

LEATHERHEAD
& DISTRICT
LOCAL HISTORY SOCIETY



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Leatherhead and District Local History Society

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OCCASIONAL NOTES

THE QUEEN'S GOLDEN JUBILEE: LOCAL CELEBRATIONS

During the early days of June this year there were many celebrations on the occasion of Queen Elizabeth's Golden Jubilee. A Civic Service was held at the Leatherhead Parish Church on Sunday 2nd June, the congregation assembling afterwards for refreshments in the nearby Park Gardens. Colourful Flower Festivals were a feature at many churches including St. Giles' Church, Ashtead, St. Nicolas' Church, Great Bookham and St Mary's Church, Headley. At Fetcham Park House there was an interdenominational service on its lawns, followed by an enjoyable picnic.

A highly successful Carnival held in the Leatherhead Leisure Centre, occupied much of the day on Monday 3rd June. In the late morning a long procession starting from the Swan Centre and the High Street wound its way to the Carnival ground, including many church members carrying the 'Churches Together' banner. The Carnival, sponsored by the Mole Valley District Council and local organisations, attracted large numbers throughout the day. There were sports and other activities, with music played by the Mole Valley Silver Band. The day ended with a spectacular display of fireworks.

In the same evening a Golden Jubilee Concert took place at the Leatherhead Parish Church, with the Slater Symphony Orchestra (and Alice Neary, solo cellist), conducted by Christopher Slater. The music played had a marked Jubilee flavour.

Both Ashtead and Bookham linked their 'Village Day' to the Golden Jubilee theme. Ashtead's celebrations included parties at the Peace Memorial Hall and on 'Village Day', hosted by the Rotary Club, the day began with a procession from the village centre to the Recreation Ground in Barnett Wood Lane where everyone enjoyed themselves; it was said by the organisers to have been one of the most memorable of village celebrations. Not far away, in Bookham, the 'Village Day' was equally acclaimed, starting with a procession of school children through the village led by the Surbiton Royal British Legion Youth Marching Band; in the Barn Hall and its adjacent field there were many exhibits, stalls and sideshows, all decorated specially for the Golden Jubilee.

J. C. STUTTARD

ST. GILES' CHURCH OF ENGLAND INFANT SCHOOL, ASHTEAD: 150TH ANNIVERSARY

In June 2002 St. Giles' School celebrated its founding in 1852 by the Hon. Mary Greville Howard of Ashtead Park. A programme of events, as well as an exhibition of school memorabilia was devised by the Headmistress, Miss Vivienne Aitchison and the Chairman of Governors, Mrs Gill Northcott. During the week of celebrations the children had Victorian lessons, including copper plate hand writing and everyone dressed in Victorian costume, complete with lorgnette where applicable! A service for current pupils and their parents was held at St. Giles' Church at which the Rector dedicated a handmade patchwork banner which included a cross made from scraps of each pupil's favourite fabric. The celebration culminated at the end of the week with a Thanksgiving Service on the school field led by the Bishop of Dorking, followed by a splendid evening barbecue enjoyed by over five hundred in beautiful weather.

A commemorative history of the school has been published to mark its 150th Anniversary.

CHERRY PEPLER



GOLDEN JUBILEE PROCESSION IN LEATHERHEAD,
WITH FLAGS OF THE ROYAL BRITISH LEGION



ST. GILES' SCHOOL, ASHTEAD. A SUMMER'S DAY PHOTOGRAPH DURING THE SCHOOL'S
150TH ANNIVERSARY



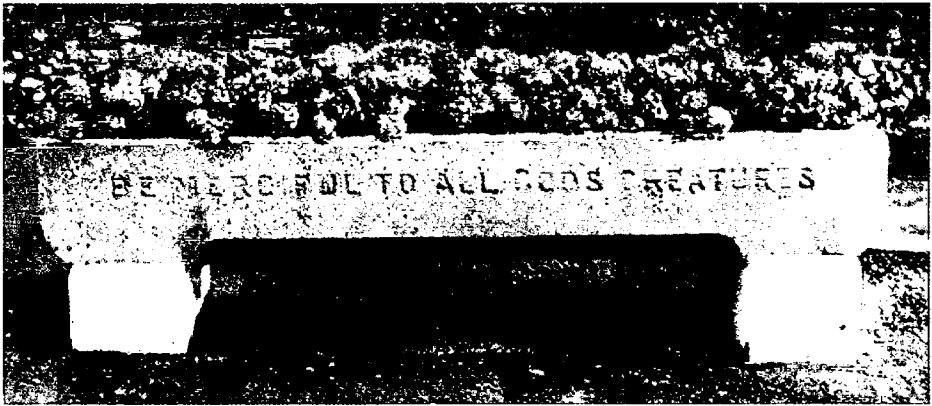
GOLDEN JUBILEE PROCESSION IN LEATHERHEAD,
WITH FLAGS OF THE ROYAL BRITISH LEGION



ST. GILES' SCHOOL, ASHTEAD. A SUMMER'S DAY PHOTOGRAPH DURING THE SCHOOL'S
150TH ANNIVERSARY

A REDISCOVERED LEATHERHEAD LANDMARK

Members of the Society will have noticed recently that a handsome piece of street furniture has appeared on the corner of Church Road and Church Street. This old horse trough used to stand at the junction of Bull Hill and Kingston Road, having been donated to the town in 1905 by Mary Braybrooke when Bradmere Pond nearby was filled in prior to the building of Park Rise the following year. This came to the notice of Mary Braybrooke, a leading animal welfare campaigner who lived in Eastbourne and so far as we know had only slight connections with Leatherhead (she had a friend, Alexander Durlacher, who owned property here). She is known to have donated similar troughs to other towns.



THE LEATHERHEAD HORSE TROUGH IN ITS FINAL POSITION.
Courtesy Dan Lloyd.

The Leatherhead horse trough, which originally also had a drinking fountain for passers by and a lower trough for dogs, was removed by the Council when the layout of the junction of Bull Hill and Kingston Road was changed in 1964. It was destined for the scrap heap, but was fortunately saved by Councillor Margaret John. She arranged for it to be sold (for £5) to her friends Dennis and Lucy Hooker, who had the trough moved to the garden of Vale Lodge, where they lived at Flat No. 1. Dennis Hooker took it with him when he moved to No. 4 Orchardleigh (off St. Nicholas Hill) where it remained until early this year. The MVDC installed it at the corner of Church Road in May 2002. Unfortunately the original granite base and drinking fountain have been lost. The Council had a replacement granite base made (not identical to the original) and moved the trough to its present position in October. The inscription is to be shortly picked out in black paint. There is a similar trough on the Guildford Road at West Horsley which has recently been restored and shows what the Leatherhead trough would have looked like in its heyday.

A. ROBERTS

THE ATLAS WORKS, BOOKHAM AND BLACKBURNE ENGINES

By P. A. TARPLEE

Introduction

THERE were two engineering factories in Bookham, Surrey, one in Little Bookham and the other, the New Atlas Works, in Great Bookham. I have endeavoured to research the history of these two works as well as other operations elsewhere which had a bearing on what went on in these two buildings, together with the principal people involved. Although the story is not complete I hope that this will be of interest to those who want to know more of the history of these factories as well as that of the companies associated with them, particularly the applications of Blackburne engines. Necessarily, the book also records many of the activities of Tom Gillett who was so involved in much of the development.

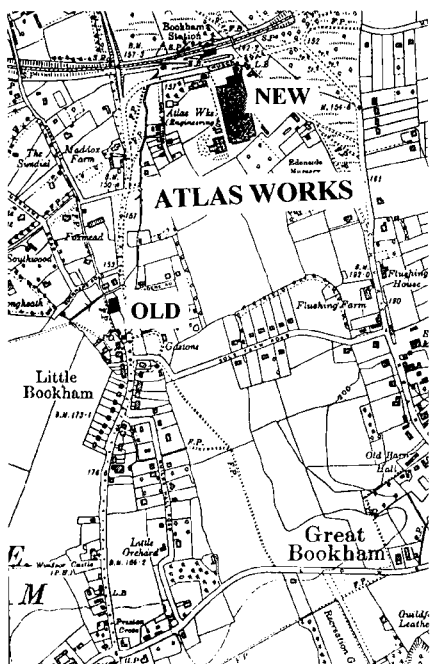
Thomas Gillett starts the Atlas Works

The Gillett family of seven sons and three daughters moved to Surrey from Blackpool, Lancashire in 1896; they lived at West Flexford Farm, southwest of Wanborough station.

The eldest son, Thomas, attended Holy Trinity School in Guildford from 1896 until 1900 before undertaking his technical education at the Borough Polytechnic Institute where he studied machine construction, electricity, drawing and mathematics. This was followed by a 3-year apprenticeship to Robert Millar at 44 Lancaster Street, Borough Road where he carried out millwrighting and general engineering work as well as gas and steam engineering.

By the time that Tom's apprenticeship was completed the family had moved to Little Bookham where John built Maddox Park House and ran a farm there. Several of his sons continued in farming and two of them (David and John) ran a dairy business in Little Bookham Street. Tom set up an engineering works, known as the Atlas Works, next door to his home at Vine Cottage (now known as Grapevine Cottage) in Little Bookham Street. His business was described variously as 'motor engineer', 'motor, electric and general engineer', millwright and 'engineer'.

In 1910 Graham Gilmour, a well-known pioneer aviator and racing motorist, lived in Bookham and one of Tom Gillett's jobs was to maintain the 3-cylinder Anzani engine of Gilmour's Bleriot aeroplane. Gilmour was killed on 17th February 1912 test flying a Brooklands-built Martin and Handasyde monoplane which crashed in Old Deer Park, Richmond. He was buried in his parents' grave in Mickleham churchyard which is marked by a stone showing a Bleriot plane.



LOCATION OF OLD & NEW ATLAS WORKS



OLD ATLAS WORKS, LITTLE BOOKHAM STREET

In 1912 Tom Gillett turned the business into a private limited liability company, Gillett Stephen & Co Ltd, in which he held the position of managing director. Among other work they were responsible for electrical and general engineering work for Sir W. A. Rose & Co, Rose's Wharf; Millwall; road locomotives and brickmaking plant for the Dorking Brick Company at North Holmwood and general engineering work for the Leatherhead & District Electricity Company. He was elected an Associate Member of the Institution of Mechanical Engineers in 1913 and a Member 4 years later. He became a Member of the Order of the British Empire in 1919.

During World War I Gilletts manufactured aircraft parts, including components for radial engines, for the Royal Aircraft Factory at Farnborough. The work force had increased from 16 to 120 by 1916 and to meet the need for more space at the Bookham works the former Merrylands Hotel was acquired, in 1917, through Waring of Waring and Gillow.

Merrylands Hotel and the New Atlas Works

Merrylands Hotel had been a temperance hotel built by Mrs Mary Chrystie in 1885 opposite Bookham station which had been built at about the same time. Mrs Chrystie, of Fife Lodge, Great Bookham, was an ardent temperance campaigner, member of the Band of Hope and the White Ribbon League. She bought up many old alehouses in the area and resold them with their use restricted to that of private dwelling houses. An example of this was the original White Hart alehouse, later the Saracen & Ring, in the High Street; now Grove Cottages. She also built Little Bookham Village Hall and closed the Fox alehouse which used to be adjacent to the site, as well as Victoria Hall in East Street.



MERRYLANDS HOTEL BEFORE CONVERSION TO NEW ATLAS WORKS

In 1896 she built the Victoria Hotel and Cyclist's Rest at the corner of Bookham High Street and Guildford Road. This operated until the 1950s when it was converted into offices, Rayleigh House.

Mrs Chrystie was a great philanthropist to the village; she would pay school fees for children of poor parents and provide soup during cold weather for the villagers. Merrylands Hotel had 21 bedrooms, 2 bathrooms and dining accommodation for 200 people. There were extensive grounds containing stabling for 10 horses, a double coach house with a motor pit and a large tea house comprising a tea room for 1,000 children and a similar room for 300 adults.

The Merrylands Hotel was converted to offices whilst a new factory, the New Atlas Works, was built in the grounds for Gillett Stephen & Co. This enlarged their factory space from the original 2,000 square feet in the Old Atlas Works in Little Bookham Street to 56,000 square feet including the New Atlas Works.

The new works were extended to 84,000 square feet in 1926 and by World War II the company's factory had spread to 120,000 square feet. The works had its own power house containing 2-300 kVA alternators driven by Bellis and Morcom reciprocating steam engines. It was a very advanced factory for its time with modern machining facilities as well as a laboratory.

