Rains *Catalogue* (ref.4).

### **Abbreviations:**

CISL: Co-operative Industrial Society Limited

CSL: Co-operative Society Limited

CWS: Co-operative Wholesale Society

ICSL: Industrial Co-operative Society Limited

Addington CSL 1884. Surrey, 11.

Addlestone & District CSL 1902. Surrey, 11.

Cobham CSL 1903. Surrey, 44.

Farnham CSL 1907; name changed to Farnham & District ICSL, joined Portsea Island society 1963. Hampshire, 61.

Godalming CSL 1897. Surrey, 65.

Guildford CSL 1891. Surrey, 46, 69.

Haslemere CSL 1903. Surrey, 73.

Lambeth CISL (London). Surrey, 88.

Leatherhead CSL 1892. Surrey, 89.

Reigate CISL 1863. Surrey, 127.

South East London CSL 1885. Surrey, 144.

South Suburban CSL 1918; joined CWS 1984. Surrey, 145.  
Woking & District ICSL 1899. Surrey, 168.

## **Appendix B**

Some 20th-century Time, Pay and Tool Checks from Surrey.

### **Chilworth Gunpowder Mills**

#### *Clothing deposit checks*

Brass, round, holed discs, bearing a stamped number. Two examples are in Guildford Museum, Accession Number LG 3820a & b. One has the number 496 engraved, the other 125. (Fig 6).

### **Dennis Brothers Limited, Woodbridge Works, Guildford, Surrey.**

#### *Tool checks*

Three examples have been located.

Rectangular brass tool check, 34mm by 26mm, with a 5mm punched hole centrally at the top. It bears the words DENNIS TOOL CHECK and the date 1935 and the employee number 127 punched on the obverse. The reverse merely has the punched date 1935. It was issued to Mr Percy James Heathorn and kindly loaned by his son Ron Heathorn.

A second, similar rectangular brass tool check was issued with the punched date 1943 and the employee number 242 underlined. The reverse is plain. It was found by a sub-contractor, Ray Mulkeirins, when he was working on improvements to the Dennis Brothers factory site. This example was kindly provided by Mrs Hazel Mulkeirins, following a lecture by the author to the Bramley History Society. (Fig 7).

The third is a round, holed, brass token bearing the words 'DENNIS BROs LTD.' and the employee number T 52 on two lines. It is undated. It was located by Ralph Hayes, who is compiling a national list of these special checks (ref.8).

### **Drummond Brothers Limited, Rydes Hill, Guildford.**

Guildford Museum has seven examples of tokens issued by this company.

#### *Three metal pieces*

No accession number is available for the three metal pieces at present. All are tool checks, round, 32mm in diameter, uniface and holed and have different numbers punched: Aluminium, DRUMMOND DIVISION 101; Brass, DRUMMOND BROS. Ltd 263 (with the number lightly scratched out and 263 on the reverse); Brass, DRUMMOND BROS Ltd, no number front or back.

#### *Four plastic checks*

The four plastic items (Accession No. RB4177/1-4) are canteen checks. They are round and 30mm in diameter. Two are in maroon plastic, printed in white DRUMMOND BROS LTD. 1d CANTEEN. The reverse of one is engraved 331 and the other 406. A black plastic piece, printed white, reads as the 1d pieces, but with the value stated at 2d. Engraved on the back is the number 159. The fourth piece is in green plastic, printed black, similar in wording to Nos 1 and 2, but with the value of 6d. The reverse of this check is blank. None of the plastic canteen checks is holed.

### **R. F. D. Company Limited, Catteshall Lane, Godalming, and Woking.**

#### *Tool checks*

Brass, round, 25mm in diameter, 1mm thick, with one hole 4mm in diameter. Just one of Mr Elliott's tool checks had a minute semi-circular punched mark, which, when examined with a magnifying glass, is seen to bear the letters R. F. D. in a semi-circle. All six checks also had another number punched on both sides, in this case 14 within a circle. This number may have referred to the factory or tool store location.

R. V. Smith Engineering Limited, Chertsey.

Brass, round, 21mm in diameter token, possibly used for advertising purposes. It is engraved on both sides:

Curved around the outer periphery: R. V. SMITH ENG LTD

Curved inside that legend: CHERTSEY

Straight, beneath: 2420

Beneath that number: a 'knot' logo.

**Unwin Brothers, St Martha's Printing Works, Chilworth.**

*Time ticket*

The token is brass, round, 32mm in diameter, with a 4mm hole at the top. The front bears the words UNWIN BROTHERS THE GRESHAM PRESS LONDON AND CHILWORTH ESTABD 1826, together with a grasshopper motif. The reverse states: THE GRESHAM PRESS TIME TICKET with the employee number 329 punched centrally. The token has been generously loaned by Richard Unwin (Fig 8).

Vokes Limited, Henley Park, Normandy, Guildford.<sup>16</sup>

Manufacturers of filters, bellows and silencing engineers and manufacturers. (1943-80).

*Tool check*

Round, 35mm in diameter, all incuse lettering: Hayes Ref: No. 176. Curved around the top: VOKES Ltd. Straight and in the middle, on two lines: TOOL CHECK. Straight beneath: No. followed by a box for the tradesman's number.

Weyburn Engineering Company Limited, Elstead and Eashing, near Godalming.<sup>17</sup>

The firm operated from 1948 to 1970, as mechanical engineers in 1948, precision engineers in 1959 but is not listed in the 1955 and 1980 Directories.

Round metal disc, 26mm diameter. Hayes Ref: No. 181. Curved around the top: W. E. Co. Ld.

Weyman & Hitchcock Limited, Engineers, Guildford.

Guildford Museum has one example of this Company's tokens, Accession Number RB4016. It is metallic, possibly copper or brass, round, uniface, holed and 30mm diameter. It has the Company name, WEYMAN & HITCHCOCK Ltd., ENGINEERS GUILDFORD, in a ring around the outer diameter. Inside that is an engraved number 123. In tiny type appears the name of the check maker, Ardill Leeds. No further information was provided.

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### **Acknowledgements**

I would like to thank all those who have provided information and lent tokens in their possession and Brian Wood for permission to reproduce the photographs, of which he holds the copyright as photographer for Project Matrix. This is a project to catalogue and record on digital images many of the coins, non-military medals and tokens held by 35 Surrey museums. Further information about Project Matrix can be obtained from the Surrey History Centre, Woking.

