

*LEATHERHEAD & DISTRICT  
LOCAL HISTORY SOCIETY*

*NEWSLETTER*



February 2012

# ***LEATHERHEAD AND DISTRICT LOCAL HISTORY SOCIETY***

Registered Charity No. 802409  
Hampton Cottage, 64 Church Street, Leatherhead, KT22 8DP  
Telephone 01372 386348  
Email: [staff@lheadmuseum.plus.com](mailto:staff@lheadmuseum.plus.com).

Monthly Meetings: Every third Friday of the month at the Letherhead Institute  
between September and May at 7.30pm for 8.00pm

MUSEUM (Hampton Cottage): open Thursdays and Fridays 1.00pm to 4.00pm and  
Saturdays 10.00am to 4.00pm

L&DLHS WEBSITE: [www.leatherheadlocalhistory.org.uk](http://www.leatherheadlocalhistory.org.uk)

2011 Membership Subscriptions		
Ordinary.....£18.00	Associate.....£6.00	Junior (under 18).....£1.00

## **OFFICERS OF THE SOCIETY**

President:

Gordon Knowles	01372 458396	<a href="mailto:knowles.g@btinternet.com">knowles.g@btinternet.com</a>
----------------	--------------	--

Vice President:

Peter Tarplee	01372 452301	<a href="mailto:p.tarplee@hotmail.co.uk">p.tarplee@hotmail.co.uk</a>
---------------	--------------	--

Chairman:

David Hartley	01372 377839 07947 471165	<a href="mailto:Hartley1949@msn.com">Hartley1949@msn.com</a>
---------------	------------------------------	--

Secretary:	Vacant	
------------	--------	--

Treasurer:

David Lokkerbol	01372 375756	<a href="mailto:david.lokkerbol@gmail.com">david.lokkerbol@gmail.com</a>
-----------------	--------------	--

Archaeology Secretary:

David Hartley	(as above)	
---------------	------------	--

Proceedings Editor:

Barry Cox	01372 273167	<a href="mailto:barry_cox@btopenworld.com">barry_cox@btopenworld.com</a>
-----------	--------------	--

Museum Manager

Alan Pooley	01372 374093	<a href="mailto:Alan-maryon@tecres.net">Alan-maryon@tecres.net</a>
-------------	--------------	--

Museum Curator:	Vacant	
-----------------	--------	--

Publicity Officer:	Vacant	
--------------------	--------	--

## *Editorial*

It is a very short time before today turns into history. Think back on our own lives. In the books 'Over the Bridge' we can follow the history of Leatherhead yet for many it was where they lived and grew up. We are all quite unconsciously making tomorrow's history in our everyday living and work. How we live and work today will form tomorrow's history.



When does the present turn into history? It is an amazingly short time. In this technological age how long ago was it that a mobile phone was a sensation? Colour television only emerged for most in the 1970s. Personal computers only became common less than twenty years ago. Things longer ago such as WWII are now no less history than the Battle of Waterloo.

Few of us would dare to forecast the coming year yet alone the next hundred. Whatever will science and medicine achieve in the next hundred years? What is the future for our children? This coming year will be ancient history to that generation and what we do now will form part of it. Perhaps in a hundred years time there will be articles in the 2112 Newsletter describing what we ourselves have achieved!

*Martin Warwick*

### *Next Edition Deadline - 7th April*

## *Index to Articles*

Archaeology Meetings	3	Museum	29
Archives	13	Over the Bridge	6
Chairman	2	Penny Bank	7
Christmas Meeting	23	Peter Wells Retiring	4
Editorial	1	Production of Proceedings	28
Emma Darwin	5	Programme & Lecture Report	23
Friends of Museum	31	Railways Book Review	15
History of a Country House	8	Sir John Thomas Duckworth	21
International World Sight	18	Talks on Offer	16
Lecture Programme	32	Tanners Marathon	19
Legacies	28	Vickers Vimy	9
Mounts	24		

## *Chairman's Report*

Welcome to 2012. Taking a glance back into 2011 there were three talks arranged in the autumn lecture programme at the Leatherhead Institute. The talk by Dr Catherine Ferguson on the subject of the Loseley Manuscripts provided a fascinating account of the More Family at Loseley and managed to draw Leatherhead into the frame in referring to the then vicar of Leatherhead. In October, we were treated to a fascinating talk by Linda Heath on 'Emma wife of Charles Darwin'. In November Dr Richard Goodenough spoke on 'Researching the history of the Country House' which took us step by step through his efforts to discover and reveal the history of his own home in Kent. I would personally like to thank the Lectures Committee for arranging these talks and look forward to their continued success in 2012.