Burney & Blackburne

This engineering firm came to Bookham after a period elsewhere. The brothers Cecil and Alick Burney were pupils at the steam engine manufacturer Willans & Robinson Ltd of Rugby (previously of Ferry Works, Thames Ditton) when they met Geoffrey de Havilland and his motor cycle. He had designed and built this in 1905 having constructed a machine 3 years earlier with

a kit of parts and drawings from *The English Mechanic* magazine. They were impressed with his machine and in 1948 C. S. Burney recalled his first ride on it 45 years earlier and he said that they were keen to build similar motor cycles for themselves. They were elated when de Havilland agreed to sell them the castings, patterns and manufacturing rights for the motor cycle for £5. They immediately set about building an engine in the Rugby factory (with the willing consent of their employers) which they mounted on a locally-made frame. By 1906 the Burney brothers had completed their apprenticeship and moved to Daimlers at Coventry but they continued to modify their engines and Cecil became active in competition riding. In 1910 Cecil became head of the experimental department at Rudge-Whitworths when he began to ride their machines in competitions.

In 1912 the Burneys decided to manufacture their machines for sale and, together with the famous pioneer aviator Harold Blackburn who put up £200 to launch the business, they started a company in a small workshop in Berkhamsted. Interestingly the engines for these machines were made at the AC works at Thames Ditton (previously occupied by Willans & Robinson). A limited company, Burney and Blackburn, was formed and the brothers were joined by two other brothers, Cecil and Arthur Roberts, who were also competition riders.

Harold Blackburn was really mainly interested in flying and when the Burneys formed Burney and Blackburn they bought him out and at the same time gave him one of their first motor cycle sidecar outfits as a leaving present. Blackburn continued with flying, including piloting a number of planes for the Blackburn Aeroplane & Motor Company, although he was no relation to Robert Blackburn who had started that company in Leeds in 1911. They operated in a disused skating rink in Roundhay Road, Leeds before opening a works at Brough which eventually housed all the firm's activities. To add to the general confusion about Blackburns, they produced a plane in Leeds in 1924, Bluebird I, using a Blackburne engine from Bookham.

The Burneys moved to Tongham around 1913 where they soon started to manufacture motor cycles under the name Burney & Blackburne. Notice that the Blackburne was now spelt with a final 'e'. This was possibly to indicate that Harold Blackburn now had no connection with the company. They initially had a staff of eighteen but as the business prospered a machine shop was soon added and they produced a motor cycle powered by a 4hp engine with a heavy outside flywheel, detachable cylinder head and solid crankshaft and big end. A 3,000 mile test was carried out in 1919, including the Scottish six-day trials, in which the machine showed complete reliability if not a great turn of speed. In 1918 they were described as 'motor cycle manufacturers, general and consulting engineers and coppersmiths'.

Both Cecil and Alick Burney enlisted at the start of World War I and each spent four years as dispatch riders. Their two colleagues, Cecil and Arthur Roberts, also enlisted (one being killed) leaving their father, G. Q. Roberts, to keep the firm going during the war.

After the war the Burney brothers took no further part in Burney & Blackburne which, as we shall see, later moved to Bookham. Cecil Burney continued to ride a Blackburne motor cycle and became competition manager for F. E. Baker Ltd, makers of the Beardmore-Precision, but he left them in 1924 to ride one of his brother's Burney motor cycles with a 497cc side valve engine. These machines were made by Burney, Baldwin & Co at Reading between 1923 and 1925. Both brothers continued to be active in motor cycle racing, particularly at Brooklands. Cecil Burney became a pupil at the recently opened Brooklands School of Flying and he also ran the International Horseless Carriage Company which operated their business in the Atlas

Works. Burney and Blackburne were a major designer and manufacturer of proprietary engines which continued until 1937.

The Blackburne motor cycle manufacture had been resumed in 1919 after their wartime activities but with the increasing demand for their engines the making of complete motor cycles was transferred in 1923 to OEC (Osborn Engineering Company) of Gosport who marketed them first under the Blackburne name, and later as OEC.

The Blackburne engines built at Bookham were used in a variety of aeroplanes, cars and motor cycles. The range of small light aircraft engines included a 700cc motor for the Lympe Trials which was the forerunner of the 26hp vee twin-cylinder Tomtit produced in 1923 to be sold for £29-17-6. Later they produced a 3-cylinder radial Thrush which was a 1,000cc engine using Tomtit cylinders, then a 1,500cc unit was made.

Examples of Blackburne aero engines are on static display at the Shuttleworth Collection at Old Warden Aerodrome in Bedfordshire.

The range of Blackburne light aircraft engines which went into service was as below:-

Name	Cyl	Type	cc	hp
Thrush I	3	Radial	1096	30
Thrush II	3	Radial	1500	38
Blackburne 700cc	2	Vee	697	24
Tomtit	2	Vee	698	26
Tomtit	2	Inverted Vee	698	26

These were used by, among others, the following aircraft manufacturers:

ANEC, Avro, Blackburn, Clarke, de Havilland, Gloster, Parnall, Shorts, Supermarine, Vickers and Westland. They were also used in a number of planes built for individuals and for trials.

The Blackburne motor cycle engines used only two sizes of crankcase making the engines interchangeable between frames. They were exported to France, Belgium, Germany, Sweden, Italy, Japan etc. Engines with the following capacities were made:

150, 175, 200, 250, 350, 500 and 600cc OHV

175, 200, 250, 300, 350, 500 and 600cc Side valve

Blackburne motor cycle engines were used at one time or another in a very large number of makes of motor cycles including ABC, Arid, Ajax, Atlas, Banshee, Blackburne, Baughan, British-Standard, Barney (see above), Calthorpe, Champion, Carfield, Cedros, Chater Lea, Connaught, Cotton, Coulson, Coventry-Eagle, Diamond, DOT, Edmund, Excelsior, Federation, Francis Barnett, Forfield, Gamage, Grigg, Grindley, Hawker, Henley & New Henley, Hobart, H-R-D, JES, McEvoy, Mammut, Mars, Massey, Massey-Arran, Martinshaw, Matador, Matchless, Nera-Car, New Gerrard, New-Scale, Nickson, OEC (see above), Ohlert, OK, OK Supreme, Omega, P&P, Rex, Rex-Acme, Sheffield-Henderson, Sirrah, Slade, SMW, SOS, Sun, Titan, Verus, Walford, Wallis, Warland, Watney, Wetherall, Wilton, Wurtembergia and Zenith.

Although Blackburne engines were used in a lot of cycle cars following on from their work with motor cycles, they also produced 6-cylinder engines for Invicta and Frazer Nash and 4-cylinder engines for ABC. A major operation after World War I was the overhauling and testing

of V-12 Liberty aero engines and their modification for use in racing cars and, later, naval motor torpedo boats. Dennis and Merryweather used Blackburne engines for fire appliances and trailer pumps whilst the Bookham company also produced engines for agricultural machines by Redshaw, Lister and Walter Kidde and seven makes of lawn mower: Barford & Perkins, Dennis, Godiva, Lloyd, Maclaren, Ransomes and Shanks.

The following car makers used Blackburne engines:

ABC, Aero Car, Autogear, AV, Baughan, Bleriot-Whippet, Darmont, Frazer Nash, Gibbons, Guildford, Invicta, KRC, LAD, Lincoln, Marlborough, Menley, Morgan, New British, RTC, Stanhope, Swallow, Tamplin, TST and Winson.

So it is seen that the proprietary Blackburne engines made in Bookham since 1921 were an important part of the motor cycle, motor car and aircraft industries as they were chosen by an extremely large number of manufacturers. The motor cycle engines were widely used in competitions and Blackburnes advertised that machines with their engines had won thousands of awards throughout the world and that 'the Blackburne engine may justly be called the TT engine'. The motto on the company logo was 'Ever Lively'. The engines had 'Blackburne' cast on the crankcase with the letters 'GS' on the front face for the parent company.

In 1934 Gillett Stephen began manufacturing aircraft undercarriages and hydraulic equipment and when rearmament commenced in 1936 the company received a large contract for making incendiary bombs as well as the production of undercarriages and all forms of ancillary equipment for aircraft. Because of this work they stopped the manufacture of the Blackburne proprietary engines and these have never been made since. So the increase in work in preparation for World War II caused the cessation of the manufacture of Blackburne engines which had been so successfully used in so many motor cycles, cars and aircraft.

The following list gives some of the aircraft for which Gillett Stephen made components:

Airspeed Oxford; Avro Anson, Manchester and Lancaster; Bristol Beaufighter; de Havilland Flamingo and Mosquito; Handley Page Hampden, Hereford and Halifax; Hawker Hurricane, Tornado, Typhoon and Tempest; Short Stirling; Vickers Armstrong Supermarine Spitfire and Westland Whirlwind.

During World War II Gillett Stephen produced hydraulic parts for a large number of aircraft. They created a special building for the repair of undercarriages damaged in service operations which in 1948 they proudly described as being 'illuminated entirely by fluorescent tubes'. By this time the factory contained several hundred modern machine tools ranging from small capstans to large turret lathes, hand millers to heavy milling machines, bench drills to radial drills. They had complete facilities for heat treatment, anodising, zinc, cadmium and hard chromium plating.

When Burney & Blackburne joined the Bookham company they brought with them their chief designer, Harry Hatch, who had earlier been with JAP. He left the company when World War II commenced and accepted a post with the Air Ministry; after the war in 1948 he became a research and development engineer with Matchless (AMC) Ltd. In 1937 Gillett Stephens had been joined by Maxwell-Muller, who had been superintendent in charge of administration at Vickers Aviation Ltd at Weybridge, to take charge of the rearmament programme.

During the 1930s Goodhew & Sons also operated from the Atlas Works where they carried out motor body repairs.

Bookham Engineering Company

Bookham Engineering Company was founded in 1947 with T. P. Aumonier as managing director and they took over the Old Atlas Works in Little Bookham Street. Originally they overhauled tractors and stationary engines but later they concentrated on steelwork fabrication and wrought iron work. They specialised in welded assemblies to fine limits such as engine bed-plates, chassis and parts for fork lift trucks, passenger lift frames etc. A certain amount of general steel work including staircases, platforms and steel-framed buildings was also carried out.

After twenty years in Bookham the firm moved to Kingston Road, Leatherhead, just north of the railway bridge. They remained there at least until the 1970s. The factory in Bookham was demolished in 1968 and flats named "The Blackburn" now occupy the site.

Wildt, Mellor Bromley

The New Atlas Works was taken over by Wildt & Co by 1950. Wildts were established in 1884 as H. Wildt & Co making both knitting machines and knitwear in a number of premises in Leicester. Mellor & Sons of Nottingham were machine makers who by 1909 were machinists in Leicester. Mellors joined with Bromley to form Mellor Bromley & Co who were hosiery machine builders in Leicester. The Bentley Engineering Co Ltd also made hosiery making machinery. These companies, together with others, formed the Bentley Group who operated mostly in the Leicester area.

Wildt & Co took over the New Atlas Works by 1950 where they designed and manufactured hosiery making machines. They also carried out precision machine grinding, heat treatment, enamelling, electroplating and copper depositing. Also produced were mechanical parts for radar and avionic equipment as well as Prestoflex drive shafts. However, they continued producing aircraft hydraulic equipment at Bookham where they made undercarriages for Dowty Rotol Ltd at least until 1982. During the Falklands War they repaired equipment for Harrier fighters and Victor tankers. This work was still carried out under the Gillett Stephen name.

From around 1950 until 1968 Wildts had a factory at Farncombe where they made hydraulic equipment for aircraft. This was a large hangar-like building adjacent to the railway in Silo Road known as Silo Works. The site has since been developed for housing.

Wildt, Mellor Bromley went out of business after earlier being bought by Sear's Holdings. However, Mellor Bromley Mechanical Services still operate in Leicester. This is a separate company producing air conditioning and humidifying equipment for a wide range of applications which developed from the air conditioning department of the original company which used to provide the air conditioning and humidifiers for factories using their knitting machines.

Photo-Me International

By 1982 Wildt, Mellor Bromley were contracting and parts of the factory were demolished to build Bookham Industrial Park. The works closed in 1983. Eight bays of the original 1917 factory remain in use and were occupied by Photo-Me International in 1989. Before they moved in, the old office building (the original Merrylands Hotel) was demolished and a new office for Photo-Me built on the site.

Photo-Me International plc originated in Los Angeles when Gupp Allen invented an automatic photo studio. He came to England in 1952 and with Charles Clark founded Photo-Me Ltd to manufacture and operate photo booths in the United Kingdom and abroad (except the USA).



