

A POSTCARD COLLECTION
OF BOOKHAM

By

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Album 2

Pages 41 - 60

The Bookhams

Church Road - Solecote & Ribblesdale

Crossing the road and back to Solecote (opposite Brelades Veterinary Surgeons in Rothwell House) is a road that takes its name from the house that occupied the site until 1965. Solecote was one of a number of large elegant houses built by Andrew West on the west side of Church Street and in Little Bookham around 1905. These houses had a number of common characteristics; for example, the front faced south and not the road, there is arched coving above the windows in the living rooms, they had impressive staircases and exterior red toothed brickwork and decorative terracotta ridge tiles were used. All the Andrew West houses had large gardens but Solecote was by far the largest. Solecote was demolished in 1965 and the present Solecote houses were built.

Andrew West was a local architect and builder at Bennets Farm who employed some fifty men and built many of the houses in Church Road.

The next in the row of Andre West houses is Ribblesdale, which has a small shop in the front. The house itself was built in 1905 but the small building that houses the shop was built much earlier, probably in the mid 1880s. The house is almost completely unaltered from the original design, with the exception of the room that was added on to the side of the house and is used as a supplementary store to the shop.

The shop building itself is interesting since it has been used for a number of purposes. For example, during WWI the family of one of the staff at the house lived there with his family of thirteen in the two roomed bungalow consisting of one living room and one bedroom, During the 1920s and 1930s it was used as a garage.

Mr Kepple came to live at Ribblesdale in 1939 and remained until the 1950s. Mrs Margaret Sowerbutts now owns the house and opened the craft shop, called the Granary in the out building during the late 1970s and it still remains.



This is the same postcard used previously that shows the Flourmill, but it also shows the small Granary Craft shop on the left hand side of the card, which is situated at the front of Ribblesdale. This Frith postcard was published in 1906. The building that can be seen behind the Granary Craft shop is the rooftop of Foulis. The picture of the Granary below shows Ribblesdale behind.



The Bookhams

Church Road - Foulis

Next door but one to Ribblesdale is another Andrew West built house, named Foulis, that had been the local doctor's residence and surgery since 1923 when the practice was transferred from The Croft by Dr Candy until his tragic death in 1929 aged 49. His successor was Dr Waterfield who gave a lot of his time to the Bookham Community Association (BCA) and became its president. He died in 1960 and was followed by Dr Manclark but Dr Bennett was the doctor living at Foulis when the practice moved to the Medical Centre in the centre of the village. It is believed that the pre-fabricated building used as a waiting room was moved to Effingham Golf Club.



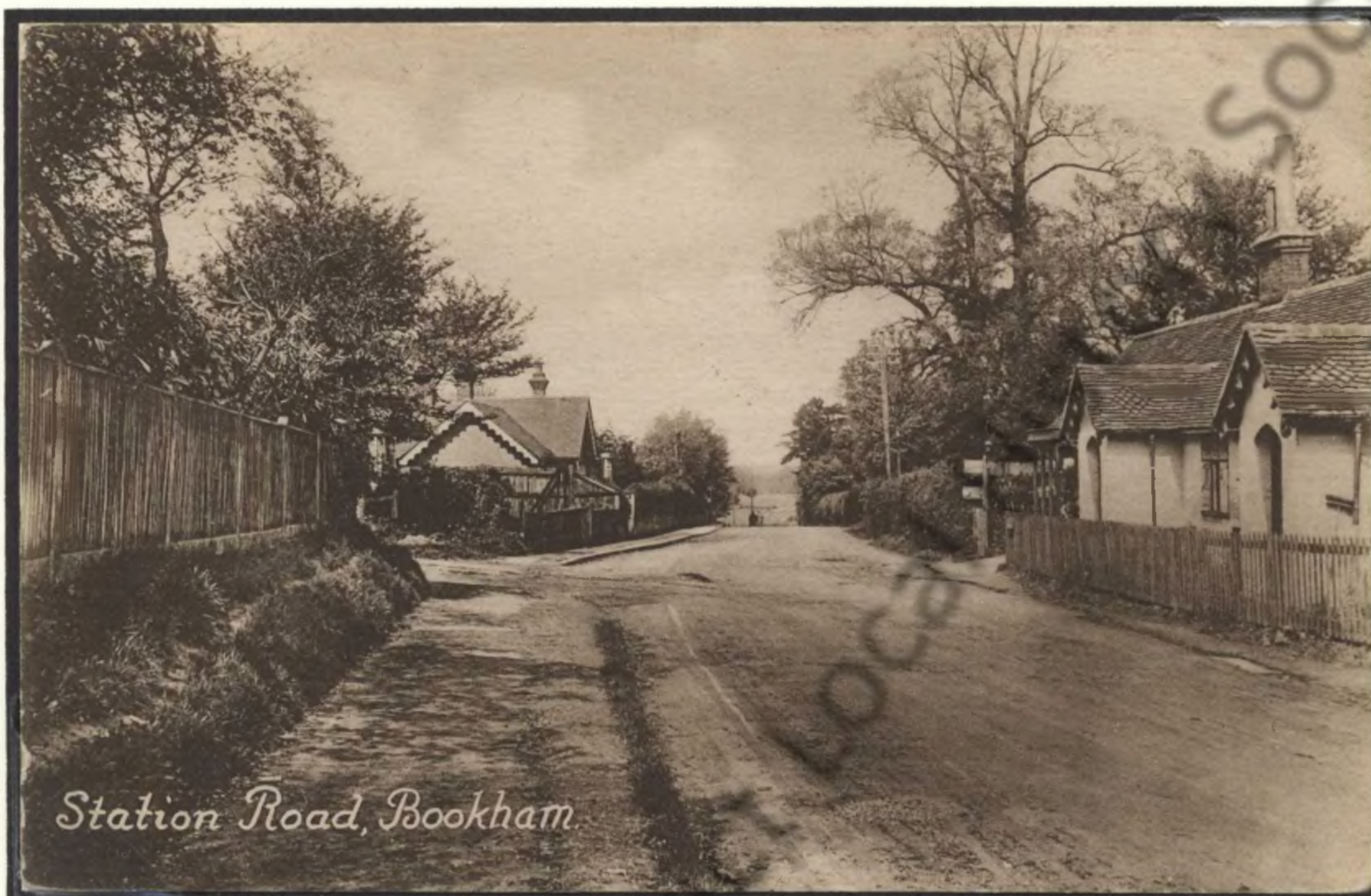
This unknown postcard is essentially of the Almshouses but the entrance to Foulis can be seen on the left hand side of the card. The second entrance would be for the Farthings. Foulis is pictured below.