# SOME PUBLIC UTILITIES IN SURREY: WATER SUPPLY

*Peter Tarplee*

This paper is based on the first part of a talk entitled 'Some public utilities in Surrey around 100 years ago', given at the 25th Anniversary meeting of the Surrey Industrial History Group held at Dorking on 8 October 2005. The second part, on gas and electricity supplies, will be published in the next issue.

We tend to take water for granted but how did we manage before there were public supplies? How did people do their washing and cooking? And what about drinking water? A lot of water was obtained from streams and ponds, and where there were springs these would be used. Where water was not on the surface then wells were dug. Wells may have been for one house, or for a group of houses, or even a whole village. The water needed to be carried from the spring or well, which made it a precious commodity. Water was often brought to houses by a water carrier who would carry it on his shoulder in a large can or would wheel it in a handcart. For anyone not wishing to collect their own supply it would have been expensive and only available in comparatively small quantities.

On the village well in Puttenham churchyard there is a notice stating that it was last used in 1750. The old town well in Haslemere is shown in Fig 1. The plaque on the wall reads:

From medieval times until the late 19th century, this dipping well and Pilewell in Lower Street were the two principal sources of water for the town's people. Haslemere's last public water carrier Hannah Oakford, who died in 1898, charged a penny ha'penny per bucket to deliver water to houses in the town. This water is NOT suitable for drinking.

Water from wells was lifted either by a rope on a windlass, or by a pump, which could be operated by hand or by water, animal or wind power. A typical example of a village pump is on the Green at Brockham. This is a hand-operated iron pump, made by Warners of London, which was erected in memory of Henry Thomas Hope of Deepdene, Dorking, who died in 1862. A plaque reads:



Fig 1 Haslemere town well.

In memory of Henry Thomas Hope Esq. by his neighbours and tenants resident in the district of Brockham to commemorate his numerous acts of benevolence and his readiness on all occasions both to promote and support public improvement.

Many villages had similar pumps and the area around Dorking has a number of these still in place, even if not in use. Examples may be seen at Leigh, Abinger Common, Holmbury St Mary, Charlwood, Ockley and Walliswood, as well as in Dorking itself. Examples in other parts of the county are listed in the Surrey Industrial History Group's *Guides to the Industrial History* of the administrative districts of the county.

Sometimes there were small local water supply systems: the Yarm Court estate in Leatherhead had a windmill-driven pump to fill a reservoir which fed the house and a few neighbouring properties. The reservoir survives in an abandoned state but the windmill has long since gone, as has the house which it supplied. A private system that is still working is that for the Abinger Hall estate, which had an 'engine house for water' by 1803. A new pump driven by a waterwheel on the Tillingbourne was installed in 1872 to raise spring water to a reservoir up on the Downs. Abinger Hall was demolished in 1959, but the water system is still in use and feeds around half-a-dozen properties on the estate. A new waterwheel, of the same dimensions as the original one, was installed in 1996-7. It was supplied by Green & Carter,

a company based at Ashbrittle in Somerset that maintains water-supply machinery on country estates. The original pump house was damaged by the storm of 1987 and demolished, but the machinery survived and a new pump house was built around it.

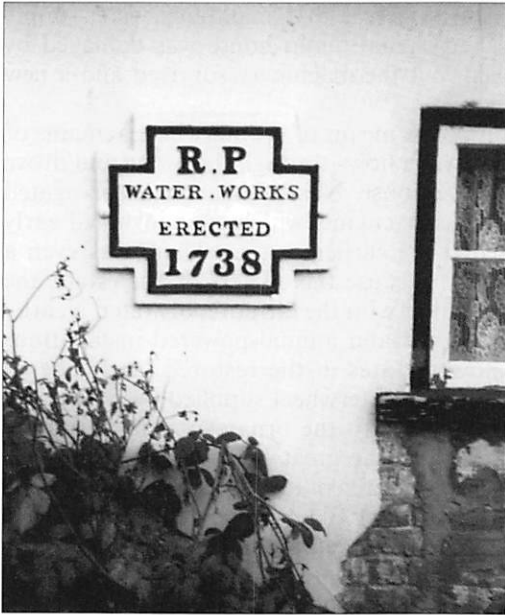
Cobham Park obtained its supply by means of a waterwheel, remains of which survive, on the River Mole, which flows through the estate and drove a pump which supplied water to the house. Nearby is a small corrugated iron shed housing a pump and a Lister engine, which were installed early in the 20th century and superseded the earlier system. There was even a sand filtration system here, possibly because the owners of the estate, the Combe family, were brewers and familiar with the filtration of water. Nearby Painshill Park had both water-powered and animal-powered installations for pumping water, which are now features in the restored landscape of the Park. There is the 35-foot diameter waterwheel supplied by Bramah & Sons for pumping water from the river into the ornamental lake and the horse gin that supplied spring water to the great house and the 'Roman Bath House'. Claremont, at Esher, obtained its water by means of a donkey-operated pump at the side of the Black Pond. Remains of the base of the circular pump house can still be seen.

In South Holmwood, alongside the footpath from Moorhurst Road to Bognor Road, there used to be a wind pump. The wind engine was mounted on a lattice steel tower with a water storage tank on steel supports alongside. It was out of use and in the 1990s was saved by the Surrey Industrial History Group, dismantled and re-erected as an exhibit at the Rural Life Centre, Tilford (Fig 2).

Dorking had an early public water supply system with a pumping station at Archway Place, off Church Street, adjoining the Pippbrook. The building still



**Fig 2** Wind pump from Holmwood at the Rural Life Centre, Tilford.



**Fig 3** Dorking's first waterworks, Archway Place.

exists as 'Brookside', now called 'The Old Pumphouse', and carries an iron plate inscribed 'R.P Waterworks, erected 1738' (Fig 3). The initials refer to Nesta Patching, a Dorking Quaker, who was one of the founders of the company. Water from a spring was pumped by water-driven engines powered by the Pippbrook. It was delivered to the town centre initially through bored tree trunks and later through cast-iron pipes. Eventually, the spring became polluted and the works closed in the middle of the 19th century. Later, in 1869, the Dorking Water Company built a well 300 feet deep and a steam-driven pump-house in Harrow Road East, together with a reservoir in Tower Hill – this waterworks was converted to houses in 1919 and may still be seen. The next waterworks was built in Station Road in 1902, augmented over the years and replaced in 1959 by a new station in Beech Close. The Station Road building survives in industrial use.