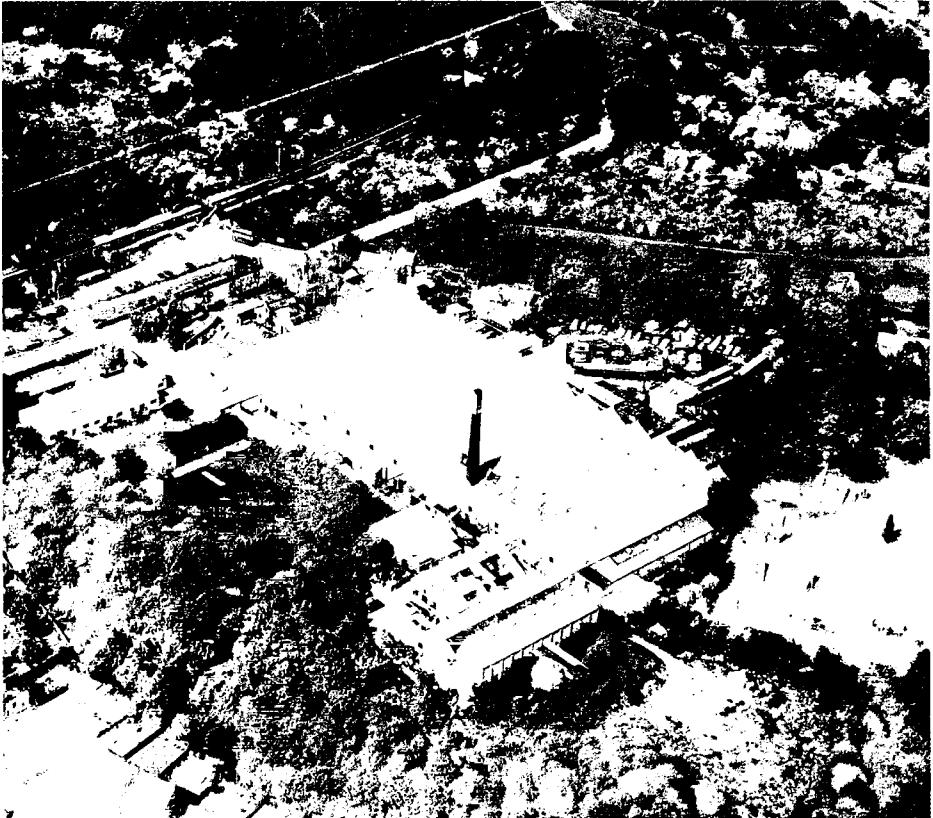
PHOTO-ME FACTORY TODAY

Passport approval was given for their black and white photographs in 1966 and their colour photographs in 1976. This gave the company a massive boost converting it from an amusement machine operator to a supplier of a public service. The recent introduction of photographs on driving licences and other ID cards has also led to more expansion. Before moving to Bookham the company were at Walton-on-Thames.

The company also manufacture children's rides and weighing machines as often seen in supermarkets and shopping centres. All manufacture now takes place in Grenoble in Southern France whilst Bookham is the worldwide repair and maintenance base. They have over 22,000 photo booths in over 100 countries with about 5,000 in the United Kingdom.

Tom Gillett

Tom Gillett lived in Tolworth until 1947 when he moved to 'Woodstock', 55 The Mount, Fetcham, on the corner with Leatherhead Road, where he stayed until 1963 when his address was 'Kinloch', Epsom Road, Leatherhead. A few years later he retired to Angmering in Sussex where he died in 1976 at the age of 92. After he left the Bookham works he went to work at the Tolworth factory of T. B. André on the Kingston bypass where he was joint managing director with H. Clements. They were manufacturers of anti-vibration mountings, seals and moulded components, rubber mountings and stress-carrying rubber. T. B. André had earlier built Marlborough cars which he also raced at Brooklands for a number of years. The company had been formed in the 1920s when they produced 'Hartford' shock absorbers which were fitted in



AERIAL VIEW OF NEW ATLAS WORKS, POST-WAR

the old Martinsyde sheds at Brooklands. It was here that the prototype ANEC III aeroplane was assembled.

The driving force behind the setting-up of the two Bookham factories was Tom Gillett who started a small engineering works in Little Bookham before World War I and, possibly helped by work during the two wars, developed a large manufacturing operation in Bookham. Between the wars they produced Blackburne engines which were used in a large variety of motor cycles, cars and aeroplanes and achieved universal renown.

Gillett, together with many of the others involved in these activities, had been very active in motor racing, particularly at Brooklands where he took a number of records. Perhaps his greatest feat was his achievement of the 24-hour record at Montlhery in 1924. He single handedly covered 1,949.3 miles in a two-litre, six-cylinder AC sports car. He was appointed a director of AC Cars Ltd in 1921 and he was also reported to have run a cafe on the Portsmouth Road.

At around 80 years of age he was still working and would drive to Logie in northeast Aberdeenshire for a weekend's shooting. Earlier in his life he claimed to have been the first person to cross South America from the Atlantic to the Pacific in a motor vehicle.

ACKNOWLEDGEMENTS

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British Motor Cycles since 1900 by Paul Collins

The New Encyclopedia of Motor Cars. 1885 to the Present by G. N. Georgano

The Encyclopedia of the Motor Cycle by Hugo Wilson

Motor Cycle Cavalcade by Ixion

Continuity & Change in a Surrey Village—The Bookhams 1870–1914 by Joy Morgan

A Surrey Village and its Church Saint Pauls-in- Tongham by Howard N Cole

People and Places, Great and Little Bookham by S. E. D. Fortescue

The History of Brooklands Motor Course by William Boddy

The History of Blackburne Engines and some of the Motor Cycle Manufacturers who fitted their Engines by Eddie Collins

THE DEFENCE OF LEATHERHEAD IN THE SECOND WORLD WAR

By T. MARCHINGTON

ALMOST two years before the outbreak of war a call had gone out for volunteer Air Raid Precautions wardens. These, together with the Red Cross, W.V.S. and other services, meant that Leatherhead was well-prepared for attack from the air.¹ However, little thought was given to the possibility of invasion until 1940 when Denmark and Norway were invaded in April and the position in the Low Countries and France deteriorated in early May.

Winston Churchill headed a new coalition government on May 11th and a Home Defence Executive was set up under General Ironside. On 14th May, Anthony Eden, Secretary of State for War, broadcast to the nation, calling for the formation of groups of Local Defence Volunteers. These responses to the belatedly recognised threat of invasion resulted in defence measures that affected Leatherhead.

Ironside's strategy involved static defence lines of which the final one, the GHQ Stop-Line, was drawn through Dorking.² Although the concept of static defence lines was abandoned by General Alanbrooke when he replaced Ironside in July, Dorking continued as a major defensive "anti-tank island", protecting Leatherhead from the south. Furthermore, there were pillboxes north of Dorking, behind the so-called final defences. One pillbox survives, 400 yards north of Burford Bridge roundabout, as does another 100 yards east of the crossroads at Malden Rushett.

Other pillboxes, now demolished, stood just west of Burford Bridge and in the field northeast of the Givons Grove roundabout. The approach to the Box Hill railway tunnel from the south was protected by a pillbox of sandbags and railway sleepers constructed and guarded by men of the Southern Railway's Home Guard.³

Military defence came under XII Corps of Eastern Command which was severely overstretched until reinforced in July 1940 by VII Corps GHQ Mobile Reserve. This included the 20th Armoured Brigade (disposed in the Wotton-Ockley-Cranleigh-Shere area) and the 3rd Infantry Brigade of the 1st Canadian Division, which was located in the Dorking and Leatherhead area.⁴ Little is known of the equipment and precise numbers of these forces but Young Street is a permanent memorial. Leatherhead and its bridge presented a serious obstacle to the free movement of defence forces. Section III of the Leatherhead bypass between Givons Grove and Park Corner (the top of Young Street) was incomplete at the outbreak of war and work on it was abandoned in 1940. Royal Canadian Engineers built a single track road here and this, together with a temporary bridge over the River Mole was opened in 1941.⁵

Anti tank obstacles were deployed in various parts of the district, though there is little record of their location. A correspondent recalled seeing them but could not recall precisely where. However, one site was revealed in the late 1990s during alterations to Leatherhead High Street. Slots were exposed in the road bed close to the Letherhead Institute; these would have taken movable sections of angle iron similar to those which would have been used in Dorking to prevent the passage of enemy tanks.⁶

Anthony Eden's call for volunteers brought a rapid response. "The first volunteer in Leatherhead had arrived at the Police Station before the broadcast had finished . . . May 15th say 200 more recruits . . ." Winston Churchill did not favour the LDV designation and it was changed to "the Home Guard" within a few weeks. The Leatherhead Home Guard was the 6th Battalion in the South Eastern Command. The Officer Commanding was Col. S. L. Bibby of Headley and his Second in Command was Col. O. S. L. Northcote. When Col. Bibby was promoted to a county post he was replaced by Col. Jenkins of Mill House (by Fetcham Mill Ponds).⁸ By "stand down" of the Home Guard in 1944 he, in turn, had been replaced by Col. Northcote and the Companies in the Battalion stood as follows:

Company A Ashtead	OC Major L. J. B. Aitkins, MC
Company B Bookham	OC Major R. W. Marlow
Company F Leatherhead and Bookham	OC Major F. E. Ball
Company G Oxshott	OC Major Warwick Gregory

In addition the 12th Surrey Battalion (Southern Railway) Company G was based at Ashtead and London Passenger Transport Board in its D Company had a Platoon No. 16 (Leatherhead Country Buses).⁹

The Leatherhead Battalion Adjutant was Capt. C. E. Archer. His home at 28 Bridge Street was the Battalion HQ which occupied two rooms on the main entrance floor. A telephone was installed in the basement where they slept during air raids. Training centres included the Drill Hall on Kingston Road and the hall at the back of the Conservative Club in the Linden Road, the Marld in Ashtead and the Drill Hall, Oxshott. There was a rifle range in the former chalk quarry towards the top of Hawks Hill, now occupied by Quarry House; a firing platform and hut survived for several years after the war. Training also took place at the grandstand at Epsom Raccourse

and at Denbies. The latter was opened in October 1940 and gave training in drill, fieldcraft and weaponry.¹⁰ The gravel pits near Ashcombe Cottage were among the sites used to practise grenade throwing.

Home Guard uniforms and equipment were in short supply at first. Arm bands, rifles and a few rounds of ammunition often had to be handed on at the end of a spell of duty. This situation improved with the passage of time. A local newspaper in June 1943 showed three members of the Ashted Home Guard assembling a Spigot Mortar. This type of publicity was probably intended to raise morale although it was uncommon to show defence installations because of the need for security.

Home Guard duties included guarding vital points such as telephone exchanges and railways, manning road blocks, watching for enemy attack and delaying it where possible. The open fields on Fetcham Downs were considered possible landing sites for enemy gliders or paratroops. Consequently a Home Guard store was constructed of corrugated iron at the extreme west of The Hazels.¹¹ In 1945 it still contained large quantities of shotgun cartridges including solid shot known as “paratrooper bullets”. The site is now marked by a mound of soil.

There was at least some interaction between the Home Guard and the Army. Keith Archer recalls “on one occasion, the Army unit in the area decided on an exercise to capture the HG Battalion HQ—I was taken prisoner for about an hour, the exercise was successful but my parents were less than pleased!”

Although the threat of invasion had receded when Germany invaded Russia, the Home Guard did not stand down until 31st December 1944. Even then the attack from the air continued and the last V2 rocket did not fall until February 1945.¹² By this time countless hours of dedicated service had been given by local people.

NOTES

1. *History of Leatherhead* ed. Edwina Vardcy (1988), p. 244
2. See articles by the author in the *Proceedings* of 1999 and 2000.
3. *Surrey Home Guard* by Paul Crook (2000).
4. *Ironsides Line* by Colin Alexander (1998), p. 65.
5. The Canadian bridge survived until floods caused its partial collapse in 1951. A Bailey bridge replaced it pending the construction of the present bridge in the 1970s.
6. *Dorking in Wartime* by David Knight (1989).
7. Paul Crook, *op. cit.*, p. 8.
8. Information supplied by Keith Archer, son of Capt. C. E. Archer, Adjutant.
9. Compiled with reference to *Surrey Home Guard op. cit.*, and video (held in records of *LDLHS*) of Leatherhead Newsreel, ref. 16 in the Surrey Moving Image Collection Catalogue.
10. Paul Crook, *op. cit.*, pp. 29–30. It was visited by General Alanbrooke in October 1941.
11. Information about this store and the rifle range on Hawks Hill was supplied by H. M. Burkhill.
12. *History of Leatherhead, op. cit.*, p. 249.

ACKNOWLEDGEMENTS

The author is particularly grateful to Keith Archer and H. M. Burkhill who supplied much invaluable information in addition to that specifically mentioned above.