I would like to mention the work of the Leatherhead Lions in raising public awareness last October to 'International World Sight Day' (reported elsewhere in this Newsletter). We are apt to take sight and hearing for granted when not physically disabled ourselves but we need to consider how disabilities can disadvantage you and make it so difficult performing ordinary activities such as going to shops or visiting our museum or library or our monthly lectures. Think of the obstacles and trip hazards to be avoided even as a sighted person when walking along a street, and how much more difficult it is being blind or partially sighted, or deaf or physically disabled. As a history society with the museum there is more we could do to create a more user friendly, more accessible environment for disadvantaged friends and neighbours.

We started this year off in January with the presentation of the Tanners Marathon Shields and a donation to the History Society of £500 from the Tanners Marathon Association. The shields will form part of a temporary display at the reopening of the museum on 29th March.

This year the AGM will be held on Friday 20th April in the Dixon Hall at the Leatherhead Institute to be followed by a talk as part of our Spring Lecture Series given by John Wettren entitled 'Surrey: A Hundred Years Ago'. It is important that the membership support the Society and Executive Committee in maintaining the work and objects of the History Society by attending this AGM. There are a number of vacant posts to be filled and decisions to be made.

You will find the Notice for the AGM together with last year's Minutes and committee reports and nomination forms/election papers enclosed with this Newsletter. If for any reason you do not receive a copy of the above please contact me by phone or by email, my details are on the inside front cover of this Newsletter.

I ask you to reflect and think on the 'Legacies and Gifts' appeal launched in this Newsletter. It requests you to consider making an endowment in the form of a legacy or gift from your Personal Estate to maintain the History Society in its work and objectives into the future to the long term benefit of the society.

*David Hartley*

# ***Forthcoming Archaeology and Historical Events & Meetings***

## **14th April -Titanic Conference at the National Archives**

This one-day conference is for anyone who has a keen interest in Titanic and its legacy, and will look at all aspects of Titanic in its historical setting from its construction to the aftermath of its sinking. Titanic records provide a rich source of information on the 2,223 individuals who sailed on her as well as their families and the communities in which they served. It tells us about how we lived in 1912, the great hope Titanic provided for those who sailed on her and society at large, the age of technological innovation and advancement, the class divide, and much more.

Speakers include specialist staff from The National Archives, academics, published authors and Titanic experts. They will take you through the history of the ship, from its construction and launch to its fateful end, each talk providing a unique angle. Attendees will also be able to view a special Titanic exhibition, housed in our Museum.

Book early as places are limited and will be on a first come, first served basis. The price includes tea, coffee, a buffet lunch, and a wine reception at the end of the conference.

Cost: £60 (20% discount for Friends of The National Archives). Contact: 0208 8392 5366 Email: [ARKEvents@nationalarchives.gsi.gov.uk](mailto:ARKEvents@nationalarchives.gsi.gov.uk)

## **28th April - Village Studies Group – Spring Meeting**

For all those who would like to get involved in the work of the Village Studies Group, this is the meeting for you. It will be chaired by David Taylor the well known local historian of Cobham and author of a number of books on Cobham's history and the surrounding area. Details will be posted shortly on the SyAS website [www.surreyarchaeology.org.uk](http://www.surreyarchaeology.org.uk). They take place at Church Gate House Centre, Downside Bridge Road Cobham Surrey KT11 3EJ.

I will endeavor to keep you informed of booking arrangements via our monthly History Society meetings at the Letherhead Institute.