The Bookhams

Church Road - Farthings now known as Wakeham

We have now reached the Andrew West on the corner of Church Road and Sole Farm Road that was known as Farthings, now called Wakeham. This was initially named Ednam by the Douglas family at the time that they had it built in 1911. The house was occupied by three generations of the Douglas family until it was sold by the two great grandson, James and Robert, when each of them had a house built within the very large back garden of Ednam. In 1991 Ednam was empty for about six months before it was bought by Mr Darby who had the house renovated with some alterations and additions and renamed it Farthings. The 100 foot greenhouse by then a little worse for wear, was demolished and replaced by a large modern greenhouse.



This local J.F Stevens postcard is essentially of the Almshouses with the entrance to Farthings just about where the fence starts on the left hand side. The postcard has been postally used dated 1923. Farthings, now Wakeham is pictured below.



The Bookhams

Church Road - Flushing Cottage/Flushing Meadows/Flushing Farm/Flushings

Next to the Mission Hall site is a bungalow called Flushing Cottage in which farm workers of Flushing Farm were housed. At that time it was most probably two semi-detached properties.

On the opposite side of Church Road there is a large house partly hidden by trees, called Flushing Meadows, Major-General Hughes lived here in the 1950s and in 1957 he was appointed Sergeant-at-arms in the House of Commons. Lady Hughes continued to live in the house until the 1970s.

Back across the road is Flushing Farm. This had been a farm of 25 acres, now reduced to a garden. The farm house had been built in two parts, the older part is the north side which is thought to date around 1600, whereas the south side is believed to have been built about two hundred years later. Part of the exterior farm buildings still exist although they appear to be part of next door's property. Jack Douglas, of horticultural fame, lived here in 1893 when he first came to Bookham from Scotland. Robert Wood, who was an assessor and collector of taxes as well as a farmer, lived at the farm from the early 1900s until about 1930.

Directly opposite Flushing Farm is The Flushings, a house that stands on rising ground concealed by trees and shrubs. The owner of the farm lived here whilst the manager was at Flushing Farm. This house is older than the farm, its original name was the Fleshings.



A Canon Series postcard postally used dated 1907. This is looking south towards Church Road and the village. On the left is The Flushings and opposite is Flushing Farm. The Almshouses can be seen further up on the left hand side.

The Bookhams

Church Road - Elmcroft & Edenside Nursery

Continue north along Church Road to the footpath on the left. Where Edenside Road crosses the footpath turn left and just along on the left is a development called Elmcroft which takes its name from the large house that stood on this site from the early 1900s until the 1970s. It was another Andrew West house where Mr and Mrs Stanley Russell lived from 1918 until the beginning of WWII. The last occupant of Elmcroft before its demolition was Mrs Mary MacKinnon who used to keep goats on the common near the house.

Beside the Orchard a small cul-de-sac of modern dwellings has been built. One of them was occupied by Arthur Baker, who retired from the Royal Navy Volunteer Reserve in October 1970. Lieutenant-Commander Baker joined the Navy in 1929 and served in minesweepers and trawlers during WWII. He was awarded the Volunteer Reserve Decoration in 1966 that lies with his other six medals. During his retirement he made more than one request offering his services to the Royal Navy, the last occasion was in 1993 at the age of 83, and he was puzzled at the lack of response to his requests! He loved playing the violin and played in orchestras since the age of 11. At 89 he was extremely fit both physically and mentally and was still playing with the Surrey Philharmonic and the Slater Symphony Orchestras. Until the death of his wife in 1993 he had lived in Eastwick Drive for some fifty years when he moved to his present address.



This Frith's postcard has been postally used dated 1907. The view is from Church Road looking towards the village from the second bend in the road from the station. In the distance on the right is the Edenside Nursery which was established in around 1891 by James Douglas, who became a world authority on auriculas and carnations. The large house closer to the road, was Elmcroft, built by Andrew West, a local builder who employed some fifty men and built many of the houses in Church Road. Elmcroft can be seen in the local postally used Stevens postcard below dated 1914.



The Bookhams

Church Road - Edenside Nursery

On the west side of Church Road, on Edenside Road was the entrance to the Edenside Nursery which became known as The House of Douglas. This occupies about five acres of land that had been part of the former Lonesome Farm. For some 75 years Great Bookham was the home of the Douglas family whose nursery achieved world-wide fame from producing a prodigious number of varieties of border carnations, pinks and auriculas. Three generations of the family ran the enterprise from 1893 until 1967.

James Douglas, the founder, was born in Ednam in Scotland but came south early in his working life. His son James, his grandson Gordon and his great grandsons James and Robert were introduced to the nursery business although the great-grandsons decided not to continue with it. When James came to Bookham in 1893 he lived at Flushing Farm then he moved to the house named Edenside which became an old peoples' residence. He later had a house called Ednam built by Andrew West on the corner of Church Road and Sole Farm Road. The name Ednam was adopted after his birthplace in Scotland; Edenside is near Kelso and was the name given to the nursery, probably because Kelso was where he first saw edged auriculas the flower that made him famous.

The nursery occupied more or less the whole of the area on which the Edenside Estate stands today. It closed in 1967 but the family continued to live at Ednam for some time afterwards. The nursery site was compulsory purchased by the Leatherhead Urban District Council to enable them to build the Edenside Estate. Before the nursery closed, Gordon Douglas (a grandson) had a 100 foot greenhouse built in the garden of Ednam in order to carry on the auricula tradition of his father and grandfather.