Leatherhead had its first public water system in 1884 supplied from a borehole near the river in Waterways Road, where a steam-driven pumping station was constructed to raise the water to a reservoir at the top of the town. This station could lift 20,000 gallons an hour into a covered reservoir 210 feet above the well that served the company's area of supply. Later a second works was built adjacent to the first. This was diesel-driven and is the reinforced concrete building which is seen on entering Leatherhead from the west (Fig 4). The diesel-driven pumps have been replaced with electric ones with diesel generators providing a back-up supply – the original steam-



driven waterworks was demolished in 1992. Leatherhead now draws water also from the spring-fed mill pond at Fetcham.

The opening of the first waterworks was reported in the press. George Cubitt MP said that ‘what they had seen at the works that day showed that they had an abundant water supply,’ and that ‘he would rather warn his Leatherhead friends to take care and get a good supply themselves before some of the populous villages obtained the lion’s share’. He was followed by the engineer, Mr Grover, who said, to applause that there was no place where water was wanted more than in Leatherhead. He had a foreman working for him who had been in Africa and he said that the want of water in that country was nothing to Leatherhead. Diphtheria had been prevalent but it would all pass away now that they had a good water supply.

Surrey has many water supply schemes because of its proximity to London and the Thames. In the early part of the 19th century the water companies in central London obtained much of their supply from the Thames in their locality but, as the amount of sewage and trade waste increased, they began to take it from above the tideway. In 1827 Sir Francis Burdett alleged that the water supply in London was charged with the contents of sewers, drainings from dunghills, refuse from hospitals, slaughter houses, colour, lead and soap works and various manufactories and that it ought not to be used by water companies. In 1850 Sir Edwin Chadwick put forward an alternative. He proposed ending the use of Thames water altogether,



**Fig 4** The East Surrey Water Company’s pumping station, Leatherhead.



**Fig 5** Woking and District Water Company's pumping station, Horsley.

pipng water from Farnham in Surrey and combining all the London water companies under the same management. Note that the New River from Hertfordshire to Rosebery Avenue had been built in 1613.

The Lambeth Waterworks Company found the water to be so filthy at their works (by the site of the present Festival Hall) that they moved to new works at Seething Wells, Long Ditton, in 1852. In that same year the Metropolis Water Act was passed, which compelled other metropolitan companies to move their intakes to a point above the tidal portion of the Thames. No company could take water from below Teddington Lock after 31 August 1855. The Chelsea Waterworks Company built their works at Seething Wells adjacent to the Lambeth works. Both companies had problems here with muddy water so they moved their intakes to West Molesey, upstream of the mouth of the River Mole. Similarly the Southwark and Vauxhall Water Company opened a works at Hampton on the north bank of the river. So, a large number of the waterworks installations in Surrey were built to serve the capital, and still do so. These waterworks at Ditton, Hampton and Molesey did not provide water for the locality. They all became part of the Metropolitan Water Board upon its formation in 1903. The Ditton waterworks at Seething Wells are now out of service – most of the buildings have been demolished but some Listed buildings remain and have been converted to a sports centre and to halls of residence for Kingston University.

The water supply for the Walton and Weybridge area itself was from the West Surrey Water Company from their waterworks upstream of Walton Bridge. This company later merged with the Woking and District Water Company who, as well as taking water from the Thames at Chertsey, obtained their supply from wells in the Horsley and Clandon area. Their original building, which housed steam-driven pumps, still survives at West Horsley (Fig 5).

Surrey's role in water supply has meant that large areas of the county on either side of the Thames are occupied by reservoirs. In fact, nearly 20 per cent of the area of the Borough of Spelthorne is taken up by reservoirs. Our county has water supply schemes ranging from the smallest to the massive schemes that are part of the London system. These latter are now joined by the London ring main. This is 100 feet deep, 50 miles long and 7.5 feet in diameter and is kept full and under pressure at all times.

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# ACCESSIONS OF RECORDS IN SURREY HISTORY CENTRE IN 2006

*Michael Page, Margaret Griffiths, Matthew Piggott, Robert  
Simonson, Di Stiff and Isabel Sullivan*

During the course of 2006, Surrey History Centre received 311 accessions of records from a great variety of organisations and individuals (excluding transfers from County Council departments), to all of whom we are very grateful.

This article will describe some of the more significant or intriguing accessions, but a full list of the year's accessions can be found on our website, <http://www.surreycc.gov.uk/surreyhistorycentre>, under 'Search for Archives or Books'. The majority of these records have now been catalogued and those catalogues have been added to our website (select 'Search for Archives or Books', and then 'Collections Catalogue'), along with almost all our older lists.

## **The Ministering Children's League**

In 2006 Surrey History Centre was surprised and delighted to receive the records of the Ministering Children's League (ref. 7919) which included records of the Meath Home in Ottershaw. Other than deeds relating to property in Ottershaw (deposited at SHC in 2003), no administrative records of the Ministering Children's League or the Meath Home were previously known to have survived.

The records were found at Gorhambury, the mansion house of the Earl and Countess of Verulam at St Albans, Hertfordshire. The mother of the 4th Countess of Verulam was Mary Jane [Brabazon], Countess of Meath (d.1918), a Victorian philanthropist who founded many institutions and movements, including the Ministering Children's League, hence the records' survival at Gorhambury.

The League was founded in 1885, its aim being to encourage children to develop the habit of helping those in need, both at home and in the wider world. Its motto read 'No day without a deed to crown it' and the expressed objects were: 'To promote kindness, unselfishness, and the habit of usefulness amongst children, and to create in their minds an earnest desire to help the needy and suffering. To aid the necessities of the poor by supplying them with warm clothing, comforts etc.'

The first branch was opened in the parish of Christ Church, Lancaster Gate, London, at the home of the Countess of Meath. The movement spread rapidly and numerous local branches were formed throughout Britain and abroad. By 1903 membership numbered over 40,000 worldwide. The local

branches encouraged children to carry out deeds of kindness to their families and friends and to become involved in some kind of charitable work. This might take the form of making items of clothing for the poor, comforts for the sick, toys for poor children etc, or by maintaining a cot in a children's hospital or at one of the League's homes which were soon established.

By the early 20th century several homes and other institutions supported by the movement had been opened in the UK and abroad. The main institution to benefit from the League's activities was the Meath Home, also known as the Homes for Destitute Children, founded by Mary, Countess of Meath, on her own estate in Ottershaw. Three houses were built at Ottershaw (later called Brabazon House, Maitland House and Verulam House) where, by 1903, 70 children were cared for. Some were orphans, but many were the children of a widowed or single parent who was too poor to care for them.