## **The Development of Industries in Southern Roman Britain**

The Roman Studied biennial Conference takes place on Saturday 12th May at the Chertsey Hall, Chertsey billed as an important conference on Roman Studies in the South East and will focus on the development of Industry in Southern Roman Britain, looking at the Wealden Iron Industry, Metal Working, Glass Making and the Leather Industry, Pottery and Tile Manufacturing Industries. There will be an impressive array of speakers addressing us on these themes.

Tickets are £15.00 and will include coffee & tea. A two course lunch will be available on the day priced at around £8.00 per head, check out the Surrey Archaeological

Society website for further details: [www.surreyarchaeology.org.uk](http://www.surreyarchaeology.org.uk)

### **Excavation of the Ashted Roman Villa and Teleworks - 22nd August to 11th September**

The Roman Studies Group of the Surrey Archaeological Society is undertaking a seventh season of excavation on Ashted Common. The working days are grouped as three sets of 5 days from Wednesday to Sunday each week, the dates are Wednesday to Sunday 22nd to 26th August, the 29th Aug to 2nd September and the 5th to 9th September with the possibility of needing 10th, 11th September for tidying up etc.

No charge will be made for Roman Study Group members. Members of the Surrey Archaeological Society who are not members of the Roman Studies Group are asked to pay £5 covering all three weeks. Other volunteers are asked to pay £5 for each day that they attend. For inexperienced newcomers preference will be given to those who can attend for at least 5 days.

Anyone interested in taking part who has not already been in touch please contact Stella Fagg on [fagg@freeuk.com](mailto:fagg@freeuk.com) or 07850 285245 giving contact details and availability and for newcomers an indication of their excavation skills.

### **Heritage Open Days this year will be Friday 7th, Saturday 8th and Sunday 9th September**

Details for this year's theme have yet to be finalised

### **The Tools & Trades History Society (TATHS)**

Finally I thought some of our membership may be interested to learn of 'The Tools & Trades History Society', founded in 1983 with the object, to advance the education of the public in the history and development of hand tools and their use and of the trade's people who used them. Membership is open to all. The TATHS Tool Collection is housed in two purpose built buildings at Amberley Working Museum near Arundel West Sussex BN18 9LT. Why not visit their website [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)?

*David Hartley*

---

## ***Peter Wells, L&DLHS Librarian: An appreciation***

The Executive Committee is sorry to say goodbye to Peter Wells who has been our librarian since 2006. He has been a conscientious and willing worker for the Society, not only as librarian but also as co-ordinator of the Historical Enquiry Service. He also served as a museum steward for several years. He quietly got on with these jobs, and although he was latterly unable to attend Executive Committee meetings because of lack of transport and problems with hearing, he kept the committee informed of his progress. It will be difficult to find his replacement.

*Gwen Hoad*

## *Emma Darwin*

The October lecture entitled 'Emma - the wife of Charles Darwin' was given by our past president Linda Heath who treated us to a fascinating insight into the life of the Darwin family and the role Emma played. It can be said that without her unfailing and devoted care Charles would never have lived to write 'The Origin of Species'.



Emma (1808 to 1896) was born 2nd May 1808 in Staffordshire, the youngest of eight children to Josiah Wedgewood 11. Emma's grandfather was Josiah Wedgewood of Pottery fame who was also the grandfather of her first cousin Charles Darwin whom she subsequently married. She grew up in a loving family and at the age of seventeen went on a tour of Italy and Paris with her father who invited Charles and his sister to join them. Music and in particular piano playing played an important part in her later family life.

Emma and Charles Darwin married in 1839 and after a brief stay in London moved to the country, partly on account of Charles' chronic ill health, suffering as he did from continual vomiting and stomach pains. They purchased Down House in Kent which Linda recommends everyone to visit as it has been skilfully restored by English Heritage, portraying the family life and the work of Charles Darwin.

Shortly after moving the couple's third child died one month after birth and later Annie, the second child died at the age of ten when Emma was pregnant with her fifth child, a death which caused great sorrow. Her tenth child Charles was born, delicate in health but much adored by the parents, later to die from scarlet fever. All this while Emma surrounded her family with love and devotion, coping in addition with Charles Darwin's ill health and his experiments with plants and insects which he often brought into the living room.