The names of three new roads on the site of what was the nursery are Greathurst End, Beattie Close and Elm Wood, each one named after a long serving flower grower at Edenside Nursery. The large field just beyond the railway tunnel, south of Commonside, is still owned by the Douglas family. Until 1967, turves were cut and brought back to the nursery by horse and cart, placed in layers one above the other and stood for at least 3 years before the compost was used in the nursery.

This postally used Frith's postcard dated 1927 is a similar view to the top Frith's postcard but is taken further back.



Great Bookham, Church Road and Common

Church Road - Edenside Nursery

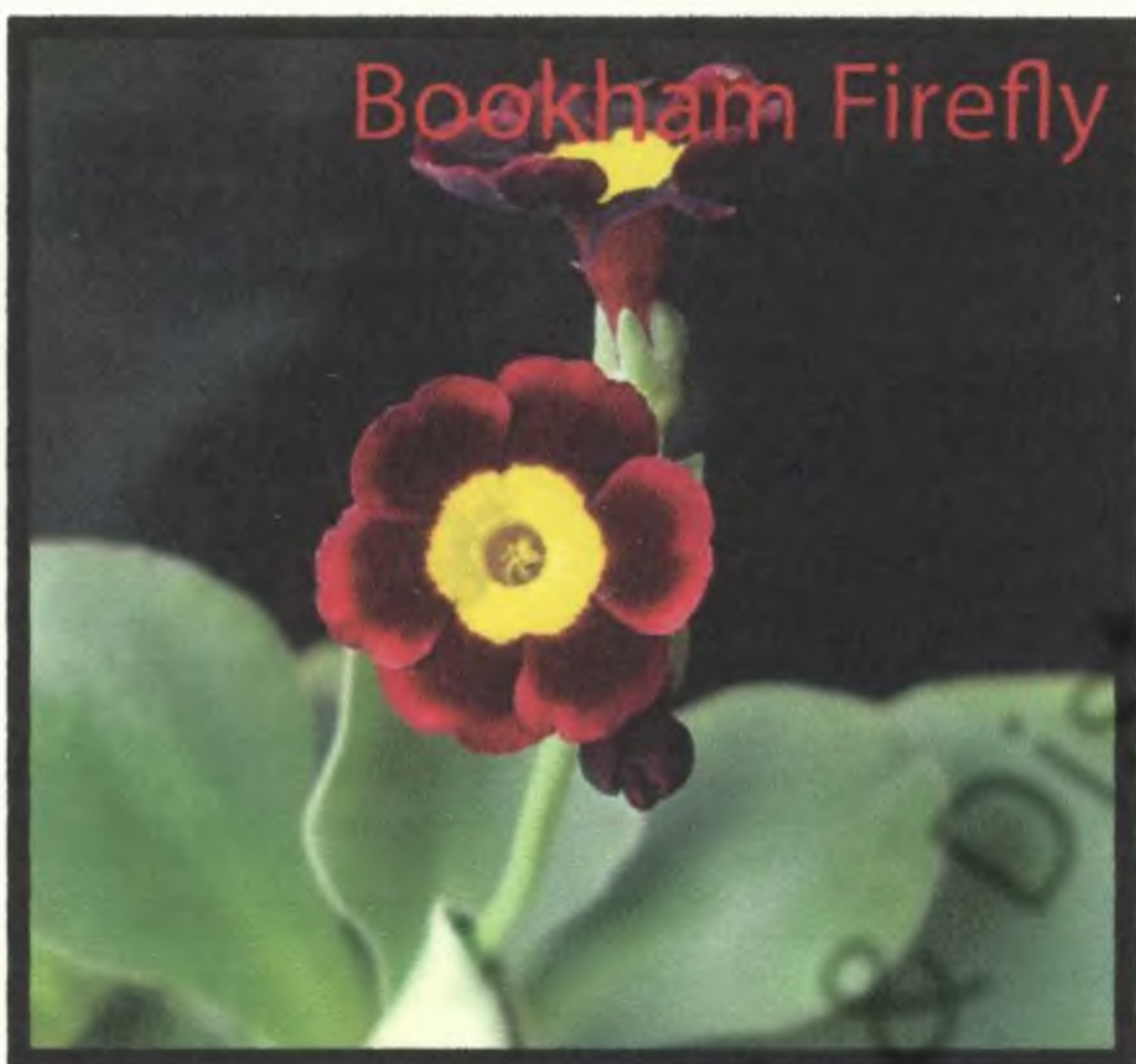
The following article appeared in Surrey Today dated April 2011.

A blooming display of stunning flowers - Main Hall, The Old Barn Hall, Bookham, April 9 at 2.30pm Returning to its roots, The National Auricula and Primula Society (Southern Section) is in the area for its annual spring shows when visitors may get the chance to see specimen blooms Bookham Firefly and Bookham Star.

Founded in 1876 by and for enthusiasts who raised and exhibited Auriculas, Gold-laced polyanthus, and other Primulas this show is followed on April 23 with the venue hosting the 127th annual Auricula Show.

Auriculas have been grown for several hundreds of years, and are one of the last surviving old fashioned 'Florists' flowers – one which is grown and shown according to strict standards aimed at improving it. In the early 17th century competitions called 'Florists Feasts' were widely held. The prize for the best plant being a copper kettle or a good deal of money. The annual society shows are a continuation of this tradition, without the large cash prizes of course.

For the first time last year, the Society held all of their shows at the Old Barn Hall, Great Bookham. They saw it as returning to their roots. Great Bookham was home to the famous House of Douglas Edenside Nursery from 1893 to 1967 and its founder, James Douglas, was also a founder member of the society. Many auriculas raised at the Nursery are still being grown today – such as Bookham Firefly, raised in the 1930s, and Bookham Star, which dates back to 1918 to name but two. Last year, as well as attracting exhibitors from across the south of England, members turned out from as far away as Tasmania, and even Yorkshire, where they carried off a few trophies.



Primula auricula **Bookham Firefly** – vivid velvety crimson shading to a maroon edge. Offsets very freely. Raised by James Douglas in 1936.