By 1946 it was felt that the work of the League was being carried out by other organisations such as the Boy Scouts, Girl Guides and Youth Fellowships, and it was decided to close all branches of the League by the end of 1947. The League continued only for the purpose of administering accumulated funds, particularly by supporting the work of the Invalid Children's Aid Association (ICAA) at the Meath Hospital School, formerly the Meath Home. The ICAA, now known as I CAN, formally took over the Ministering Children's League as a subsidiary charity in 2003.

The records deposited include the administrative records of the League, including minute books from 1888, index cards recording details of League branches in the UK and abroad, correspondence files and copies of the League's magazine, 1889-1947. Records of the Meath Home include minute books from 1888 and admission registers from 1888 to 1944. Also deposited, from the personal papers of the 4th Countess of Verulam, are a collection of photographs (ref. 7918). These feature group photographs of members of the League both in the UK and abroad, photographs of institutions supported by the League, and photographs of children at the Meath Home, Ottershaw (Fig 1).

## **Surrey at Work**

The year saw interesting accessions from two major Surrey companies, whose main archives are already deposited with us, namely Dennis Specialist Vehicles of Guildford (ref. 7935) and Unwin Brothers Ltd, Printers and Publishers of Woking (ref. 8036). In December, something of a 'mixed bag' of records relating to Dennis were deposited, including records for White and Poppe Ltd, the Coventry based engine manufacturer acquired by Dennis in 1919. The bulk of the deposit comprises specifications of parts for White and Poppe Ltd cylinder and cylinder side valve engines dating from the 1920s. There are however, chassis performance data sheets and specifications for the later Dennis Maxim, Paravan, Pax and Paxit engines, as well as for goods vehicles, public service and municipal vehicles and tractors. A similar mixed bag was deposited for Unwin



**Fig 1** Children at the Meath Home, Ottershaw, early 20th century (ref. 7918/1/9).

Brothers (The Gresham Press) in October 2006, by the firm MPG Impressions of Chessington, who merged with Unwins last year. Unwins had originally been established by Jacob Unwin in 1826, in London but had moved to Chilworth in 1871 and, following a devastating fire, relocated to larger premises in Old Woking in 1896. Among the records are a superb series of photographs of the Old Woking site, 1850-1984. These are a fine source for charting the processes and practice of the printing industry and feature technology both traditional and modern with black and white photographs of paper making at the Old Woking site before its conversion into a printing works, c.1850, contrasting with the 'Compuscan' image scanning machine of 1984.

Moving on to industries involved in the processing of raw materials, we were thrilled to receive from America a wonderful photograph album for the Sunbury Leather Company Ltd of Addlestone (Fig 2; ref. 8015). The album originally belonged to Stanley C. Sutherland, grandfather of the depositor, who was born in Sunbury in 1890. He worked for the Sunbury Leather Company Ltd in the early 20th century and learned his trade as a tanner before emigrating to America in 1912, narrowly avoiding the voyage aboard *Titanic* in April that year after cashing in his second class berth ticket to travel later in the season. Situated close to the River Bourne and fronting the Weybridge and Virginia Water branch line of the London and South

Western Railway, the original buildings occupied by the Sunbury Leather Company Ltd had been erected by the Addlestone Linoleum Company in the late 1870s. However, by 1904, the factory had been turned over to the production of fancy leather goods. Kelly's *Directory of Surrey*, 1905, describes the company as 'manufacturers of hides, Moroccos, roans, pigskins, skivers etc'. After fluctuating trade and changing ownership, wartime eventually took its toll and manufacturing ceased in 1946.

A plea for information about the company in the local press produced further details and a photograph of leather workers at the factory dating from the early 1930s. Additional information had since been gleaned from members of the Society of Leather Technologists and Chemists who have kindly helped identify some of the processes featured in the album. The album, dated c.1910, is a rare example of contemporary interior photographs of industrial premises, important for understanding the nature of the work carried out by the company. The photographs are of high quality, if a little faded; workmen's attire can be clearly seen along with tools of the trade and even risqué posters and postcards on the workshop walls. Belt-driven machinery and the huge engine to power it are all captured in the photographs. Stanley Sutherland's technical notes and recipes relating to the tanning and dyeing processes he learned during his employment at Addlestone accompany the album, making this an unusually complete and detailed industrial record.

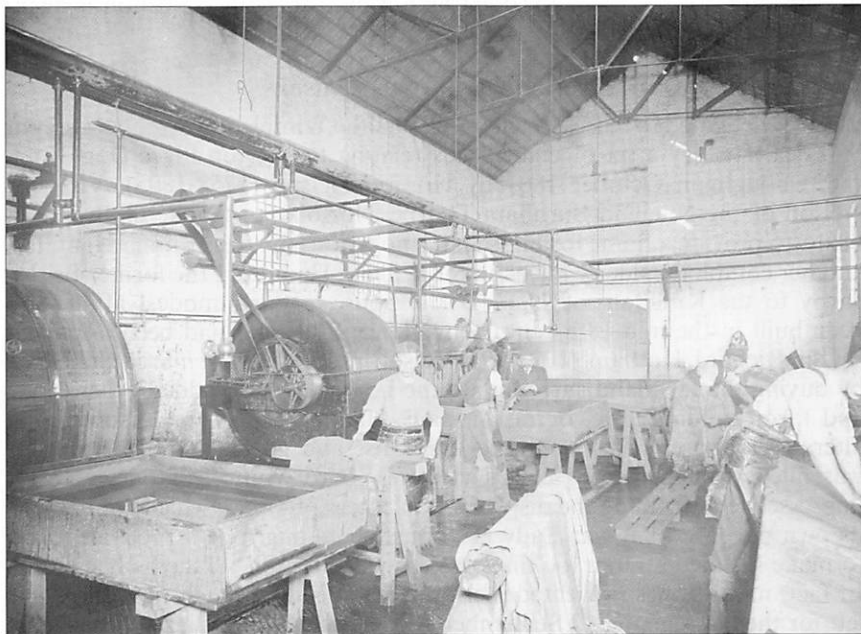


Fig 2 Sunbury Leather Works (ref. 8015/1 p.3).