In 1859 Charles published *The Origin of Species* causing great public controversy and also some concern to Emma who had a strong religious faith. In the following years Charles' health deteriorated and he went to Malvern to seek relief, Emma nursing him devotedly and finding an outlet in her love of gardening. In the 1870s the children grew up in a happy and fulfilling family environment, Emma becoming involved with the RSPCA and its campaign against cruel animal traps.

Emma bore Charles Darwin's death in 1882 with great fortitude and calmness and in the subsequent years continued family life with great vitality, showing an interest in politics and writing daily to her children and grandchildren up to the time of her death in 1896. Charles Darwin wrote that she was his 'greatest blessing', a tribute indeed to this remarkable woman with a quiet strength of character and a devoted wife and mother.

*Dr F G C Meynen*

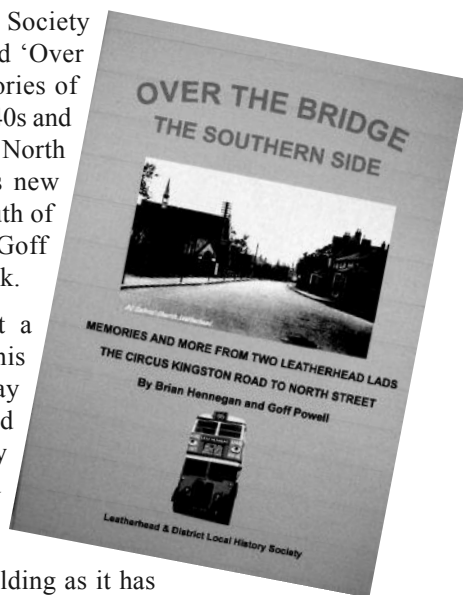
---

## ***NEW BOOK - the Sequel***

### ***Over the Bridge - The Southern Side***

In 2009 The Leatherhead & District History Society published a book by Brian Hennegan entitled 'Over the Bridge' which related the author's memories of growing up in Leatherhead Common in the 1940s and 1950s and in the main, covered the area to the North of the Kingston Road railway bridge. This new book is a sequel looking at the area to the South of the railway bridge. Brian Hennegan and Goff Powell have joined forces to produce this book.

The authors agreed that they would adopt a different approach in the presentation of this book. They would travel from the railway bridge to the South, along the Kingston Road and into the town itself. During this journey they would look at specific 'landmarks' and describe their historical evolution. For example the first prominent building is All Saints Church and the reader will see the building as it has evolved through the years. The shops and other buildings in the town will also be viewed in a similar way.



The book contains a selection of photographs which the reader might not have seen before. Many of these pictures come from the extensive photo library that has been compiled by Goff Powell over many years. Other pictures are from the collection of The Leatherhead & District History Society.

In any project such as this the researcher is faced with many difficulties. For example the further back in time you go the more difficult it is to establish the early history of a site or building and as a consequence, at some locations, the 'historical thread' will extend further back in time than at others.

There again at some locations one can have great difficulty in sorting out comparatively recent 'historical' developments. Both authors have lived in Leatherhead for more than

seventy years thus enabling them to intersperse their personal recollections with historic fact.

Although some parts of the area have changed beyond all recognition it is gratifying to see how many of the old ‘landmarks’ are still with us. The question is, ‘for how long’?

The authors hope that they have been reasonably successful in weaving a path through the years and that the finished offering will provide the reader with an enjoyable glimpse into the past and resurrect many latent memories.

Buy *Over the Bridge - The Southern Side* - £9.00 (postage £1.50)

Available from Local Booksellers or Goff Powell (01372 374923) or from the Museum.

---

## *The Penny Bank*

These days Banks do not have the good reputation they once had as we experience recessions, high inflation rates and the need to mind our pennies. Although times are hard spare a thought for our ancestors, many of whom were truly on the bread line and did not have the luxury of saving money, i.e. not until the invention of the Penny Bank.