The Bookhams

Church Road - Alexander House

As the road developed beyond the nursery it was known as New Road. Later, when it was extended further, past the station as far as Weale's shop, it became known as Station Road. More recently, Station Road became Church Road and then Little Bookham Street as it is known today. On the east side passed Edenside Road now occupied by modern houses, was the site of Alexander House. At the beginning of the last century this was the Great Bookham Convalescent Home. The matron of the home was Mrs Lee who was the wife of Richard Lee, the architect, who also lived there. When the home closed the house name changed to The Glade.



Penny]

Alexandra House, Bookham

[Photo

The unknown postcard on the right is an early picture postcard. When picture postcards first came out in the 1870s, the message could only be written on the back alongside or underneath the picture, and that format stayed until 1907. At that time the front was for the address and stamp only.

POST CARD.

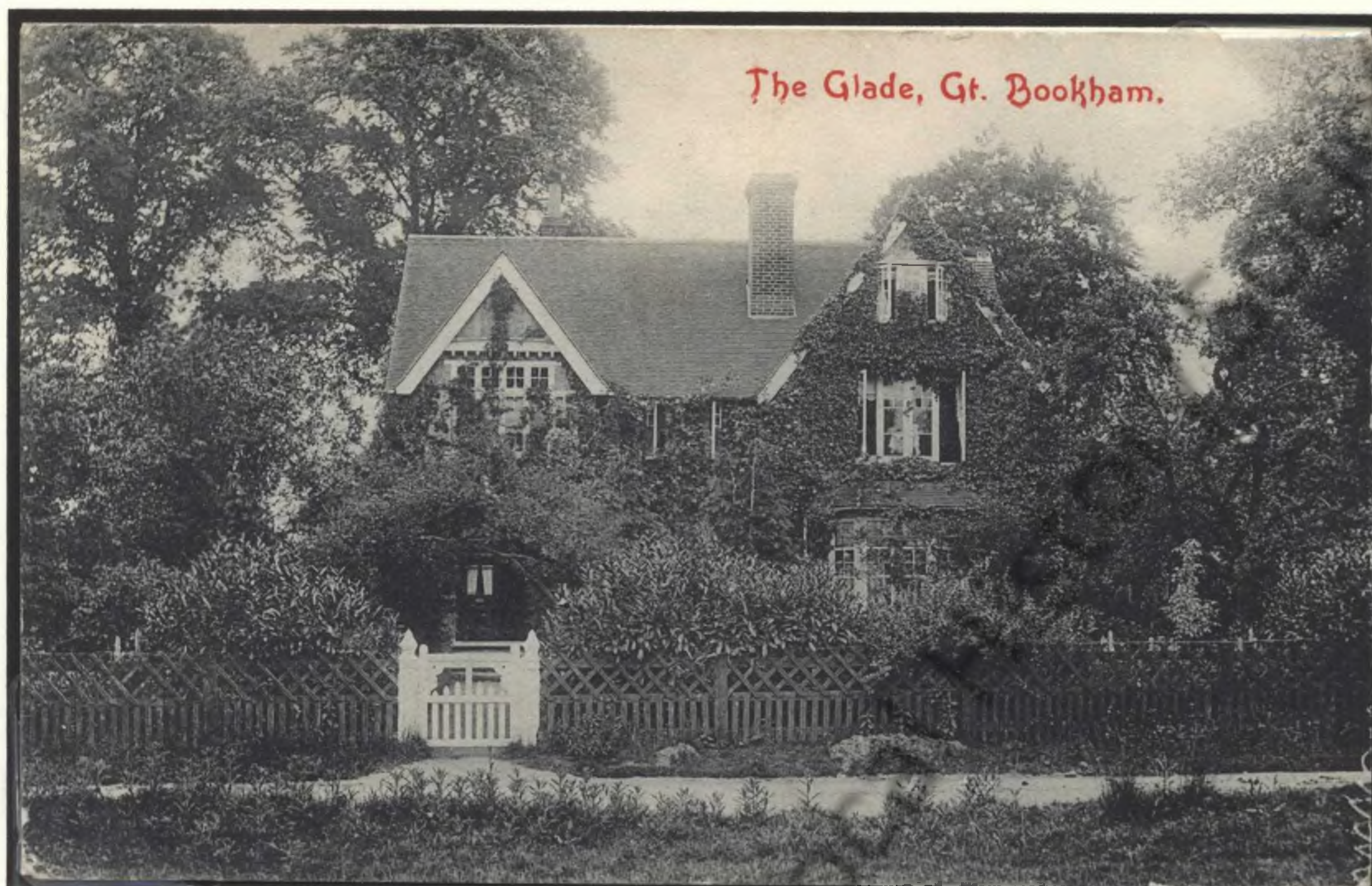
THE ADDRESS TO BE WRITTEN ON THIS SIDE.

ATTIX
HALF PENNY
STAMP.

The Bookhams

Church Road - The Glade

The top postcard has been postally used dated 1906. The Frith's Series postcard has also been postally used and is dated 1911 showing The Glade on the right. Edenside is further down the track on the left side of The Glade.



The Bookhams

Church Road - Merry Court Cottages/Merrylands Farm

Continuing along the footpath across the common towards the station we come to two semi-detached houses called Merry Court Cottages. These were probably Victorian cottages for the workers on Merrylands Farm; this farm later became known as Lonesome Farm which was of 30 acres owned by Mr Ware from about 1916 until at least 1960. He had been Clerk of the Parish Council for a time. Up until the early 1950s the farmhouse still had gas and oil lighting. In 1967 the Spinney School in Eastwick Drive closed and moved to Merrylands Farm buildings remaining there until 1980 when it amalgamated with the Manor House School in Little Bookham.

The three bungalows on the east side of Church Road were built when the Eastwick Estate was sold in the early 1920s. This subsequently led to the local people buying parts of the common to prevent its development.



Two of the same local J.F. Stevens postcards, except one is in colour. The top postcard has been postally used and is dated 1921. The view is of Bookham Common with Merrylands Farm on the right and Edenside Nursery on the far left.