An unexpected purchase of records relating to the Oxted Greystone Lime Company Ltd was a welcome addition to our industrial holdings (ref. 7963), especially as no further records relating to the company are known to have survived. The company was registered in April 1884 and the records comprise minutes of annual general meetings, directors' minutes, reports, accounts and share records all dating from this period up to the 1960s. Although chalk pits had been worked at the Oxted site before the 1880s, the opening of the London Brighton and South Coast Railway in March 1884 prompted the establishment of the company with the potential of easy access and transportation of freight maintained through ownership of a private siding. In 1932, the company began commercial liaison with Dorking Greystone Lime Company Ltd, and in 1959 it acquired that company. In 1962, with a share capital of £54,000 (it had started with only £5,000), the company also acquired Betchworth Limeworks and Glynde Limeworks in Sussex. Production of lime at the site finally ceased in 1969, but the company continued to hydrate quicklime produced elsewhere until 1989. One particular subject discussed at Board meetings concerned the company's disinclination to build workers' housing despite the number of employees leaving through want of cottage accommodation. In 1892, after discussions over several meetings it was agreed that no cottages would be built and that capital expenditure should be avoided. With a full run of minutes documenting the ups and downs of the local extraction industry, this collection is again unusual in its completeness.

## **Two Celebrated Residents and Notorious Liaisons**

We were delighted to receive on deposit from the Wimbledon Society Museum of Local History a set of eight deeds relating to Merton Place (Fig 3; ref. 7883) bought in October 1801 by Horatio Nelson (1758-1805), Viscount Nelson of the Nile and Burnham Thorpe, Norfolk, and Duke of Bronte in Sicily, to provide a home for himself, his notorious mistress Emma Hamilton and her compliant elderly husband Sir William Hamilton, the former British envoy to the Kingdom of Naples. The house, a fairly modest affair, had been built in the mid 18th century by Henry Pratt and had been improved by Sir Richard Hotham (1722-99). Nelson proceeded to enlarge the estate by buying the farmland surrounding the house and also added other estate and farm buildings. He, or rather Lady Hamilton, also made substantial alterations and embellishments to the house and grounds and the interior was filled with mementos of his victories. Lord Minto, for one, was not impressed, condemning the display as 'an excess of vanity which counteracts its own purpose. If it was Lady H's house there might be a pretence for it, to make his own a more looking-glass to view himself all day is bad taste'. In fact, naval duties prevented Nelson from spending much time there. He left for the last time on 13 September 1805, writing in his diary 'at half past 10 drove from dear, dear Merton, where I left all that I hold most dear in



this world to serve my King and Country'. It was at Merton that Emma Hamilton received the news of his death at the Battle of Trafalgar on 21 October 1805. The house was bequeathed to Emma by his will, together with 70 acres to be selected by her, the remainder to be sold. However, her profligate lifestyle caused her to load the estate with annuities to those who had advanced her money. In December 1808 a group of friends and neighbours stepped in, taking over the estate to pay off her creditors. In 1809 one of those neighbours, Abraham Goldsmid of Morden Lodge, bought the estate for £12,930. He committed suicide in 1810 and although his family retained the Wimbledon land for many years the house and Merton lands were offered for sale in 1815 and again in 1823, by which date the house had been demolished. Emma Hamilton, meanwhile, had died as an alcoholic exile from her creditors in Calais on 15 January 1815.

Like Nelson, David Lloyd George had a complicated and controversial love life. While Minister for Munitions and Prime Minister during the First World War, he escaped to a house in Walton Heath where he could spend weekends with his secretary and lover (and ultimately second wife), Frances Stevenson. The house, Cliffton-down, had been built for him by Sir George Riddell, proprietor of the *News of the World* and a director of the neighbouring Walton Heath Golf Club, of which Lloyd George was an enthusiastic, if not hugely talented, member. The Golf Club has now



Fig 3 Engraving of Merton Place (ref. 4348/1/62/7).

deposited its early records (ref. 7894), including minutes and membership records. The first course, designed by Herbert Fowler, opened in 1904, and Fowler designed a second course which opened in 1913 as a full 18-hole course. Popular with gentlemen, professionals and politicians, the Club numbered Churchill, Balfour and Bonar Law as well as Lloyd George among its members at the outbreak of war, and it is the only club in the world to have had a reigning monarch as its captain, when the then Prince of Wales became King Edward VIII during his captaincy in 1935/6. Such a high-profile membership had its drawbacks: Lloyd George's house was bombed by suffragettes in 1913 and a supposed plot to assassinate him via a poisoned nail while on the course was thwarted. The Club has hosted over 60 major amateur and professional championships, including the 1981 Ryder Cup, in the days when the United States played, and routinely crushed, a team from Great Britain.

### **Surrey's Changing Landscape**

Three important accessions demonstrate through their visual imagery the changing landscape of Surrey and the vibrancy of the county's heritage. The County Council transferred two major sets of records that have already attracted much interest from researchers. The Countryside and Heritage Division deposited five aerial surveys of the county (ref. CC1103) showing the development of land and the impact of urban growth between 1948 and 1998. The 1948 survey comprises black-and-white aerial photographs (21in x 19in) while the survey for 1971, also in black and white, is in a smaller format. Subsequent aerial surveys in 1988, 1994 (undertaken to show the development of the M25 motorway) and 1998 are all in colour. Many features can be identified in the photographs including buildings, industrial activities, soil types, expanses of water, derelict land, as well as road and rail expansion. Of related interest, in documenting a threat to the landscape and environment, is a report by Surrey Constabulary on the severe floods in 1968 that affected the constabulary area (ref. CC1104), which we purchased. As well as providing a factual record and timetable of events, the report includes maps and photographs of the areas affected.

Another County Council transfer included black-and-white photographs of almost all the county's historic buildings. There are over 6,000 listed buildings in Surrey and the photographs (ref. CC1101), taken on a large-format film camera, are printed with great clarity and depth. As well as providing various profiles and angles of many of the structures they illustrate important decoration that has sometimes not survived. For example, Benfleet Hall, Cobham, formerly known as Sandroyd, was built by Philip Webb for the Pre-Raphaelite artist, John Rodham Spencer Stanhope (1829-1908) and included wall tiles designed by William De Morgan (1839-1917) for a fireplace. These were stolen in the 1960s. Photographs of significant buildings that have since been demolished are also included in the collection. Illustrated

is one of 37 interior and exterior photographs of Newark Mill, Ripley, taken before and after this magnificent industrial building was destroyed by fire in 1966 (Fig 4).

Complementing these photographs is a set of 120 watercolours by a former conservation officer for Surrey County Council, Mr Stan Clapham (ref. 7985). Mr Clapham retired in 1991 and the watercolours were produced between 1975 and 1999, many from sketches made whilst out on site. They include subjects such as windmills, barns, churches and domestic houses and are a fine and attractive record of the diversity of the county's architecture.