Penny banks were for people who couldn't afford to join a regular savings bank. The first was set up by James M. Scott in Greenock, Scotland, in 1847. They displayed all the classic hallmarks of Victorian philanthropy in which well-meaning and dedicated members of the middle class provided the means by which the poorer classes could help themselves escape the tyranny and degradations of poverty and drunkenness.

Most savings banks required a minimum deposit of £1 (about £90 in today's money). Penny banks, however, allowed customers to deposit as little as one penny. Once they had saved a pound, an account would be opened at the parent savings bank. The idea quickly caught on, and penny banks were established up and down the country, in Sunday schools, schools, mechanics' institutes, and social clubs.

The Bookham Archive has two Penny Bank statement books dating back to 1880 and provide another source of names of people living in Bookham at that time.

It is not known who set up the Bookham Penny Bank but it would not be surprising if this had been either Mrs Chrystie or Arthur Bird, two very notable benefactors in the village. Perhaps someone knows the answer to this and can advise?

*Roy Mellick*

# *Researching the History of The Country House*

The November lecture of the Society 'Researching the History of the Country House' was given by Dr Richard Goodenough and is based on his own house Trimworth Manor acquired in 1995. Four key areas for research were identified namely the environmental setting of the house, its structure with subsequent changes, documentary sources used and evidence from the manorial system.

The environment for Trimworth is the downland of Kent, the hamlet of Trimworth lying in the valley of the river Stour between Ashford and Canterbury. Celtic field patterns and lynchets with bronze and iron age archaeological finds together with Roman pottery establish the background, further confirmed by landscape archaeology, surveying techniques and aerial photography. An Anglo Saxon Charter dated 824 records the existence of 'dreaman wyrthe' meaning 'joy enclosure', the name becoming Tremworth and later Trimworth. The Domesday Book of 1086 records Trimworth Manor as being part of the feudal system.

The house is a medieval hall-house of 15C with three components, the central portion being a timber framed hall with originally no chimney and walls of wattle and daub. Two extensions on either side were a cross wing and a service wing connected with a cross passage. Over the years various alterations including raising the roof by two metres were made. Carved stone fragments found on site were either from a former house or a chapel.

Documentary sources provided much valuable information for Dr Goodenough's research. The Anglo Saxon Charter referred to land disputes and he was able to see the original parchment documents in the British Library. The Domesday Book is a unique survey of England recording the inhabitants, land values, buildings and churches and the Domesday Monachoreum recording Kentish churches, an edited version of which is kept in the Canterbury Cathedral archives. The Inquisition Post-Mortem, an



*Dr Richard Goodenough*



*Trimworth Manor*

research. The Anglo Saxon Charter referred to land disputes and he was able to see the original parchment documents in the British Library. The Domesday Book is a unique survey of England recording the inhabitants, land values, buildings and churches and the Domesday Monachoreum recording Kentish churches, an edited version of which is kept in the Canterbury Cathedral archives. The Inquisition Post-Mortem, an

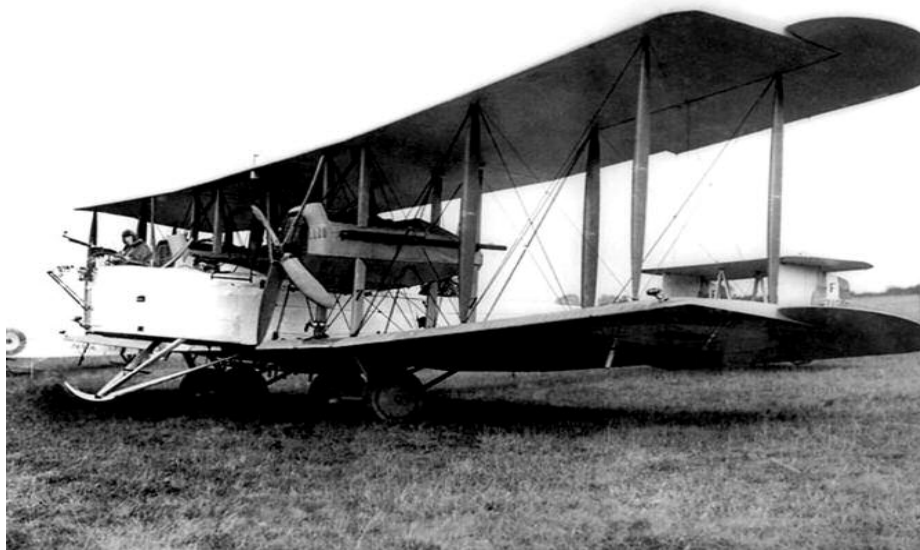
‘inquisition’ held on the death of a tenant, is an important source of genealogy. Trimworth Manor is recorded in the first volume 1216 to 1225, the whole collection filling several metres of shelving in the Surrey History Centre. From the Norman Conquest to 18C England was organised in a system of manors, the Court Manor Rolls with their maps providing an amazing source of information on land ownership.