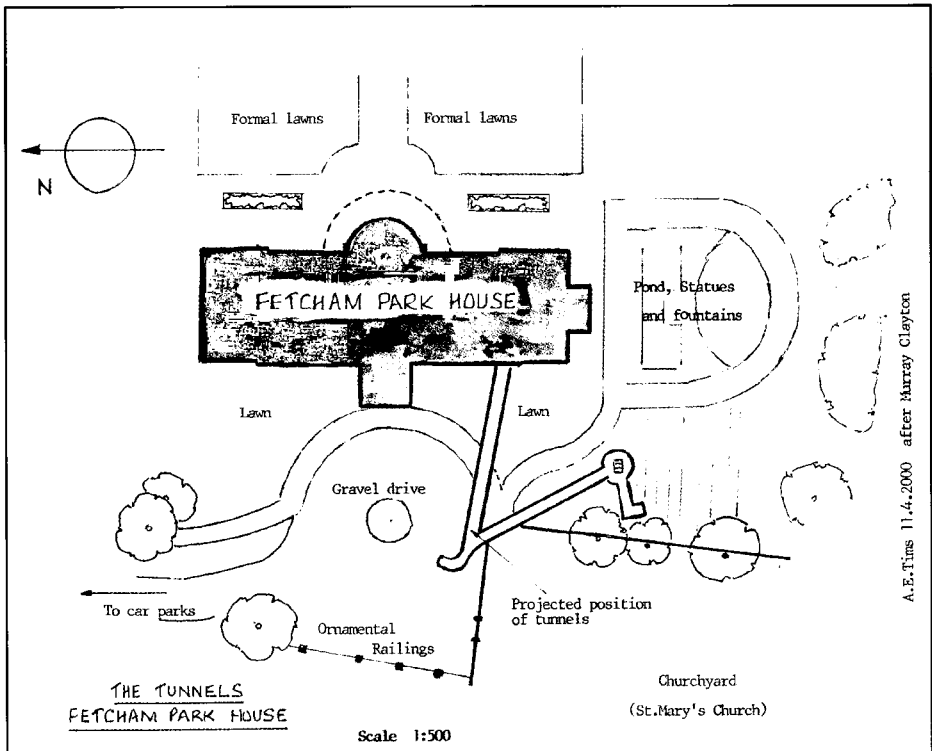
FETCHAM PARK HOUSE—THE TUNNELS

By A. E. TIMS

EVIDENCE suggests that the Ice House near the church was not the only method of food preservation for Fetcham Park House because, during the extensive refurbishment of the mansion by Murray Clayton Limited in 1982, the presence of tunnels was revealed leading to what must have been an ice cave. The size and dimensions of the tunnels also suggests scope for storage of other foods and wines. In recent years there are individuals who can recall delivery of ice from the Kingston Ice Company.

Entry to the tunnels was effected by a manhole located near the churchyard wall and into a shaft from which two tunnels radiate. The tunnel to the southwest is entered through the remains of a door and leads steeply upwards. The sides are of concrete and the roof supported by timber beams (in a decayed state). After 12 ft it turns sharply left and ends. It must have been an exit as it does not go into the churchyard.

The tunnel to the north is dug out of chalk, descending sharply downwards for about 12 ft before levelling out. There are remains of steps at the bottom of the descent although those at the top are covered with debris. There was some timber shoring which was unnecessary as the tunnel is absolutely solid. At the foot of the steps is a door frame and the tunnel proceeds for 50



ft until it reaches a junction. To the left there is now a much smaller tunnel which is blocked after a few feet, and to the right, another tunnel of 50 ft goes east towards the house; and then an upgoing flight of steps suggests the entry to the house which is blocked by debris.

The tunnels are over 6 ft in height, dry except where water from the fountain has drained, and safe. Evidence of some recent use (1940s) is shown by some electric cable, with bulbs, hanging on nails from the house end to the bottom of the steps. Perhaps it was used as an air raid shelter but was certainly not dug for that purpose as the recommendation in the early years of the war was for slit trenches, roofed and covered with earth. Any damage to the building could have entombed the occupants of the tunnel. At the north side of the junction of the tunnels, a 4 ft high concrete wall suggests that behind it had been an ice cave. No trace of overhead access was found but it would have been necessary to charge the cave with ice and use the house entrance to withdraw it.

The tunnels are now sealed and the rebuilt cellars have long obscured any doorway.

ACKNOWLEDGEMENTS

The author acknowledges the help provided by S. E. D. Fortescue and also by J. B. Henderson of Murray Clayton Ltd (1982).

THE MOORE FAMILY OF LEATHERHEAD

By A. ROBERTS

THERE have been Moores in Leatherhead since at least the 17th century, the best known being William and Emily Moore of the Swan Inn and Brewery and their children Emily and George. I do not propose to say much about them as a good deal has been written elsewhere. William Moore's nephew Henry, however, was a prosperous corn chandler and miller about whom little has been published and other members of the family were connected with the leather trade and have scarcely been researched at all. I have attempted here to trace the relationships of all the branches of the family. Note that the Moores with whom this article is concerned were not related to the Arthur Moore who owned Fetcham Park House in the 18th century, although both had connections with Fetcham Mill. (The 'Moor' or 'Moore' Cottages in Fetcham which used to house the mill workers are, incidentally, probably not named after either family but from the word 'moor' signifying a marshy place.)¹

The relationship between the first two generations of Moores to appear in the parish registers is uncertain. I have proposed a possible connection in the family tree (see p. 144) which is suggested by their dates, although there is as yet no other evidence. We are on firmer ground from 1771, when a marriage is recorded between William Moore (1748-1823) and Ann Clemants² (the Clemants or Clements were another old Leatherhead family, although this branch actually came from Wotton). Ann's father Richard was a breeches maker; William's occupation is not known. It is possible to work out the genealogy of the next five generations from the information

given in the parish registers and the census returns. The father's occupation is indicated in the baptism records from 1813 and of course in the Censuses from 1841. Directories are another source of information.

Early History

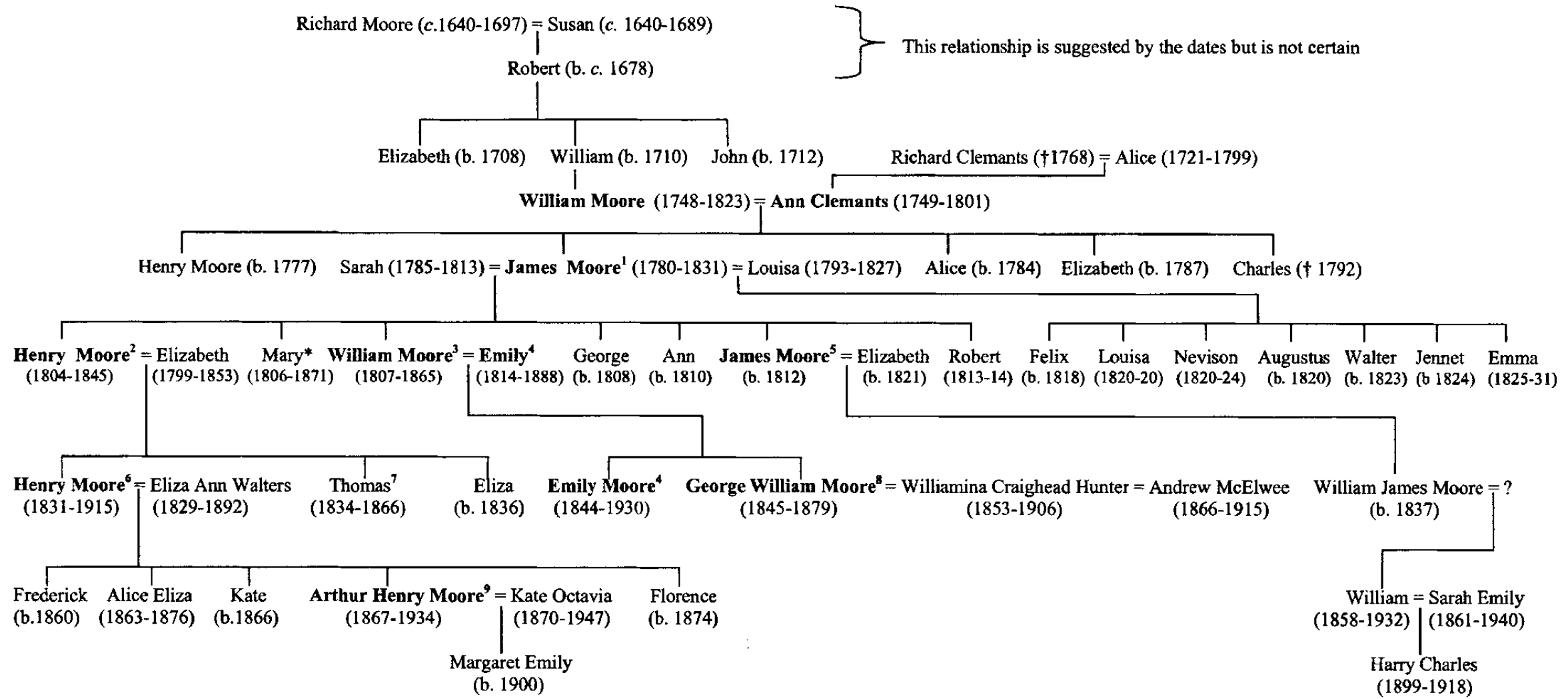
The first member of the family to appear in a Leatherhead directory³ was William Moore's son James (1780–1831), who was listed as a fellmonger in 1826. In the parish registers he was described as a leather dresser and glover. It is not possible to be certain where his place of business was, although it was probably in Bridge Street opposite the tannery. In 1819 it was assessed by the Vestry for rating purposes at £12 annual value⁴ (by comparison the Running Horse was assessed at £21). He was married twice and had at least fourteen children. 'R. and Hy Moore, fellmongers' appear in a directory published the year after his death.⁵ Henry (1804–1845) was James' son and 'R' (Richard?) may have been another son, probably Henry's older brother, but this is the only reference we have to him. He was not born in Leatherhead. There are some indications that James may have served an apprenticeship in Kent, where Richard, if that was his name, could have been born. This has yet to be confirmed. In 1838⁶ Henry appears as a fellmonger and his younger brother William (1807–1865) is listed for the first time, as a butcher. We know from the Census in 1841 that he had a shop in North Street. Henry and another brother, James, also appear in the Census: they were fellmongers like their father. Henry's house and place of business (which had probably also been his father's) was in Bridge Street between the Running Horse and the river, while James, who worked for his brother at this time, lived at Cradler's (No. 33) in the High Street.⁷ Henry was also a wool stapler (1839 Directory)⁸ and, in 1845, a Churchwarden.⁹

Wool-staplers and fellmongers had closely allied tasks. The wool-stapler graded fleeces and made the wool ready for spinning and weaving, while the job of a fellmonger was to prepare animal hides for the tanning process. The hides so prepared by Henry and James (some of which may have come from carcasses butchered by their brother William) would then have been sold on to Bartholomew Chitty, the Leatherhead tanner. In an interesting example of the sort of circular economic process typical of small towns at the time, many of the animals would have been raised by Chitty himself, who, as well as being the owner of the tannery, also farmed 100 acres in the Common Field south of the town (known as Vallance or Vallence Farm). The name lives on in Vallance Cottages, the former police houses in Highlands Road (Nos. 63–65), which are on the site of the old farmhouse. By coincidence the farm was occupied by Henry Moore's grandson Arthur from 1912 to 1926.

By the 1851 Census James was in business on his own account: he had become a master glover with a shop on the south side of Bridge Street, next to Lloyds the saddlers. The leather he used would have been bought from Chitty, who in turn would no doubt have bought the finished gloves on occasion. James's brother Henry was dead, but Henry's son, also called Henry (1831–1915), was still living in his father's house and carrying on his business, assisted by his mother Elizabeth and brother Thomas.¹⁰ The house and premises were owned by Mrs Elizabeth Moore and were valued at 5/3d in the 1851 Tithe Rent Assessment.¹¹

It is notable that both Henry senior and his son Thomas died young: people who worked with animal hides at the time were susceptible to a number of infectious animal diseases such as tuberculosis and anthrax. They also usually gained immunity from smallpox, however, through their frequent exposure to cowpox. It is not known if Henry or Thomas did actually suffer in this

FAMILY TREE OF THE MOORES OF LEATHERHEAD



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* The age given on her gravestone suggests that she was born in 1804. The parish register, however, says that she was baptised in 1806 and it was usual for children to be baptised in the year of their birth. The Census is not helpful

¹ Fellmonger/leather dresser/glover

² Fellmonger/wool-stapler

³ Butcher/Swan Innkeeper from 1850 and Brewer from 1859

⁴ Swan Innkeeper

⁵ Fellmonger/glover

⁶ Began as a fellmonger working with his brother Thomas; later became a wool-stapler, corn & coal merchant, miller and one of the Directors of the Swan Brewery

⁷ Fellmonger/Swan Brewery Clerk

⁸ Swan Brewer

⁹ Corn & Coal Merchant/Farmer/Miller

way—indeed Thomas' cousin George also died at an early age (by coincidence at exactly the same age as Thomas) and he worked at the Swan Brewery all his life. The Moores in general were not a very long lived family.