**Fig 4** Newark Mill before its destruction by fire in 1966 (ref. CC1103).

## Surrey Men in Action

The project supported by the Heritage Lottery Fund to catalogue the records of the Surrey regiments and recall the reminiscences of veterans is progressing well and is entering its final months. There has been a steady trickle of new accessions of papers reflecting the experiences of soldiers who served with the regiments.

Edward Cutt, seen in Fig 5, joined up in September 1914 and during his initial training was billeted on the Dabbs family of Broadwater, Worthing, in West Sussex. The Dabbs' daughter Ellen, and Edward, or Teddy, fell in love and became engaged. After his initial training, they only enjoyed a handful of weekends and one final fortnight together before he was sent to the front on 31 August 1915 as part of B Company, 9th Battalion, the East Surrey Regiment. The official regimental history recounts the gruelling march from the coast to participate in the Battle of Loos. On 26 September, having had no proper meal for two days, Cutt's battalion of newly-trained volunteers, was thrown into an assault on the German third line near Hulluch, which was protected by barbed wire from 15 to 25 yards deep. Half the battalion (over 900 strong) was killed or wounded. Cutt himself was never seen again, although Ellen received a last letter from him two days after she had heard that he was missing. In her brief but moving diary she charted the course of their relationship, logged all the letters she had received from him and all the letters she had sent and received in her desperate quest to obtain some hard news about his fate. She was given false hope in January 1916 when she heard that a Lance Corporal F.E. Green had reported an overheard conversation suggesting that Teddy had been taken prisoner. Green's letter to her conveys the chaos of the advance: 'It was a mix up affair [*sic*] every



**Fig 5** Private Edward Cutt, 9th Battalion, the East Surrey Regiment (ref. ESR)

one was mixed up we only found out when we came out on Monday when they called the roll we had lost more than half of the Regiment.' Her letters to the War Office, the British and International Red Cross, the Salvation Army, the Infantry Records Office and the Spanish Ambassador in Berlin bore no fruit and in September 1916 the War Office wrote to her to state that moves were afoot to declare him officially dead. According to the donor of the diary and letters (ref ESR), Ellen never married, 'being totally devoted to her Teddy, as she called him'.

The last active service undertaken by the Queen's Royal Regiment (West Surrey) before its merger with the East Surreys in 1959 was in Malaya in 1954-7. The 1st Battalion, including many national servicemen, was deployed to

protect plantations, communications and settlements against communist guerillas seeking an end to British rule. Bob Edwards of No. 2 Platoon, A Company, was one of those and his diary (QRWS/30/EDWAR/1) gives a vivid account of operations in the inhospitable terrain of jungle, swamp and mountain and of the equally inhospitable weather.

A typical entry describing a patrol through swampy jungle reads:

Broke camp at 0930hrs, hit edge of swamp about 100 yards of thick black smelly mud over knee deep then into the main swamp about 1100hrs. Really bad, mostly waist deep but up to shoulder on occasions. Good job the spare clobber was well wrapped up. Terrible when you trip over a fallen tree trunk submerged in the water. As usual you get torn to pieces on the thorns and the razor edged leaves. These all fester due to the dirty water. Also the continual rubbing of the back pack on your back constantly under water rubs off the skin causing boils for lots of the lads, especially the fair skinned types ... Hit a hot track of 10 bandits less than 24 hours old, real excitement then Private Vincent collapsed about 1500hrs and could not go on so we had to abandon the tracks.

The monsoon season brought its own trials:

Still raining heavily and water rising steadily. At 1800hrs Mr Davidson evacuated to our basha as the platform was still about 12 inches above water. At 1900hrs only 6 inches. 2030hrs water is over platform making it about 3 feet deep. Still raining, beginning to worry a bit. If a river is nearby and it bursts its banks the water could really be deep. Another worry is the number of snakes that keep swimming by. Everybody is awake. Funny sight is to see a little frog sitting on the muzzle of my Bren which I had raised up by setting it on rucksack sited on the Basha platform. Nothing to do but stand around and wait ... By 0300hrs Bashas completely submerged so everybody just wandering around in the dark, waist deep in water trying to keep warm and cheerful.

Some soldiers adapted to the local cuisine better than others: 'Toothy upset us all by nipping off to buy a bag of boiled sheep eyes which he proceeded to eat all the way back making us all feel a bit sick.'

### **Ralph Vaughan Williams and the Leith Hill Musical Festival**

Following the centenary celebrations of the Leith Hill Musical Festival, the committee minute books have now been deposited at Surrey History Centre (ref. 8030), complementing the almost complete series of Festival programmes already held (ref. 2054). The Festival was established in

1904 with the aim, stated in the first annual report, 'being primarily to encourage the love and study of good music in villages' within 10 miles of Abinger Hall. The co-founders were Margaret Vaughan Williams of Leith Hill Place, Dorking, and Lady Evangeline Farrer of Abinger Hall. Also involved from its inception were the folk song collector, Lucy Broadwood, of Lyne House, Capel, and Margaret's brother, the celebrated composer, Ralph Vaughan Williams. Seven choirs entered the first competition on 10 May 1905, which was judged by Dr Arthur Somervell of the Royal College of Music.

From its inception, the founders remained closely connected to the Festival. Lady Farrer served as chairman until 1946 and vice president until her death in 1968; and Margaret was Honorary Secretary from 1904 to 1919. Ralph Vaughan Williams was invited to be Festival conductor from the outset, a post which he held until 1953. He was also a member of the musical committee from 1904-53, President of the Festival, 1951-1958, and guest conductor until his death in 1958. Lucy Broadwood, the folk song collector, was a member of the Music Selection Committee and regularly served on the Festival judges' panel until her death in 1929.

Many other eminent musicians participated in the Festival, maintaining the high musical standards. Sir Adrian Boult, the conductor, joined the Musical Committee in 1920, appeared as guest conductor and judge on occasion, and succeeded Vaughan Williams as president in 1958. Boult was succeeded as president by Sir David Willcocks, who has also served as an adjudicator and guest conductor. Other leading musicians associated with the Festival include Sir Thomas Armstrong, Sir Malcolm Sargent, Leon Goossens, Sir Walford Davies, Sir Steuart Wilson, Dr William Cole and Brian Kay, the current Festival conductor.

A small group of papers relating to Ralph Vaughan Williams, accumulated by Dr William Cole, has also been deposited (ref. 8062). They include newspaper cuttings relating to his life and papers concerning his fire watching duties in Dorking during the Second World War. He wrote to one of his fire watchers, Miss Piper, 'it is a patriotic work and in this quiet neighbourhood does not involve very much'. However there were practical details to attend to, as on 11 July 1941, 'please at your convenience send me your head measurements unless you already have a helmet'.