Richard Goodenough has recently published a book of the research into his house which has been ‘a voyage of discovery, time consuming, sometimes frustrating but in the end very rewarding’.

*Dr Fred Meynen*

---

## *Brooklands and the Vickers Vimy*



*Vimy 1919*

Brooklands, near Weybridge in Surrey, is now a motoring and aviation museum commemorating the race track and airfield which was the cradle of motor racing and flying in Britain. During the First World War Vickers took over the Itala motor works alongside the race track, subsequently developing the site between the wars into a major aircraft building factory. During WWII they took over the whole site, building on part of the race track and thus ending motor racing for ever.

In 1917 Vickers designer Rex Pierson produced a design against the Air Board Specification A.3.b, which called for a multi-engined night bomber capable of carrying 3,000 lb of bombs over 300 miles at 80-85 mph at 6,000 ft. Three prototypes were

ordered against Contract No. A.S22689/1/7 in August 1917 and the aircraft was named Vimy after the Battle of Vimy Ridge earlier in the war. Engines were to be two 200hp Royal Aircraft Factory 4d air-cooled V12 engines, but these were not ready in time so the first aircraft was fitted with 200hp Hispano-Suiza engines. It was built at the Crayford, Kent factory of Vickers and first flew at Joyce Green on 30th November 1917 piloted by Capt. Gordon Bell.

The engines were troublesome and the aircraft was re-engined with 260hp Salmson radials, while the second prototype was fitted with 260hp Sunbeam Maori engines and the third with 300hp Fiats. A final fourth prototype was subsequently built and fitted with 360hp Rolls Royce Eagle VIII V12 engines after the second had crashed in May 1918 after engine failure and the third crashed at Martlesham Heath in September stalling after take-off under full load. The bomb it was carrying exploded killing the pilot. The fourth prototype was developed at Martlesham Heath and the range was increased by fitting extra fuel tanks but these reduced the payload to 1,208lb including guns and ammunition. The Eagle would become the main power plant for the production models. Only three Vimys had been delivered to the RAF by the end of the war but they did not see any action before the Armistice.

Over 1,000 had been ordered but subsequently most of these were cancelled.

Vickers put the Vimy into production at their new factory at Brooklands and eventually 166 were built there after 14 had been built at Crayford. 106 more were subcontracted, the largest number, 50 to Morgan of Leighton Buzzard, while 25 were built by Westland at Yeovil. In addition to the 286 military Vimys, five Ambulances, 44 Commercials and 55 Vernon military transport versions were constructed, all at Brooklands, a grand total of 390 aircraft. The Vimy went into full service with the RAF in 1919 at Heliopolis, Egypt, with No.58 squadron; whilst at home No.100 squadron in Lincolnshire and No.7 squadron in Norfolk were also equipped. The aircraft became the mainstay of the RAF bomber force for most of the twenties. The long range potential of the Vimy was quickly recognised and the Commercial with a new bulbous body with seats for ten passengers was developed. The Commercial was subsequently developed into the Vernon, the RAF's first dedicated troop carrier.