The Bookhams

The Railway Station

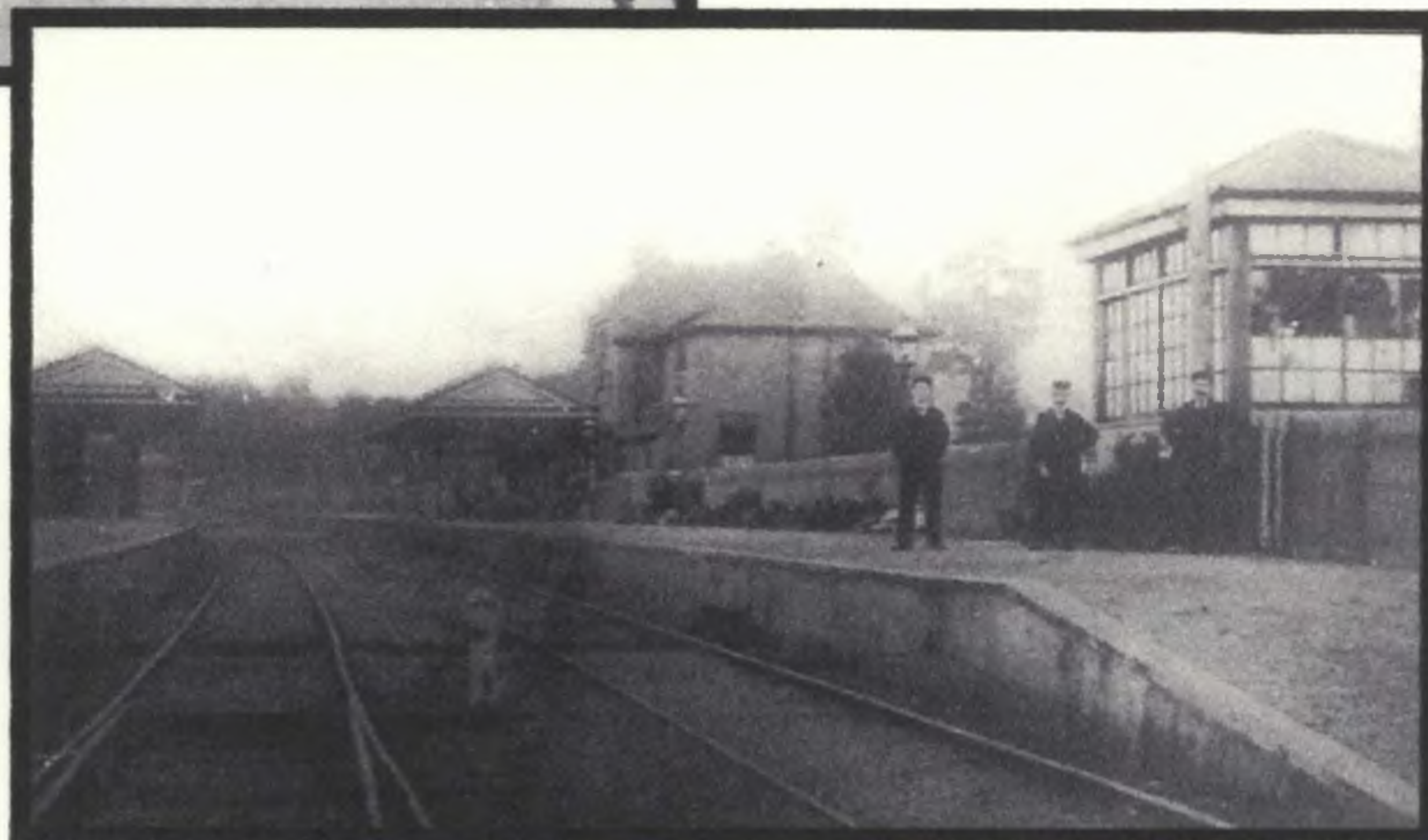
The London & South Western Railway built the railway through Bookham in 1885 when they built the line between Leatherhead and Effingham Junction at the same time as the Guildford 'New' line via Cobham. The reason for the station being one mile from the village centre is because the Lords of the Manors of Fetcham, Bookham and Effingham insisted that it be no nearer the villages. There had been earlier proposals for the line to cross East Street and the High Street but these were rejected.



A local J.F. Stevens postcard of the station c1910. The picture below is looking westwards on opening day, or soon afterwards. The train, with station staff and company officials, including two on the locomotive, is the 'up' platform. Initially there were only five weekly services from Guildford to Waterloo via Bookham, and the journey took around 1½ hours.



This picture was taken in 1890 and is looking eastwards towards the tunnel. The signal box controlled the entrance to the goods yard to the right, not visible here. The yard closed in 1965 and the shed has now been redeveloped. On this side of the station the station-master's house can be seen.



The Bookhams

The Railway Station

The top black & white picture of Bookham station was taken when it was under construction in early 1885. It shows construction well in advance, and looks eastwards towards the tunnel. The other black & white picture was taken in 1950 - there was still a goods sidings, a signal box and steam hauled trains. The coloured picture is a similar view but was taken in August 1973.