The Swan Inn and Brewery

In 1850 William Moore gave up his butcher's shop and became the proprietor of the Swan Hotel, although he did not own it outright until 1858. He started a brewery there in 1859, where his nephew Thomas worked as a clerk (1861 Census) until his death in 1866. When William Moore died in 1865, his wife Emily became the Swan innkeeper until her death in 1888, when she was succeeded by her daughter, also named Emily. She retired in 1898 and moved to Kingston House, where she remained until her death in 1930. William's son George took over the Brewery when his father died. It was rebuilt and expanded in 1874 and the firm (called George Moore & Co. until 1900, when it became the Swan Brewery Company) was managed from 1876 to 1903 by one man, William B. Heaver. The business was incorporated as the Swan Brewery (Leatherhead) Ltd in 1903. There were three directors, Frederick Hue Williams (Chairman), John William James and Henry Moore—William's nephew; Henry's son Arthur took over the position in 1920. The General Manager was J. W. James, who remained in the post until Mellersh and Neale of Reigate took over the Brewery and closed it down in 1921. The Brewery buildings were still standing in 1950, having been used for many years as a furniture depository by Bishops Ltd (and before that by Mould's for the same purpose). Most were demolished when the Cornhill Insurance offices were built in the early 1950s, but the office building remained (as a bank and later a betting shop) until the construction of the Swan Centre in 1979.

When George Moore died at the age of thirty-four in 1879 he was survived by his widow Williamina Craighead Moore, née Hunter¹², who lived until 1900 at Deeside in Church Street (now No. 47). She had inherited some of the assets of the Brewery Company and appears as Williamina Moore, and also as Williamina McElwee, in a number of leases and conveyances, including that of the Rock Brewery, Dorking, dated 24 June 1903.¹³ (She had remarried in 1902, although when she died in 1906 she was buried with George under the name Moore. Her second husband Rev. Andrew McElwee, a vicar from Cowes, I.o.W., was buried in the same grave when he died in 1915.)

Other members of the extended family worked at the Brewery. In the 1881 Census it is recorded that Henry Moore's nephew and niece—actually his wife's—were living with him at his North Street house, the nephew, Frank Loud, being a Swan Brewery clerk. His parents William and Jane Loud were both born in Kent, where William was a brewer. Jane was Eliza Moore's sister and was also living in Leatherhead, a widow, in 1881, but in a separate household in Bridge Street (The Terrace) with two of her daughters.

Henry and Arthur Moore, Wool-Staplers, Corn Chandlers and Millers

By 1851 William Moore's nephew Henry was being described as a wool-stapler as well as a fellmonger, as his father had also been. When his mother Elizabeth died in 1853 he moved from their Bridge Street house to premises in North Street (it is possible that he took over his uncle's old butcher's shop, although we cannot be certain from the information given in the Census). There he expanded his business and became a corn and coal merchant as well (1861 Census). His brother Thomas joined the staff of the brewery when it opened in 1859. As well as the shop, there was a yard, a corn and wool store (where Granary House stands now), a dwelling house and an old barn on the North Street site. The barn was demolished in 1902 when the Capital &



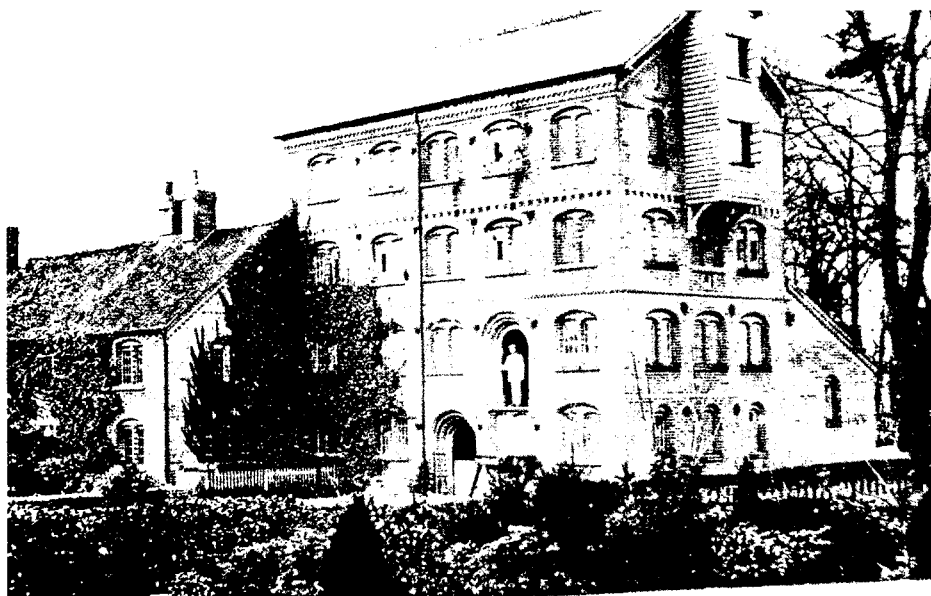
FETCHAM MILL AND MILL HOUSE, c. 1890



COBHAM MILL, 1927 (note the firm's sign)

Counties Bank (now Lloyds) was built and the house and original shop in 1937 when the east side of North Street was redeveloped following the closure of the Swan Inn.

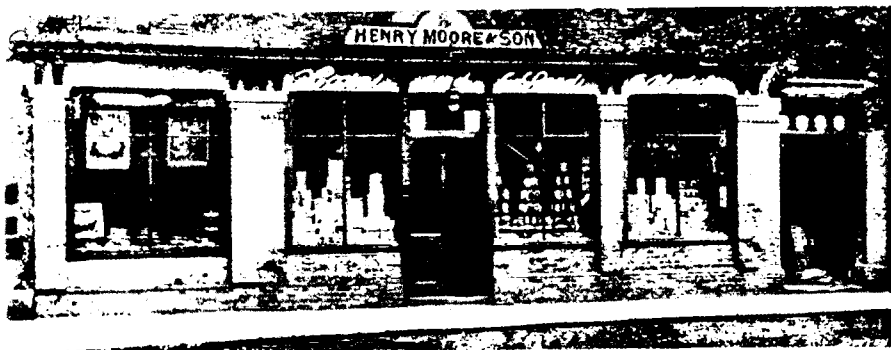
Henry added milling to his business interests in the late 1880s following the death in 1887 of the Fetcham miller William Sturt. Around the same time he took his son Arthur (1867–1934) into the business and from 1895 it was known as Henry Moore & Son. Henry was a Churchwarden from 1900 to 1906, again following in his father's footsteps. In 1903 Henry Moore & Son were listed in Kelly's Directory as 'Retailers of corn, flour, seed, hay, straw, meal and artificial manure' and 'Millers (water)' with sites in Leatherhead and at Ashtead, Cobham, Fetcham, Horsley and Ockham. They owned mills at three of these locations (Fetcham, Ockham, which they took over in 1899, and Cobham, where from 1903 they operated two, one for wheat flour and the other for animal feed). At peak output each mill could produce as much as three tons of flour a day. The sites at Ashtead and Horsley were depots and retail outlets. (There was a small water mill near Roundtree Farm in West Horsley but it closed in 1888.) They ran a corn and coal store on the south side of The Street, Ashtead, from at least 1897 (no earlier rate books survive) to 1911 and another in the station yard at East Horsley, which remained until well into the 1960s (latterly as a coal depot owned by Moore & Clarke Ltd. During the 1970s the building was briefly the site of Freddie Laker's first travel agent's business; it was demolished in 1993). From around 1905 Henry Moore & Son also had a branch at No. 18 Church Street, Esher and, according to a newspaper report at the time of Henry's death, a mill nearby (this was not the case).¹⁴ The North Street and Ashtead premises were taken over in 1911 by Charles F. Hewlins (the son of Edward Hewlins, the Bridge Street chemist), who ran the retail side of the business until 1926, although the yard and wool store in Leatherhead remained the property of Henry Moore & Son; they also



OCKHAM MILL c. 1900 (Courtesy John Smith)

maintained a depot at the London & South Western (later Southern) Railway Station. The Ashted shop closed in 1924, but Henry Moore & Son resumed the management of the North Street branch in 1927.

The house and shop in North Street had never been owned by the Moores; they had always belonged to the Chitty family, and at this time were part of the estate of the late Thomas Chitty (Bartholomew's son). There is another link between the Moore and Chitty families: from 1912 Henry's son Arthur rented some eighty acres of agricultural land to the south of the town. Much of this had formerly belonged to Chitty, including Vallance Farm, where in 1925 Arthur was listed in Kelly's Directory as a pig breeder. Part of the farm had been sold in 1906 to the Royal School for the Blind and the following year work commenced on the building of St Nicholas Hill and the houses on the south side of Highlands Road on land (latterly a recreation ground) which had also once been part of it (the farm had been much bigger when the tannery was in operation). Arthur farmed the remainder and also, from 1912 to 1920, the adjacent 61 acre Highland Park. This was originally farm land (part of the Common Field), but had been the



H. MOORE & SON, Millers, Corn, Seed and Coal Merchants, LEATHERHEAD.

HENRY MOORE'S SHOP FRONT (LATER NO. 12 NORTH STREET)
From an Advertisement c. 1905. (Courtesy Goff Powell)

private park of Yarm Court since 1902. The farmer E. Roberts took it over in 1921 (it was then called Yarm Court Farm) and the existing modern roads (Fir Tree Road, Yarm Court Road, etc.) were built on it between 1935 and 1957.

When he died in 1915 Henry Moore owned a considerable amount of property in Leatherhead, including the yard and corn store in North Street, Gothic Lodge in the High Street, The Highlands in Clinton Road (see below), Nos. 1, 7 and 8 Providence Place, Fairfield (18, 20 and 32 Lower Fairfield Road), Nos. 1–11 Beech Cottages in Kingston Road (now Nos. 231–251) and Mole House and the builder's yard in River Lane¹⁵ (which had been his father's and probably also his grandfather's place of business). This had been occupied from 1887 to 1909 by Henry Skilton's jobbing building firm and was the subject of a peremptory (compulsory) sale when Henry became ill.¹⁶ His wife Julia struggled to carry on the business with their sons, but was unable to pay the annual rent which fell due on 25 December 1908 (a matter of £32/10/7d). Two weeks later Henry Moore ordered that the bailiffs be sent in to seize her stock in trade and sell it to meet the



HENRY MOORE'S CORN AND WOOL STORE c. 1900
(behind the fire engine house.)
The dwelling house is to the right.

lighter loaf). The heat generated by the high speed at which the steel rollers were run at the time altered the taste of the flour; nevertheless it proved to be very popular with millers and bakers as it was easier to produce the pure white flour then in demand, and it also absorbed more water than English flour, yielding at least 3lb more bread per stone. Most customers, then as now, opted for economy rather than taste.

In 1920 Arthur Moore bought a plot of land in Kingslea, Leatherhead, from Frederick Hue Williams¹⁷ and began building a works and depot (he lived on the site during the first three years of its development). At the beginning of 1924 he added an electric roller mill and shortly afterwards disposed of his father's unprofitable water mills. Charles Hewlins ran them briefly between 1924 and 1926, although those at Cobham were sold in 1925 to Charles H. Combe of Cobham Park, who closed them down in 1928. (For some years they had produced only pig and poultry food.) The Cobham site was taken over in the early 1930s by Hutchinsons, the Leatherhead corn and coal merchants, who used the larger of the two mill buildings for storage and retail purposes for more than twenty years. Towards the end of World War II the retail outlet (a small kerbside shop which sold animal feed and pet requisites) was accidentally demolished by a passing Canadian tank,¹⁸ the road being very narrow at that point—just wide enough for a single car, but not, evidently, for a tank! In 1953 the site was the subject of a compulsory purchase order by Surrey County Council and the larger mill was demolished for road widening. The smaller mill (which dates from 1822) lay derelict for the next forty years, but in 1993 it was opened to the

debt—no time was given to pay, even after a tenancy of more than twenty years. The sale was held in January 1909, and the builders W. H. Impson took over the premises in May of the same year. Henry Skilton died in August.