## **A Miscellany**

Recovered perhaps from the oblivion of an attic or the obscure cupboard of an old meeting hall, or otherwise carefully preserved by their creators, records of the lives, occupations and preoccupations of all kinds of Surrey people have found their way to the History Centre.

A good if incomplete run of the Epsom Brotherhood's magazine *Watch Tower*, originally found prior to the demolition of Ebbisham Hall, Epsom, was passed to us this year, covering 1920-48 (ref. 7996). The Epsom Brotherhood,

a local branch affiliated to the Congregationalist movement for promoting Christian study and charitable work among men in trade, 'irrespective of creed, politics, or social position', was established in 1907. *Watch Tower* documents Sunday meetings including speakers on moral themes and 'sacred concerts' at Ebbisham Hall, activities in the community and news from other Surrey Brotherhoods.

The current owner of a house in Dorking passed to us the papers of a former resident, Frank Baker, which, once sorted from their considerable disorder, give us a glimpse of the lives of Frank and his wife Isabel (ref. 7934). The Bakers were committed socialists throughout their lives and members of Dorking Peace Council which emerged in 1969 out of Dorking Youth Campaign for Nuclear Disarmament, campaigning for world disarmament and the peaceful resolution of conflict, lobbying the UK and foreign governments, and educating the wider public in the issues. The papers include extensive correspondence between Frank and Isabel Baker during the Second World War, which is mainly concerned with the course of their relationship, local Labour party activities and Frank's unhappiness in a military environment; also included are some minutes and other papers of the Peace Council, 1971-82.

In contrast to these chance survivals, Woking Film Makers, formerly Woking Ciné Club, made the decision to deposit their complete minutes to date and other papers with us, 1959-2006 (ref. 8035). Examples of their films, including the award winning 'The Making of Woking' (1986), have also been deposited at Screen Archive South East, the specialist archive for the preservation of original film formats (Surrey History Centre holds a video collection of selected Surrey sources from SASE). The Club records include photographic stills, programmes, press cuttings, film scripts and working files.

Records of considerable age still arrive to join our collections, from family archives, booksellers and many other sources. A small collection of papers belonging to the overseers of the poor of the parish of Newdigate, 1701-1849, found their way to us recently, from the custody of a former clerk to Newdigate Parish Council (ref. 7993). These records can provide an extraordinary level of detail about the otherwise undocumented lives of the poorest in the community and the conduct of the more middling sort who administered the local provision of welfare. Papers include a description of the running of the workhouse and the duties of overseers (1795-6); also an agreement with William Borer, surgeon of Rusper for continuing care of the Street family, in particular the treatment of John for a fistula (ulcer) and for care of the poor of the parish, excepting the treatment of smallpox and broken bones (c.1747).

Title deeds exist in great profusion – perhaps unsurprisingly, given that they were essential for legal proof of ownership prior to the establishment of the Land Registry (1925) – and we have received many bundles of these

over the year, dating from the early 15th to the 20th centuries. Deeds can be challenging to the researcher, local historian or genealogist, because of the obscurity of the legal language and the procedures underlying the transactions they record: they are probably an underused resource, but our on-line Collections Catalogue makes access easy to the many thousands of detailed deed descriptions in our lists, via personal name or place name searches. We can learn a surprising amount about the lives of individuals: from a family collection of deeds recently received (ref. 7944) it is recorded that on Christmas day 1414, Isabel Coupere, a widow, leased to John Coupere, probably her son, all her land in Windlesham, also four payments of eight bushels of rye due to her annually, all the sheep, both milkers and pregnant ewes, for half of the lambs annually, and a number of cows, for half the calves annually; probably to provide for her old age, and it was also contracted that Isabel could have one room in John's house, and access to the hall 'to sit wherever she likes'.

Printed ephemera such as advertising and playbills, in their time rushed off the press in quantities for immediate use, often survive poorly. We were thus delighted to obtain four playbills for performances at Guildford Theatre, a vividly enjoyable record of long summer evenings of entertainment during July 1840, crammed with dances, songs, plays

**THEATRE, GUILDFORD.**

---

**MRS. NISBETT.**

This elegant, accomplished, and admirable Actress, of the Theatre Royal Covent Garden, with her Sister, the highly esteemed and celebrated

**MISS MORDAUNT,**

Of the Theatre Royal Drury Lane, will perform at this Theatre.

**THREE NIGHTS ONLY**

*Vis. - Wednesday, Thursday, and Friday.*

Mr. BARNETT professes the most anxious desire to merit the public favor, and trusts that the introduction of such eminent and acknowledged talent will prove the earnestness of his profession; he feels highly gratified in being enabled to present

**A TREAT SO RICH & RARE.**

Fig 6 Guildford Theatre playbill (part) (ref. 7893/4).



and dramas (Fig. 6; ref. 7893). An advertising booklet 'Woldingham as a Health Resort', produced by the building developer William Gilford, is another fascinating survival, preserved locally and passed on to us by the Woldingham History Society (ref. 8035). In 1884, around the time when the Croydon, Oxted and East Grinstead railway line opened in Woldingham, various developers were buying up village land. William Gilford of Redhill bought most of it, which he then divided into large lots and sold off at auction from 1893. Gilford had an enormous influence on the development of Woldingham, and this booklet shows him seeking to attract the wealthy buyer who wished to escape the 'almost unendurable fogs and impure air of London and its suburbs', while enjoying ready access to the city. Lastly, a printed notice of tolls for the Surrey Iron Railway (Fig. 7; ref. 7905) presented at the beginning of 2006 provides us with a glimpse into the marketing of this, 'the first public railway' in 1804. The notice declares the opening of the basin at Wandsworth and the railway to Croydon and Coulsdon and sets out the tolls for the carriage of coals, lime, manure, stone, bricks etc. The railway initially ran between Wandsworth and Croydon with a branch line running from Mitcham to Hackbridge. The railway was later extended from Croydon to Merstham but plans to extend it to Godstone never came to fruition. The railway used horse traction and one later champion had no doubt that it would easily see off the challenge of steam: 'Does anybody in possession of his senses expect that this snorting, spluttering, hideous iron machine, belching forth smoke and steam, can ever accomplish such a draught as is easily undertaken by the horse on the Croydon iron road?' The railway was dismantled in 1848.