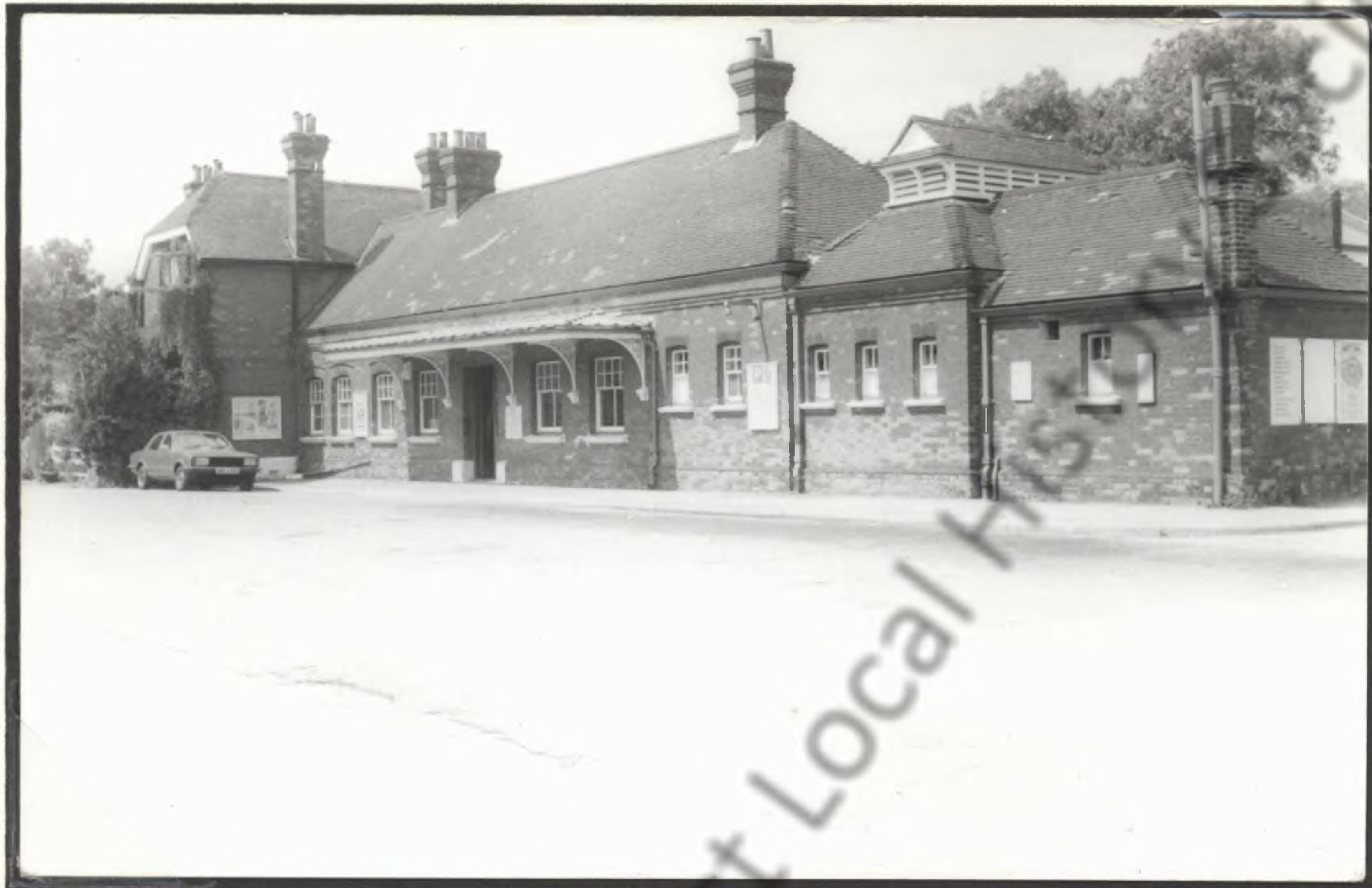


The Bookhams

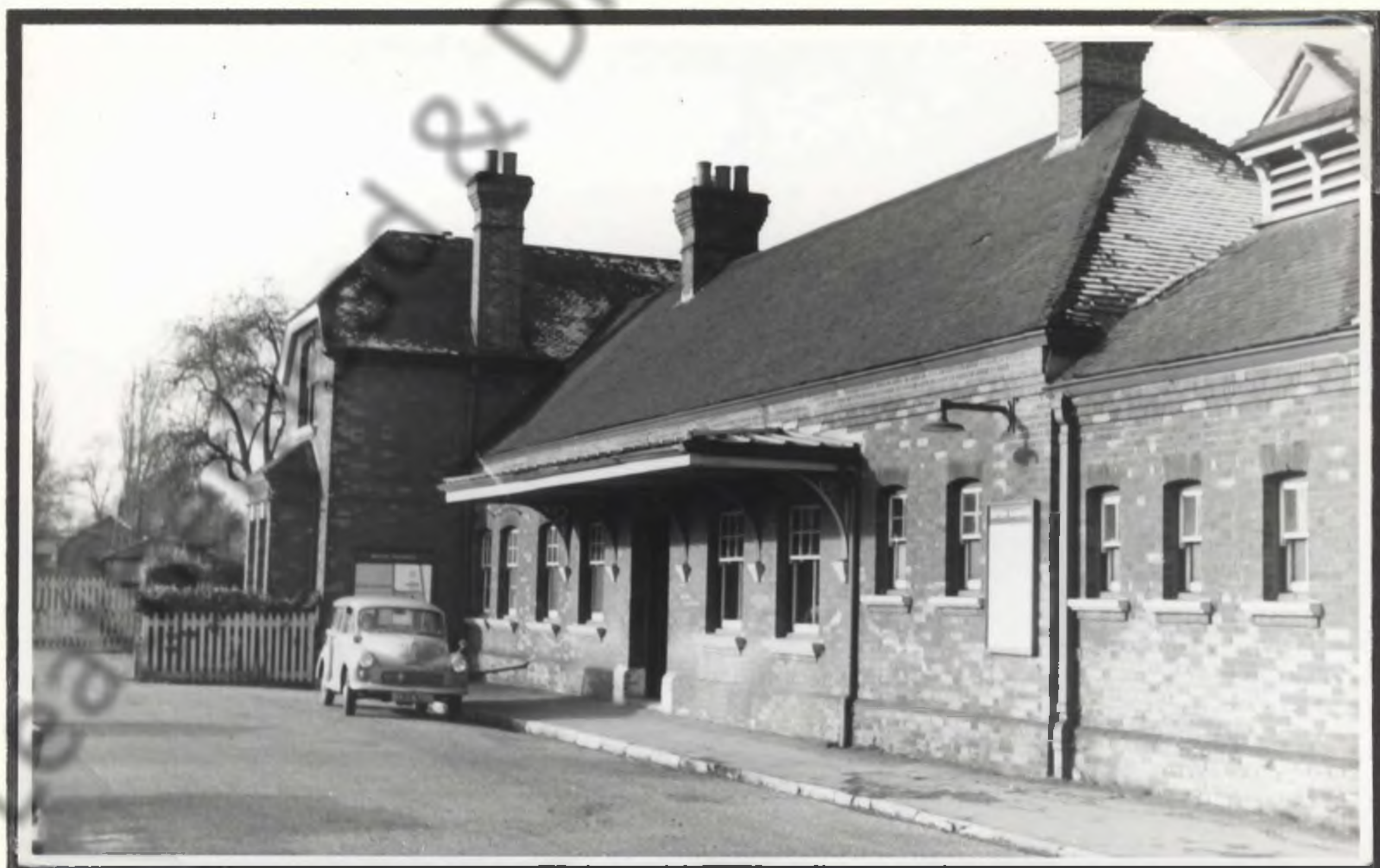
The Railway Station

The station buildings are almost unchanged since the railway line was opened in 1885 as seen in this photo postcard. The main buildings are on the down side and the house attached to the station was where the station master lived until recent times. There was a staff of five comprising the station master, two porters, signalman and a ticket clerk. Now there is only a part-time ticket clerk.