The End of Water Milling

By the 1920s competition from roller mills (the first had opened in Glasgow in 1872) was making the old water mills increasingly uneconomic. Roller mills—powered at first by steam and later by electricity—were especially suited to grinding the hard grain from America and Canada which had been imported in ever increasing quantities since the repeal of the Corn Laws, particularly after the opening of the American Midwest in the 1870s. Many had been set up at the ports to process the grain as it arrived. The resulting flour was cheaper but did not, in most people's opinion, taste as good as the home-grown stone ground product (although it did produce a

public, having been fully restored and put back into working order by the Cobham Mill Preservation Trust. It has a 12ft 6in diameter undershot wheel which is capable of generating 12 horsepower. (It is open, admission free, on the second Sunday of the month from April to October and is well worth a visit.) Ockham Mill closed down in 1926. It is a substantial four-storey building, built by the Earl of Lovelace in 1862 in his characteristic exotic style, and is now a private house. Recent owners have put this mill too back into working order (it has a 14ft 6in diameter internally mounted breastshot wheel of iron construction); the mill may be visited by arrangement with the owner. Fetcham Mill had been destroyed by a disastrous fire in 1917: the remains of the rusting overshot wheel could still be seen as late as 1958¹⁹ but nothing is now visible.

It will be noted that each of the three mills had a different type of wheel, chosen according to the nature of the water flow. The undershot—a simple paddle wheel—was the least efficient as it used only the kinetic energy of the stream. It was suitable where the flow was constant and reliable, as at Cobham. Breastshot and overshot wheels, in which the water struck the wheel at the mid point and at the top respectively, were more efficient (up to 65% in the case of the overshot) as they used the potential energy of falling water rather than its flow. They also required a smaller amount of water to keep turning. The overshot wheel was the most common in Surrey; it usually required a millpond, as at Fetcham.

In the 1920s and 30s Arthur's Kingslea works formed a substantial industrial site, comprising a chaff cutting store, two corn stores, offices, stabling, a combined workshop and motor garage, a sack store, the mill, two bungalows and sundry other stores and garages, the whole valued at £245 a year. The mill closed down some time during or shortly after the Second World War; by 1950 Henry Moore & Son were being described as agricultural merchants with no mention of milling.²⁰ In 1934 part of the works had been leased to Herbert Lacey, the builder, who eventually bought the entire site, although Henry Moore & Son continued to use some of the buildings until 1961. The site was later owned by the Kingslea Properties and Investment Company. Lacey's closed down in 2001 and the works are currently scheduled for demolition, including the original corn store which was housed in a converted First World War observation balloon hangar.

Henry Moore & Son (Leatherhead) Ltd

When Arthur died in 1934 his firm Henry Moore & Son was made into a limited company—Henry Moore & Son (Leatherhead) Ltd. The first Managing Director was Redvers Ansell, the post later being taken over by the Company Secretary W. G. Holland.²¹ In the 1950s and early 60s the North Street premises were shared by Henry Moore & Son, agricultural merchants, who used the yard and store as well as the Kingslea depot, and W. G. Holland & Co., seedsmen, who occupied the shop (No. 12 North Street). Henry Moore & Son Ltd ceased trading in Leatherhead in 1961 but W. G. Holland & Co. continued until 1965. From 1966 to the mid 1980s the shop was part of the Cramphorn chain of seedsmen and pet food retailers (it is a restaurant at the time of writing). Henry Moore & Son's Esher shop remained open until May 1966, under the management of Mr Norman Owen, who had held the position for eleven years.²² The shop was demolished in 1972.

Moore family residences

Henry Moore had lived at his North Street premises until 1882, when he moved to the High Street. He lived first at Gothic Cottage (still standing) and took over the adjacent Gothic Lodge as well in 1885 (it stood on the site of the Edmund Tynley public house). He gave up the Cottage

in 1891 and four years later bought Gothic Lodge from its owner Mary Giffard. Arthur had left home in 1893 and moved to 1 Woodbine Villas in The Crescent (now No. 20). In 1903 his father let Gothic Lodge to Dr Dove (it was later occupied by the tailor Thomas Parry) and moved his own household to Fetcham Mill House, where he remained until he died. In 1897 he had built 'The Highlands' in Clinton Road (now Windmill Drive), an imposing red brick and tiled house standing in an acre of land (the actual builders being the well known Leatherhead firm of W. H. Batchelor and Son); the date and a large Gothic 'M' are carved into a stone panel above the front door. The house was probably built on the occasion of the marriage of Henry's son Arthur, who lived here with his wife Kate until 1901. For some reason he moved out in that year, although Kate had just had a baby: perhaps his father needed the extra income he obtained from letting it. Arthur moved back to the family's North Street house, where he stayed until 1909, when he moved into a new (rented) house in Kingston Avenue, St. Mary's Cottage. Here he remained until his father's death, when he himself moved into Fetcham Mill House. As mentioned above, the Mill buildings burnt down in 1917 but the Mill House was not seriously damaged. (The Moores never owned the Mill or the Mill House, which had been the property of William Sturt when he was the miller and of the Hankey family after his death. The Mill Pond and adjacent land were bought by Mizen Bros., the watercress growers, in 1921; they bought the Mill House as well in 1925 and continued to let it as a private residence.)

Arthur remained at the Mill House until 1920, when he moved temporarily to his new business premises in Kingslea (there were two small houses on the site). He sub-let the Mill House to Colonel Gascoigne until 1923 (the Fetcham rate books record Arthur as the tenant until that year although he was not living there). In the same year he bought a newly built house, 'Chy Vean', in Oxshott Road where he lived until his death.

The Mill House was demolished in 1958 when Mizen Bros. vacated the site. By that time the Mill Pond had been allowed to get into a disgraceful condition—almost completely dry—as a result of the uncontrolled extraction of water by the pumping station and the dumping of rubbish by all and sundry. The East Surrey Water Company cleared and lined it and capped the eleven springs which had driven the mill for centuries, so that the pond was saved, although much reduced in size. The springs now supply much of Leatherhead's drinking water. The area is also the site of one of the British Geological Survey's deep cored boreholes, which has provided much information about the stratigraphy of Cretaceous deposits in the South of England.

Social Interests of the Moores

Little is known about the private lives and interests of any of the Moores. However, a small booklet published in 1909 does shed some light on one of Arthur's hobbies. It is the Show Catalogue of the Leatherhead and District Fanciers' Society²³ and it reveals that not only was Arthur a member (as were his sister Kate and cousin Emily) but also an exhibitor who won two prizes that year. His Minorca hens were not successful, but he took 1st prize for their eggs and 2nd prize for a canary cock ('not colour fed'). This was no doubt a good advertisement for the business, particularly for the patent poultry and cage bird mixtures stocked by the North Street shop. Emily Moore was on the Society's Committee but entered nothing that year. The Fanciers' Society (founded in 1894) had some 165 members and held its show annually in the Victoria Hall. Categories included several varieties of poultry, pigeons and other birds (including magpies), cats, rabbits and, oddly, apples. (Perhaps they were included because John Young, the Gas and Water Company secretary, who was a committee member, owned the largest orchard in Leatherhead!)

Postscript

The demolition last year of two shops in the High Street has revealed a trapezoid-shaped black and white mosaic pavement inscribed with the name 'Moore' on the site next to what was formerly the King's Head. This belonged to a hosiery shop which was run by a Miss M. Moore in the 1930s: Miss Moore was Margaret Emily Moore, Arthur's daughter (see family tree). The shop appears—No 16b High Street—in Directories from 1932 to 1938. 16a and the adjacent 16b were built in 1931, infilling the yard which originally lay between Symonds' butcher's shop and the King's Head.

NOTES

1. Alan Pooley
2. Leatherhead Parish Registers (LW 35)
3. Pigot's Directory 1826
4. Leatherhead Assessment 1819 (LW 10)
5. Pigot's Directory 1832
6. Robson's Directory 1838
7. LDLHS *Proceedings* 1975 (p. 310)
8. Pigot's Directory 1839
9. LDLHS *Proceedings* 1970 (p. 122)
10. *Handbook of Dorking and Leatherhead* (1855)
11. LDLHS collection (LX 536)
12. 1881 Census. The enumerator in 1891 spells the name 'Hinstel'.
13. Swan Brewery Assets, from a Trust Deed dated 1922. (LX 264)
14. *Leatherhead Advertiser* (April 1915). I have not been able to find any other reference to a mill in Esher: it is evidently an error on the part of the Advertiser reporter. The only water mill recorded in Esher at the time (the Royal Mill in Mill Lane) was owned by John Burns the bookbinders.
15. Estate of Henry Moore, 1915 (FW 450)
16. Documents relating to the sale and a poster are held in the LDLHS collection (LW 376)
17. Details of the development of the Kingslea site are taken from the Rate Books in the LDLHS collection.
18. Cobham Mill Preservation Trust
19. LDLHS *Proceedings* 1970 (p. 106) and 1995 (p. 205)
20. Kelly's Directory 1950
21. Conveyances in the LDLHS collection (LW 706)
22. Esher News and Mail, 13 May 1966
23. Original owned by Goff Powell

Some associated documents which could not be included here may be found in the Society's records (LX 1331).

ACKNOWLEDGEMENTS

The author wishes to thank Mary Rice-Oxley, Alan Pooley, Goff Powell, Ed Tims, the Horsley Countryside Protection Society, Cobham Mill Preservation Trust and Ashford and Esher Libraries for their assistance in preparing this article.

OCCUPIERS OF A 'CUSTOMARY ACRE OF LAND LYING IN THE WOODFIELD', ASSTEAD

by Beryl Williams (née Astridge)*

Introduction

Prior to the property *Elm Croft*, Woodfield, Asstead passing out of the Astridge family in 1998, I obtained copies of a few documents from its deeds.¹ The documents take ownership of this land back to the 1888 enfranchisement of copyhold land held of the Manor of Asstead and identify the property on the 1802 Wyburd Plan. With information found in the Asstead Manor Court Rolls copyholders of this land have been identified back to 1767, establishing that for the 231 years from 1767 to 1998 the land has been held by only three families: Potterton (1767–1779), Jarman/Steadman (1779–1920) and Astridge (1920–1998).

The Woodfield Land

The land fronts Woodfield, the road running along the west side of the tongue of common that touches Barnett Wood Lane near the pond. Records of Asstead manor identify the land as a 'customary acre of land . . . in a certain field called The Woodfield'. Both the 1802 Wyburd Plan and the 1838 Tithe Schedule record the size of the land as 1 acre 39 perches² and show it as the fourth property north of Barnett Wood Lane. Rate Rolls for 1885-1900 give it the smaller size of 1 rood 39 perches and the 1910 *Finance Act* Valuation gives it no measurement at all. However, the Valuation does give the land an "original assessable site value" of £228, or approximately one-fifth of the £1,215 figure for 6 acres and 3 roods of land in Barnett Wood Lane, an indication that the land was over an acre in 1910. Land Tax Assessments from 1808 note the property either as "house, land and orchard" or "cottage", while the 1838 Tithe Schedule lists the property as a "cottage and paddock under pasture" and the 1910 *Finance Act* Valuation simply reports the property as "land".

The southern portion of the customary acre was sold to George Astridge in 1920. In present day terms that southern portion extended from the southern edge of the roadway Elmwood Close to the northern property line of the house *Hazeldene* (to a depth of approximately 40 ft. beyond the western end of the *Hazeldene* property line). George named his portion of the customary acre *Elm Croft*.

Elm Croft's association with the Potterton family (1767–79):

The Potterton family were known to have been in Asstead as early as 1642 and a John Potterton was listed as a copyholder in a Manor Rent Roll of 1710–1713. John was buried at St. Giles in 1731 and, in a latin entry, the Manor Court Rolls record the admission of his son William Potterton to his messuage or tenement. William was not an Asstead resident and in 1742, as William Potterton of Laleham, Mdsx. youngest son and heir³ of John Potterton of Asstead, husbandman, deceased, surrendered (i.e. sold) "a customary messuage with orchard attached" to William Constable, carpenter of Asstead.

It was this same William Potterton who is first associated with the *Elm Croft* land through a manor court entry of 1767 when William Potterton of Laleham, Mdsx., shopkeeper, surrendered to the use of his will (a manor court technicality) "all that piece or parcel of customary land

* Beryl Williams, a Society member and former Asstead resident now lives in Calgary, Alberta, Canada.

containing by estimation one acre (more or less) formerly in the occupation of Richard Geale and now of William Constable". This description of the land was expanded in the manor court presentation of William Potterton's death in 1777 when it is recorded that William Potterton "died seized of a customary acre of land . . . in a certain field called The Woodfield." From that date possession of the land has been followed through the manor court records and supported by the direct link to the *Elm Croft* deeds found on the 1802 Wyburd Plan.

The 1777 entry of William Potterton's death further records that he bequeathed the land to his nephew James Potterton and James was admitted to the property at that time. Two years later James and his brother and heir, William Potterton of Leatherhead, surrendered "the said acre of land to Edward Jarman of Ashtead, yeoman".