Occasionally we collect copies of original documents, which are preserved with the same care alongside our archive material. It may be that the owners of the originals are reluctant to part company with them, and although it is our strong preference that it should be the archive which benefits from our long term preservation facilities, we believe that a copy at the least should be available to our researchers. More rarely, we obtain copies of documents held in other archives in order to make them available locally or to reunite long-sundered records: this was the case with a map and accompanying survey of the manor of Shellwood in the parishes of Leigh, Charlwood, Newdigate and Horley, 1635-53, of which we obtained photographic and microform copies from the Arundel archives of the Duke of Norfolk and West Sussex Record Office respectively (ref. Z/469). Early large-scale maps and surveys are a great gift to the local historian, and, valuable and expensive as they were in their own day, are often objects of beauty. This map is owned by the current Duke of Norfolk, the 11th Duke having purchased the manor in 1806. The map and survey appear to have been made to establish the rights of the new lord of the manor (Dr Edward Alston), and record the plots and acreages held by each tenant

(the evasive answers of the tenants as to the extent of their lands and charges which fell to them are lamented in the survey, as 'willful neglect and pretended ignorance') as well as details of the manor house, Leigh church and land.

## SURREY Iron Railway.

**The COMMITTEE of the SURREY  
IRON RAILWAY COMPANY,**

HEREBY, GIVE NOTICE, That the BASON at  
*Wandsworth*, and the Railway therefrom up to *Croydon*  
and *Carshalton*, is now open for the Use of the Public,  
on Payment of the following Tolls, viz.

For all Coals entering into or going out of their Bason at Wandsworth,	} <i>per Chaldron,</i>	3d.
For all other Goods entering into or going out of their Bason at Wandsworth	} <i>per Ton,</i>	3d.

For all **GOODS** carried on the said  
**RAILWAY**, as follows, viz.

For Dung,	} <i>per Ton, per Mile,</i>	1d.
For Lime, and all Manures, (except Dung,) Lime-stone, Chalk, Clay, Breeze, Ashes, Sand, Bricks, Stone, Flints, and Fuller's Earth,	} <i>per Ton, per Mile,</i>	2d.
For Coals,	} <i>per Chald. per Mile,</i>	3d.
And, For all other Goods,	} <i>per Ton, per Mile,</i>	3d.

By ORDER of the COMMITTEE,  
**W. B. LUTTLY,**  
Clerk of the Company.

*Wandsworth, June 1, 1804.*

BROUKE, PRINTER, No. 33, PATERNOSTER-ROW, LONDON.

Fig 7 A notice of tolls issued by the Surrey Iron Railway Company in 1804 (ref. 7905/1).

# PUBLICATIONS

The former Surrey Local History Council produced *Surrey History* for many years and the majority of the back numbers are still available. In addition the following extra publications are in print:

*Views of Surrey Churches*

by C.T. Cracklow

(reprint of 1826 views)

1979 £7.50 (hardback)

*Pastors, Parishes and People in Surrey*

by David Robinson

1989 £2.95

*Old Surrey Receipts and Food for Thought*

compiled by Daphne Grimm

1991 £3.95

*The Sheriffs of Surrey*

by David Burns

1992 £4.95

(Published jointly with the Under Sheriff of Surrey)

*Two Hundred Years of Aeronautics & Aviation in Surrey 1785-1985*

by Sir Peter Masefield

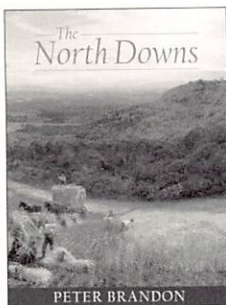
1993 £3.95

*The Churches of Surrey*

by Mervyn Blatch

1997 £30.00 (hardback)

These books were published for the Surrey Local History Council by Phillimore & Co. Ltd. They are available from the Surrey History Centre, 130 Goldsworth Road, Woking, GU21 1ND. Tel: 01483 518740. Members of the Society are invited to obtain their copies from the Hon. Secretary, Surrey Archaeological Society, Castle Arch, Guildford, GU1 3SX. Tel/fax: 01483 532454. A Registered Charity No. 272098.

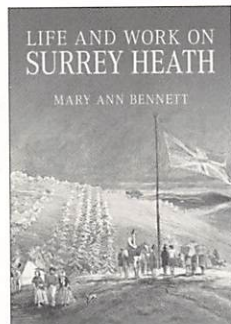


## THE NORTH DOWNS

Peter Brandon

*Surrey local historians have long admired Dr Brandon's inspiring lectures and elegant prose. His love of South-East England illuminates all of his work, and his knowledge of the region enriches our appreciation of it.*

*Following in the footsteps of his acclaimed work on the Kent & Sussex Weald and the South Downs, he completes the trilogy with the North Downs. This long-awaited book from a much-loved local historian, in his inimitable style, examines all aspects of the North Downs and Surrey Hills – history, landscape, residence, playground, sanatorium, health resort, field laboratory and artists' open-air studio.*

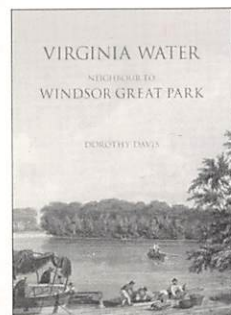


## LIFE AND WORK ON SURREY HEATH

Mary Ann Bennett

*The area known today as Surrey Heath, formed in 1974, is made up of the villages of Chobham, Bisley, Bagsbot, Windlesham, Sunningdale, Lightwater, West End, Frimley, Frimley Green, Deepcut, Mytchett and Camberley.*

*This book examines the period during which the use of the heathland harvest changed, from before the 19th century up to the post-enclosure arrival of the army and the nursery trade. It considers the businesses which flourished to meet the needs of those who travelled on the turnpike road, and their subsequent decline with the introduction of the railway, and also features the schools, institutions and large estate that came to the area, along with the industry which grew up around the fir plantations. Beautifully illustrated throughout, it provides the perfect introduction to the history of a unique and special area.*



## VIRGINIA WATER NEIGHBOUR TO WINDSOR GREAT PARK

Dorothy Davis

*The village of Virginia Water shares its name with the lake at the southern end of Windsor Great Park, created in 1746 by William Augustus, Duke of Cumberland, the Ranger of the Park. The area was part of Windsor Forest, a royal hunting ground for many centuries, and the history of the park, the road to its south-east and the settlements in its vicinity are inextricably connected.*

*This history tells of Virginia Water's journey from royal domain to pleasure park, with characters ranging from highwaymen, poachers and scavengers to gardeners, gamekeepers and road-builders being just a few small parts of an exceptionally rich tapestry.*

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