Mr Winterton, the station master between 1916 and 1932 had the duty, in 1923, of meeting the Duke and Duchess of York as they alighted from the train on their way to stay at Polesden Lacey as part of their honeymoon.



The top picture was taken in 1989 and the bottom picture in 1965



The Bookhams

The Railway Station

Until 1965 there was a goods sidings on the down side and a goods shed, which never had track into it. The coal yard had been used by a number of coal merchants, Ranger, Wales, Fred Weale, The Co-op and Hutchinson. There used to be a signal box on the down platform just beyond the station master's house. Electrification of the railway was carried out in 1925.

In 1935 the Ratepayers Association asked for a phone to be installed at the station because of the considerable goods and parcel service, so that enquiries could be made regarding the service. A phone was installed in 1938.



The postcard is of Bookham station c1900. This view is looking westwards towards the station from the bend by today's National Trust tunnel car park in Church Road. The wrought-iron footbridge, which is still in use, can be seen on the right with the Merrylands Hotel on the left. The picture was taken in 2002 where the iron footbridge can clearly be seen.



The Bookhams

The Railway Station

Bookham had been without a blacksmith for a very long time, but in 1975 a blacksmith came to Bookham specialising in the manufacture of ornamental and agricultural metal work. Mr Pillow, the blacksmith, bought the ground where he and his family live and work adjacent to the goods yard and, during the construction of his house and adjoining the workshop that he named Boscombe Forge, he found the remains of a railway turntable. Sadly, Boscombe Forge is no more and is now houses.



This postcard of Bookham Station c1920/30s has been taken from Church Road looking towards the station on the right and Merrylands Hotel on the left, which was converted in 1917 to the New Atlas Works. The picture is of Stephen Warrell c1910 a carrier for the London and South Western Railway.



The Bookhams

The Railway Station

A postally used unknown postcard with another view of the Railway Station with the Merrylands Hotel on the left. The picture of the station was taken in 1962.

The luggage label below left was from the 1920s, and the *third* class ticket, which is dated on the back 28 June 1950 was for a 'Daily Workman.'



The Common & Railway Station, Bookham




0339
SOUTHERN RAILWAY.
CHEAP DAY
Available as advertised
BOOKHAM
Box Hill & Burford bridge
or WINGHAM J.T. Co.
(P.O.) RAYNES PARK
Third Class
FOR CONDITIONS
SEE BACK.

SOUTHERN RAILWAY.
(9/29) (787)
FROM WATERLOO TO
BOOKHAM

SOUTHERN RAILWAY.
DAILY WORKMAN.
Stewtham to
BOOKHAM
Third Class Fare 1/5
8314

Transport - Buses

Buses started to run from London to Leatherhead in the early 1920s but did not serve Bookham until the late 1920s. The 1930s Green Line Bus Time Table is Route H from Harpenden to Great Bookham. On the reverse of the timetable it had 4 detailed walks, an example below.



ROUTE H

**HARPENDEN
LONDON &
GREAT
BOOKHAM**

Daily
Every 30 minutes

GREEN LINE COACHES LTD.

Chief Office:
55 Broadway, S.W. 1. Victoria 6800.

Local Enquiry Offices:
GREEN LINE COACH STN. POLAND STREET.
(Near Oxford Circus). Gerard 2101.
Luton Road, Harpenden - Harpenden 695.
Golders Gn. Stn. Forecourt - Speedwell 6791.
Fetcham Rd., Leatherhead - Leatherhead 530.

1058-20000-6-4-32. (R). WATERLOW & SONS LIMITED, LONDON WALL, LONDON.

22 MILES OF WALKS

From Great Bookham.

1.—OUTWARDS TO RANMORE (3 miles). Facing the "Victoria" (the coach terminal) in the Guildford road at Great Bookham, is a lane beside The Grove, signposted "Dorking, via Bagden Hill," with the enjoinder—not unwelcome to ramblers—that it is dangerous for motorists and cyclists. Taking this, the course shortly becomes the beech walk of Polesden Lacey, on the right, which curves round beside a by-road to the gates of the park (private). Crossing the by-road here, the way is forward by Connicut Lane, the wide grassy track that skirts the park of Polesden. Fringed with sapling ash at first, it dwindles after a bit into a mere trackway in the woods of Ranmore Common—the wildest and densest woods imaginable. Connicut Lane is clear enough, and it hugs the border of Polesden Lacey. Passing under a stone bridge, it bends round to the right, to the two cottages at Tanner's Hatch. Here, going through a gateway, it throws off a leftward branch which cuts up through the wood and emerges on the Ranmore Road by some cottages facing a footpath (signposted) to Westcott. The main track becomes a green

The Bookhams

Transport - Buses

The Great Bookham from Oxford Circus bus service in October 1930 ran every half-hour between the Dorking coaches and gave a 15 minute service to Leatherhead. Six coaches were required to work the service, and these, like the Dorking route, were based at the East Surrey garage, Leatherhead, as the Dorking garage was not opened until 1932.

On the 10th December 1930, the first through-London operations were introduced, when the Harpenden - Charing Cross service combined with the Oxford Circus - Great Bookham route and the Welwyn Garden City - Charing Cross route was linked with the Oxford Circus - Reigate route. All the coaches on these two services now bore the Green Line fleet name, as in the picture below of the T-type A.E.C Regal coach, the same name as its forerunner but this had a 30-seat front-entrance as opposed to the first coaches which had a 27-seat rear-entrance, and were normally used for private hire, coastal trips and excursions, bearing labels to inform passengers that it was a Green Line Service.