Jarman⁴/Steadman⁵ Copyholders (1780–1890)

The Manor Schedule of Admissions records that Edward Jarman⁶ was admitted to the property on 1 September 1780 and the Land Tax Assessment for 1796 confirms that he both owned and occupied the property. The Book of Reference to the Wyburd Plan of 1802 lists Edward Jarman as owner and occupier of 1 acre 39 perches of land and the Plan itself locates his property as one of those in the line of properties comprising Woodfield. Against the property the Wyburd Plan has the pencilled notation 'HADDEN' referencing the 1841 admission of Thomas Hadden mentioned in the *Elm Croft* deeds.

Edward (as Edward Garman) was buried at St. Giles in January of 1807 and his death presented at a Special Court Baron on 14 October of that year by Henry William Coffin of Southwark⁷ who was admitted to the property as Edward's executor and trustee. Mr. Garman's will⁸ directed that his copyhold estate in Ashtead be sold (his son Edward having the first option to purchase) and the proceeds divided into five equal shares and paid to his children⁹ named as Mary Garman, Edward Garman, Elizabeth Steadman¹⁰, Sarah Sharp and Ann Bloss¹¹. Son Edward did buy the property a few years later and it remained in the family for 113 years after Edward Garman's death. However, after Mr. Coffin's 1807 admission he immediately surrendered the property to the use of George Sharp, grocer, of Canterbury, Kent who was then admitted. The following year the property is recorded in the Land Tax Assessments as a cottage owned by the late Edward Jarman and occupied by his brother-in-law Parkhurst "Park" Steadman¹².

It was 1814 before the Manor Court Rolls record the surrender of George Sharp "to the use and behoof of Edward Jarman, milkman, of Deptford, Kent" and the next Manor Court entry relating to the property is the presentation of Edward Jarman's death on 25 November 1841 when, as directed in his will¹³, the property passed to Thomas Hadden, collarmaker, of New Cross, Surrey and Joseph Gideon Slous, grocer, of New Cross for the benefit of Edward's daughter Martha, wife of John Demee. Thomas Hadden and Joseph Slous were admitted to the property and the Rate Rolls of 1885-6 duly record the owner as Mrs. Demee.

The schedule to the 1838 Tithe Map records Park Steadman still occupying the 'cottage and paddock under pasture' and census returns from 1841 to 1891 reveal continuous occupation by members of the Steadman family thus:

- 1841 Widower Parkhurst Steadman (letter carrier), his son James (blacksmith) and his wife and Park's grandson David Boxall;
- 1851 Parkhurst Steadman, aged 86, (blacksmith), his son James (out of door servant) and his wife and young family;

- 1861 James Steadman (cowman), his wife and seven children;
- 1871 James Steadman (cowman), his wife and four youngest children;
- 1881 Widower James Steadman (labourer), his daughter Louisa and his son Thomas; and
- 1891 James Steadman, aged 75, his daughter Louisa and her husband Benjamin Pragnall (railway signalman) and two young children.

Martha Demee (of Waterloo Place, New Cross Road, Kent) died in 1887 and her will¹⁴ bequeathed her “copyhold messuage and land situate at Ashtead Woodfield . . . James Steadman son of Park Steadman deceased” and confirmed the Boxall relationship of the 1841 census.¹⁵ James Steadman was admitted to the property on 6 April 1888 at an annual rent of 8 pence, a fine (i.e. entry fee) of £16 and given Notice of Enfranchisement under the *Copyhold Act*. James Steadman’s ownership of the property is confirmed in the various Rate Rolls for 1888–1897.

Enfranchisement under the *Copyhold Act*

On 4 September 1890 James Steadman paid £58 to the Lord of Manor to convert the land to a freehold tenancy.

Steadman Freeholders (1890–1920)

James Steadman died in 1896 and the *Elm Croft* deeds recite that the land was then conveyed to Frederick Steadman, Edward Steadman, William Steadman, Elizabeth Steadman spinster, Elizabeth Steadman widow and Rev. Francis Granville Lewis Lucas.

From 1898 the Rate Rolls list Miss Mary Steadman as occupier and variously Frederick or Edward Steadman as owner of a “cottage on the common”.

The 1910 *Finance Act* Valuation lists the owner of the land as F. Steadman of Church Street, Epsom and occupiers as “Steadman Brothers”. The *Elm Croft* deeds relate that Frederick Steadman of *Bromleyhurst*, Church Street, Epsom died early in 1917 and it was his personal representative, Frederick James Steadman of Rectory Lane, Ashtead, who sold the southern portion of the land in 1920.

Astridge Freeholders (1920–1998)

On 6 September 1920 George Astridge paid £300 for a piece of the customary acre measuring 1212 x 1832 93 and the 1928 Kelly’s Directory confirms the purchased land had been given the name *Elm Croft*.

George had been born in Woodfield and at the age of 23 (1903) bought a horse to begin a cartage business. The horse quickly died but sympathetic neighbours clubbed together to buy him a replacement and it was during these early years that George earned himself the nickname “Scratcher”- scratching a living any way he could. In 1913 George was appointed the Ashtead cartage agent for the London & South Western Railway Company, operating his business from *Oak Cottage* on the Common¹⁶. Before his 1920 purchase George stabled his horse(s) at various places: *Links House*; *Woodfield Farm*; the *Leg of Mutton & Cauliflower* and at his father-in-law Alfred Haynes’ stables at *The Laurels*, Agates Lane and grew grass for hay in rented fields near the Rye Brook.

Following the purchase of the Steadman land George kept chickens, grew large quantities of fruit and vegetables, housed his family (sons Arthur, Maurice and Percy and daughter Iris), stabled and grew fodder for his horses all at the same location¹⁷. George’s business thrived and

he was one of the first to subscribe to the telephone having the telephone number Ashtead 5.¹⁸ Early in February 1927 he bought one of the first lorries in Ashtead though horses continued to be used in the business for a few more years.

Early in his ownership of *Elm Croft* George's brother, Harry Astridge, operated a boot making business there and another brother, Charles, built two houses on the northern edge of the land fronting Woodfield: *Hazeldene* (where Charles lived in 1928) and *Hannah Cot* (named for their mother Hannah Street). *Hannah Cot* was sold to Charles in 1935 and *Hazeldene* was rented by the Hawkins family and sold in 1967.

Purchase of part of Oakfield Lodge

On 27 October 1941 George paid £275 to Arnold John Garlick of Purley for land, once part of *Oakfield Lodge*, which lay behind *Elm Croft*. This land was used as a hayfield and later for vehicle parking. An aerial photograph of the Common¹⁹ taken in 1966 just extends to *Elm Croft* and shows the hayfield and possibly parked lorries.

George retired in 1947, passing the business to his sons Arthur and Percy as "G. Astridge & Sons". Subsequently, two other businesses also operated from *Elm Croft*: In the 1950's and 1960's George's nephew Ron Astridge's boot and shoe repair shop; in the 1960's and 1970's L.O. (Jum) Boxall's car body repair and re-spraying business.

After the deaths of George and his wife ownership of the property passed to their daughter Iris and following the winding up of the G. Astridge & Sons business in 1976 she sold the southern strip and the hayfield to F.J. Hyde & Sons. A new *Elm Croft* bungalow was built on her remaining land, the old *Elm Croft* bungalow and a brick warehouse being demolished to provide access to the six houses of Elmwood Court built on the hayfield.



ELM CROFT COTTAGE, WOODFIELD, ASHTEAD.
Courtesy, T. N. Drewett.

Following Iris' death in 1998 her land was sold in two lots (1) the bungalow *Elm Croft* fronting Woodfield and (2) land behind *Elm Croft* on which two houses were built fronting Elmwood Close. There are now eleven houses on part of the garden of *Oakfield Lodge* and just the southern portion of the land on which the cottage of the Jarman and Steadman families stood.

NOTES

1. Now deposited (with a table of sources for this article) with the Surrey History Centre and the LDLHS.
2. 1 perch = 16½ ft.
3. Ashtead Manor used the Borough English system whereby youngest sons inherited copyhold property.
4. Spelt 'Charman', 'Jarmyn', 'Jermyn' and 'Jerman' in some records.
5. Spelt 'Stedman' in some records.
6. Probably the Edward baptised at St. Giles in 1736, son of John and Elizabeth German.
7. In 1797 a Henry William Coffin occupied a house and land owned by Richard Howard (Land Tax Assessments), possibly Duke's Hall (*Ashtead, a Village Transformed* LDLHS 1977 p. 85).
8. Proved PCC Feb 1807.
9. Baptised St. Giles as Mary (1769), Elizabeth (1771), Sally (1772), Nanny (1777) and Edward (1780).
10. Married Parkhurst Steadman in 1799 at St. Leonard's Shoreditch witnessed by James Bloss.
11. Married James Bloss in 1797 at St. Leonard's Shoreditch.
12. Baptised St. Giles 29 January 1765 son of Mary Stedwell (sic), a stranger.
13. Proved PCC 9 May 1840.
14. Proved PCC 3 Sep 1887.
15. Martha's cousin Elizabeth (daughter of Park Steadman) married Thomas Boxall at St. Giles in 1843. Mrs. Deeme's will reveals that she adopted their son William.
16. A photograph of George and a horse and cart (Jim Cates behind with a second horse and cart) was taken at this period and published in *Ashtead Images of England* Tempus Publishing Limited 1999 p. 99.
17. A photograph of George and his son Percy with a horse and cart crossing the Rye Brook was taken at this period and published in *A History of Ashtead* LDLHS 1995 p. 7.
18. Disconnected during illness and re-connected with the telephone number Ashtead 127.
19. Vol 5 No. 3 (1990) PLDLHS (p. 72).

Records consulted at the Surrey History Centre:

Ashtead Manor Records; 1802 Wyburd Plan and Book of Reference; 1838 Tithe Map and Schedule; 1868 O.S. Map; 1910 *Finance Act* Valuation; local Street Directories.

Records consulted at a local LDS Family History Branch Library:

Ashtead Census returns 1841-1891, Parish Registers and Rate Rolls 1885-1900; PCC Wills; St. Leonard's Shoreditch Parish Registers.

THE EARLY HISTORY OF METHODISM IN LEATHERHEAD (1790–1905)

By B. E. GODFREY

Introduction

In 1791, John Wesley came to Leatherhead at the request of Mr Belson of Kingston House: this was his only recorded visit, made at the age of 88 years, just a week before his death, and when he was not in good health.

At the end of the 18th century, Leatherhead was a small country town of barely a thousand people; but coach routes out of London passed through it and Wesley may have hoped to establish a small group of Methodists in Leatherhead as a spur to the slow development of Methodism in the counties to the southwest of London. Whatever the reason for Wesley's visit, there is no evidence to suggest that any group of Methodists met in Leatherhead before the 1860's, or that any regular preaching meetings were held before 1886. How then was the Methodist Church established in Leatherhead nearly 100 years after John Wesley's visit?

Early Methodism in Leatherhead: 1790–1885

John Wesley's last diary note records his visit in his own form of shorthand¹. James Rogers, who accompanied Wesley, wrote later that Mr Belson, a local magistrate, was a stranger to Wesley, but was said to 'have lately begun to receive the truth'. He invited a 'considerable number' of his neighbours into his spacious dining-room where Wesley preached at noon. Wesley and Mr Rogers drank tea with a clergyman in the afternoon and then slept at his house: they returned to London the next day². No evidence has been found to indicate that the clergyman, Mr T_I_ford (sic), might have had Methodist connections, or that Mr Belson and his neighbours met again to hear a Methodist preacher.

In the early 19th century, other nonconformist groups were meeting in Leatherhead: the Congregationalists used a large barn for worship in 1816 and built a church in North Street in 1844, and the Baptists used a house in Church Street in 1846 and built a chapel in Church Road in 1869. Up to at least 1871, however, the south of England was little affected by Methodism and was referred to as a Methodist Wilderness³. The 1851 National Census of Religious Worship showed that, in Surrey, only 7% of church and chapel attenders were Methodists whereas the national average was 25%⁴.

In a leaflet produced in 1918, the Rev F Colwyn Vale wrote—"A Methodist cause was first established about 60 years ago by Effingham Methodists, and was supplemented later by a larger effort . . . when a society of 11 members was formed and met in rooms in Bridge Street. Mr Batten, one of the early workers, is happily still with us"⁵. No further evidence has been found to clarify this statement: however, James Batten and his mother, Susannah, who lived in Fairfield in 1861, were probably two members of that early society⁶. James became a prominent local tradesman with a hairdresser's and bookshop/stationer's in Church Street, where he lived with his wife and nine children: the earliest church records show that he held offices and served on committees within the Leatherhead Methodist Church for at least 30 years up to his death in 1925 at the age of 83 years.