The Harpenden to Great Bookham route became known as Route H. Green Line asked for extensions to Route H, the southern end to Guildford and the Northern end to St Albans. The licence was only granted for the northern end as the Commissioner considered the railway and bus facilities between Great Bookham and Guildford were quite sufficient to meet the public needs.

Route H became Route L in July 1934, which was withdrawn completely in 1937 and replaced by the extension of Route O from Trafalgar Square, later Victoria to Great Bookham. This route in turn was withdrawn in 1939 because of the war but was not reinstated after the war which left no Green Line service to Great Bookham.



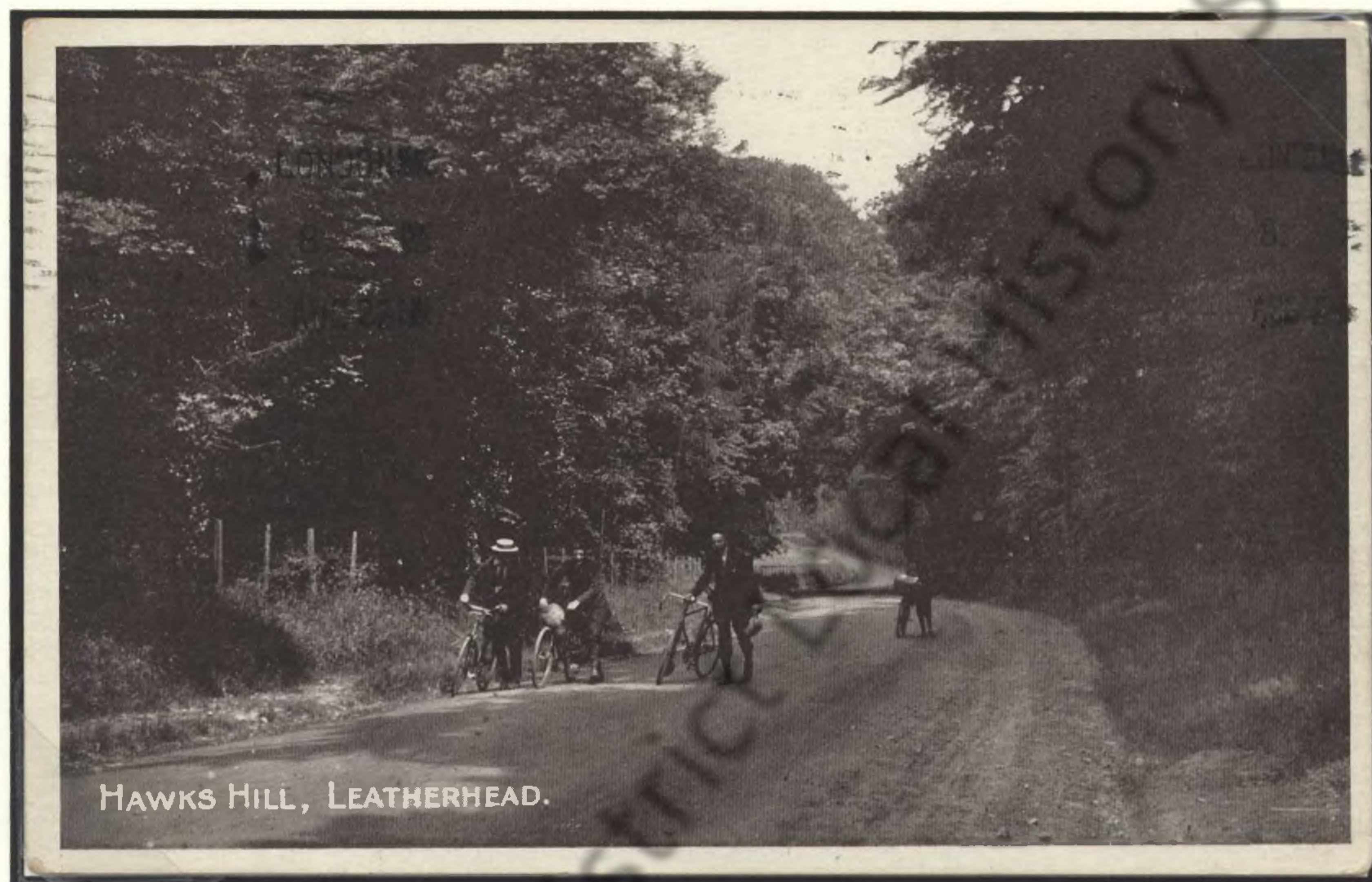
The Bookhams

Transport - Buses

In the years of the stage coach the Leatherhead/Guildford road took you up Hawks Hill which was so steep that passengers had to get out and walk or even help to push the carriage up the hill, as was the case with the early buses when they attempted to climb Hawks Hill the passengers had to disembark and walk with the bus until it reached the top, where they clambered aboard. Road surfaces were nothing like those of today. The best surfaces were created by Macadam who developed the best method of laying small stones on top of a larger stone base and cambering the surface. Tarmacadam (tarring over the surface) is a fairly recent improvement to this method.

The locally published Skelton postcard below shows some cyclists at the top of Hawks Hill. The postcard has been postally used, dated 1919. From time immemorial there has been a trackway along this route leading from the River Mole up the hill from Leatherhead to Fetcham and Bookham.

The picture taken in 1954 is of the old Leatherhead Bus Station that was opened in July 1925 and closed in April 1999. It was demolished and office buildings were built in its place.



The Bookhams

Transport - Buses

The 418 bus ran from the late 1920s from Epsom to Great Bookham until the route was altered to run from Epsom to Kingston. In the early 2000s the 418 was replaced by the 479 operated by Countryliner which now runs from Guildford to Epsom.



The photo shows the AEC 416A/short bus taken in 1927. Below shows that travelling has an element of risk which is dramatically captured in this picture taken in 1930 when a 418 bus ploughed through the parapet of the town bridge at Leatherhead. The front wheel and bonnet overhung the river. For passengers it was obviously a pretty hair-raising experience.