There is evidence that Methodists in the Woking and Cobham Circuit (a group of churches linked together for mutual support) were concerned about the need to establish a church in or

near Leatherhead. The Woking and Cobham Circuit was established in 1872 as an offshoot of the Kingston Circuit, and included the chapel built at Effingham in 1854. The earliest circuit records imply that there were no established meeting-places between Effingham and Leatherhead before 1881, but by the end of 1882, afternoon and evening services were held on Sundays at Gt Bookham⁷. Whilst these services continued through 1883/4, discussions ensued about a preaching-place in Leatherhead “but the brethren could not see their way to work it”: however, in 1886, the Local Preacher’s Meeting agreed unanimously “that Leatherhead be taken on plan”, and the Victoria Hall in the High Street was hired for services in June 1886⁸.

The Iron Chapel: 1887–1893

At the same time as “The Leatherhead Mission” started, the Circuit Quarterly Meeting appointed a committee to establish a place of worship in Leatherhead, and a scheme for a new chapel was proposed in June 1887⁹. Many of the earliest Methodist chapels were built in the name of John Wesley, but the practice of conveyance of property upon trust to other persons (trustees) was soon adopted: so 15 trustees were appointed and they signed a deed of conveyance on 16 Sept 1887 for a freehold site in Church Road. The purchase price was £231¹⁰.

The choice of trustees suggests the intention to balance youthful energy and enthusiasm with the experience and wisdom of age. William Wilmer Pocock, at 73 years of age, was the most senior trustee: he served on the trust until his death in 1899. His grandfather, a builder, had worked with John Wesley, and his father, an architect, had built up a practice around the family tradition of involvement in the construction of nonconformist chapels. As a local preacher, he helped his poorer brethren with funds to subsidise the purchase of expensive books, and he was a trustee of the Local Preacher’s Mutual Aid Association and its president in 1875¹¹. At 28 years of age, Stephen Mould was one of the younger trustees: he had arrived in Leatherhead in 1884 and started a business as an ironmonger which he built up over 45 years to employ 70 people. As soon as he arrived in Leatherhead he became involved in the circuit discussions and he became the first treasurer of the trust. He held that post for 35 years, and also held many other offices within the Leatherhead Methodist Church during his 45 years as a member. Six other local Methodists were members of the trust—William Dasset, a Leatherhead GPO inspector; Ernest & Frederick Davis, Gt Bookham wheelwrights; Henry Rivers, a Leatherhead builder; and James & John West, Effingham grocers.

Within six months of purchase of a site, the trustees had had an iron building erected by Henry Rivers at a cost of £248.12.2d: the architect was M. H. Pocock, the son of W. W. Pocock. The last service in the Victoria Hall was held on Christmas Day 1887 and the first in the new chapel on 29th December. The total cost of this building scheme amounted to £569.8.11d, of which £150 was given by the Methodist Church General Extension Fund; W. W. Pocock gave a donation of £100; and Rev Cunningham made a loan of £100. With 60% of the funds available readily, most of the remainder was raised through donations by the end of 1888: a small residual debt and the loan from Rev Cunningham were paid off in October 1890, and the trustees immediately began to discuss plans for a new building which would supersede the iron chapel in 1893.

The Wesley Memorial Chapel: 1893–1898

In 1888, there were about 50 Methodists who worshiped at the iron chapel, but the number grew steadily as the population of Leatherhead increased to over 4000 by 1891. In 1890, the trustees proposed to erect a new building to seat 300 people on the ground floor, with an end

gallery to seat a further 50–100¹². Plans and estimates were reviewed over the next two years and in March 1893 a less ambitious scheme (without the gallery and other exterior features) was approved by the Circuit Quarterly Meeting⁹. The new brick building, planned by M. H. Pocock, was erected in front of the iron chapel (subsequently used as a school-room) by Messrs Holloway Brothers of Clapham at a cost of £1630. A stonelaying ceremony¹³ took place on 21 June 1893 and the church was opened on 4th October. The total cost of this second building scheme amounted to £2056.13.0d, of which a further grant of £150 was given by the Methodist Church General Extension Fund and a loan of £600 @ 4% per annum was obtained from Mr G. Rushbrooke of Amptill, Beds. With just £37 left over from the funds for the first building scheme there was an urgent need for more fund-raising plans. At the stonelaying ceremony, W. W. Pocock donated £200 and a further £200 was collected, and about £1000 had been received by the opening ceremony. The trustees were able to pay the final building account by January 1894 with only a small overdraft at the bank of £65. The last instalment of Mr Rushbrooke's loan was repaid in December 1897.

The Wesley Memorial Hall: 1903–1905

In 1902, Leatherhead was moved into the Dorking and Horsham Circuit, as were Effingham and Cobham, and in 1903 a scheme was proposed for a new Sunday School room, vestries, and classrooms to replace the old iron building, which had been used by the Sunday School since 1893¹². By 1903, the trust was down to 9 members, of which only 3—Ernest & Frederick Davis and Stephen Mould—still lived locally: so the trust was reconstituted in November 1903 with the addition of 7 new Leatherhead members to bring its total up to 16¹⁴. Alfred King, a postman, was one of the new members: he lived in Highlands Road with his wife, Eliza, and daughter, Ethel. He held offices and served on committees within the Leatherhead Methodist Church for the 33 years up to 6 years before his death in 1935 at the age of 71 years.

Plans and estimates for the new building scheme were reviewed by the new trust at several meetings until, by elimination of most of the external decoration, a tender of £1650 by Messrs Johnson & Co was accepted. The last Sunday School service in the old iron building was held on 25 Sept 1904 and a stonelaying ceremony for the new hall took place on 26 October. The iron building was sold to the Swan Brewery for £12.10s. The Hall was opened in February 1905: a commemorative Wesley Medallion was designed and mounted near the entrance at a cost of £12. 10s. The total cost of this third building scheme was £2262 and the trustees had a debt of nearly £1000 which was not paid off until 1922.

Plan to use Kingston House for Methodist purposes: 1905

Whilst the Memorial Hall was under construction, Kingston House and grounds were put up for sale. Rev Ward proposed that the house should be purchased and presented to the Wesley Methodist Conference as a possible rest home for ministers: at the same time he submitted additional plans for improvements to the church and tower and the new schoolroom, and the purchase of a new organ. He estimated the cost as £6600 and to raise funds he produced a booklet¹⁵ for wide distribution (to include America, South Africa, Canada and Australia) and proposed a personal visit to America and Canada to solicit subscriptions. Although the trustees and circuit officials supported this scheme, unfortunately it did not gain the support of the central Methodist Church authorities. With £800 still needed to complete the Wesley Hall (as originally planned), the trustees set aside Rev. Ward's scheme and an opportunity to include Kingston House within Methodism never reoccured.

No doubt John Wesley hoped to establish Methodism in Leatherhead when he visited in 1791, and although it took nearly 100 years for a church to be built, the present church remains a tribute to the faith and vision of its founders more than 100 years ago.

NOTES

1. Curnock N., (editor); *The Journal of John Wesley*: Standard edition; Vol 8; p. 128 (1916).
2. Benger F. B.; 'John Wesley's visit to Leatherhead': *Procs L&DLHS*; Vol 2; No 9; pp. 265–9 (1965).
3. Pocock W. W. and Rev. Sykes H.; *The Church in the Wilderness*—Memorials of James Home, a Wesleyan Local Preacher in Surrey for 50 years; pp. 16–17 (1871).
4. Robinson D.; *Pastors, Parishes and People in Surrey*; p. 25 (1989).
5. Vale F. C. and Mould S.; *Annals of Leatherhead Wesleyan Church*—a leaflet printed for the 25th Anniversary celebrations in 1918.
6. RG 9/420—1861 Census—gives

Fairfield	Susannah	Batten	Widow	44	Needlewoman
					Born Leatherhead
	James	do	Son	17	Hairdresser (App)
					Born Ashtead
7. SHC 3143/1/3—Woking and Cobham Circuit: Local Preacher's Meeting Minute Book; p. 17; (1878–1908).
8. SHC 4316/6/2—Trust Cash Book (1886–1902).
9. SHC 3143/1/1—Woking and Cobham Circuit: Quarterly Meeting Minute Book (1878–1897).
10. A copy of the conveyance is kept by the Dorking & Horsham Circuit superintendent minister.
11. Garlick K. B.; *The Methodist Associations of the Pocock Family*: Part 3—William Wilmer Pocock (1813–1899); Wesley Historical Society (London & Home Counties Branch) Bulletin; No. 41.; pp. 7–9; (1990).
12. SHC 4316/1/1—Trustees Meeting Minute Book (1890–1914).
13. Heath L. (editor); *The Archive Photographs Series: Leatherhead*; p. 82; (1996). Items of expenditure on trowels in the trust accounts imply that more than a dozen stones were laid, and the photograph suggests that they were laid in the tower walls. No inscribed stones are visible now in the tower: however, three bands of screed on the inside of the tower walls may hide as many as 15 original stones.
14. SHC 6545/6/2—Memorandum of the Choice and Appointment of New Trustees (1903).
15. Ward Rev. A; "The scene of Wesley's last sermon" (1904).

ACKNOWLEDGMENTS

I am indebted to the Rev. Ian Field, a former minister of the church, for access to documents kept formerly in the church vestry, but now deposited at the Surrey History Centre, Woking. These documents provided the basis for a dissertation submitted to London University in 1993 for the Diploma in Genealogy: this article is a synopsis of part of that dissertation. A shorter version of this history was produced as part of the Centenary brochure entitled "*A hundred years in the life of Wesley Memorial Methodist Church, Leatherhead: 1893–1993*".

SECRETARIAL NOTES

The following Lectures, Visits and Walks were arranged during 2002:

January 18th	Lecture: 'The Evolution of the Manorial System', by Lt. Col. J. W. Molyneux-Child.
February 15th	Lecture: 'Cobham Houses and their Occupants', by David Taylor.
March 15th	Lecture: 'The Civil War in England', by Alan Turton.
April 19th	The 55th Annual General Meeting, followed by a talk, 'An update of the Leatherhead and District Census Project', by John Morris.
May 11th	Guided Walk over Mickleham Downs, postponed from 2001 due to Foot & Mouth precautions, led by Alan Hall of the Surrey Archaeology Society.
May 17th	Lecture: 'The Carved Room at Petworth and the return of the Turners', by Judith Mills.
June 8th	Visit to Slyfield Manor, conducted by the owners, Mr. & Mrs. Richards.
July 13th	Visit to the Milestones Living History Museum, Basingstoke, and to Basing House.
August 10th	Walk around Defence Sites on Box Hill led by Trevor Marchington.
September 20th	Lecture: 'Surrey Castles in the Landscapes', by Dr. Derek Renn.
October 18th	The Dallaway Lecture: 'New Light on the Anglo Saxons', by Dr. Martin Welch.
November 15th	Lecture: 'Fanny Burney in Surrey', by Linda Heath.
December 20th	Christmas Miscellany on a 'Jubilee' theme, arranged by Gordon Knowles.

During the year Society members gave talks to other Societies and led walks around less familiar parts of Leatherhead, 'Off the Beaten Track', during Heritage weekend in September.

Number 5 of Volume 6 of the *Proceedings* was issued in February 2002.

FIFTY-FIFTH ANNUAL GENERAL MEETING

Held at the Lethered Institute, 19th April 2002

The Report of the Executive Committee and the Accounts for the year 2001 were adopted. The Committee elected to serve until the next AGM and the Officers of the Society are shown below.

OFFICERS AND COMMITTEE FOR THE YEAR 2002–2003

<i>President:</i>	LINDA HEATH
<i>Past Presidents:</i>	STEPHEN FORTESCUE DR. DEREK RENN, C.B.E., F.S.A.
<i>Chairman:</i>	PETER TARPLEE
<i>Secretary:</i>	JUDITH MILLS
<i>Membership Secretary:</i>	JACK BARKER
<i>Treasurer:</i>	NORMA ROBERTSON
<i>Editor:</i>	JACK STUTTARD
<i>Museum Curator:</i>	GRAHAM EVANS
<i>Treasurer, Museum Trust Fund:</i>	JOHN BULL
<i>Sales Secretary:</i>	Vacant
<i>Archaeology Secretary:</i>	PAULINE HULSE
<i>Lecture Secretary:</i>	GORDON KNOWLES
<i>Librarian:</i>	GWEN HOAD
<i>Records Secretary:</i>	BRIAN GODFREY
<i>Newsletter Editor:</i>	JOHN WETTERN

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BROOKLANDS GRAND CUP DAY MEETING, October 6th.

Private Owners' Three Lap Handicap for the J. M. NOAKS SILVER CUP

1st E. M. Thomas 348 c.c. Rex Acme-BLACKBURNE
2nd W. A. Jacobs 248 c.c. Rex Acme-BLACKBURNE

E. M. Thomas 498 c.c. Zenith-BLACKBURNE
 competing in the Five Lap Scratch Race for the

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