### **Vimy Specification:**

Length: 43ft 7in (13.28m)  
Wingspan: 68ft.1in (20.75m)  
Height: 15ft 8in (4.77m)  
Empty weight: 7,104lb (3,222kg)  
Max takeoff weight: 10,884lb (4,937kg)  
Power plant: 2xRolls-Royce Eagle VIII, 360hp (268.45kW) each

### **Performance:**

Max speed: 100mph (161km/h)  
Range: 900miles (1,448km)

Service ceiling: 7,000ft (2,134m)

**Armament:**

1x.303 (7.7m) Lewis gun on Scarff ring in nose and 1 in mid fuselage  
2,476lb (1,123kg) of bombs

The Vimy was significant in the development of the Empire air routes and two surviving veteran aircraft and two replicas are preserved. In 1913 the Daily Mail offered a prize of £10,000 for the first non-stop flight across the Atlantic; the war delayed any serious attempts. Vickers entered a Vimy crewed by two RAF officers, Capt. John Alcock as pilot, and Lt. Arthur Whitten-Brown as navigator. The aircraft, number 13 off the Brooklands production line, was stripped of all military equipment and extra fuel tanks were added. They took off from St. John's, Newfoundland at 5.15pm on 14th June 1919 and landed the next day in an Irish bog at Clifden, Galway, after flying 1,950 miles at an average altitude of 4,000 ft. Both men were fêted in London and were knighted by the king. Unfortunately Alcock was killed on 18th December 1919 flying a Vickers Viking amphibian to the Paris Aero Salon in bad weather. Whitten-Brown lived another 28 years and died in Swansea aged 62. The Vimy is preserved in the London Science Museum.

After the Atlantic flight, the same year 1919, the Australian Government offered a prize of £1,000 for the first all Australian crew to fly from England to Australia. The brothers Capt. Ross and Lt. Keith Smith, with two mechanics, Sgts. Shiers and Bennett, took up the challenge in a Vimy donated by Vickers. They left Hounslow one foggy morning



*Vimy Replica*

on the 12th November and eventually landed at Darwin on 10th December after surviving numerous hazards including bad weather and poor landing facilities en route. The flight took 28 days with actual flying time of 135 hours 55 minutes at an average speed of 85mph. Both the Smiths were knighted and the Sergeants awarded bars to their Air Force medals. Sir Keith went on to become a director of Qantas Airways and Chairman of Vickers-Armstrongs (Australia); Sir Ross and the promoted Lt. Bennett were both killed over Brooklands soon after their record flight testing another Viking amphibian built for Sir Ross to attempt a round-the-world flight. Sir Keith too would have been killed as he intended to be on the test flight but had been delayed coming down from London. The Smith's Vimy too is preserved, in Adelaide their home city.

In December 1919 the Air Ministry announced that the RAF had completed surveys and set up a string of airfields on the route to South Africa. The first attempt to fly to the Cape was made by Capt. Cockerell and Broome in the first Vimy Commercial, leaving Brooklands on 24th January 1920 with mechanics and Dr. Mitchell, Secretary of the Zoological Society, as observer. After overcoming many difficulties they crashed in Tanganyika (now Tanzania) on 27th February. Sponsored by the South African Government Lt. Col. Pierre van Ryneveld and Maj. Christopher Quintin-Brand had taken off in a Vimy from Brooklands on 4th February 1920 and flew safely as far as Wadi Haifa where they force landed due to an engine overheating. The RAF at Heliopolis lent them another Vimy; this was badly damaged attempting to take off at Bulawayo, Southern Rhodesia (now Zimbabwe). The pilots then borrowed an Aircro DH9 and continued on to Cape Town. They failed to win the prize for the first to make the journey but were awarded £5,000 each by the South African Government.

In 1969 a Vimy replica was built by the Vintage Aircraft Flying Association at Brooklands, with the assistance of Vickers apprentices, to commemorate the 50th anniversary of the Atlantic crossing. Eagle engines were obtained from a pair of Dutch canal barges. It first flew from Wisley, across the A3 from Brooklands, in May and then at the Paris Air Show. It then flew on to Manchester where it was the centrepiece of an Alcock and Brown exhibition. It unfortunately caught fire when sunlight on the polished port engine nacelle ignited the fabric on the lower wing. The aircraft was subsequently restored as a static exhibit and is now on display at the RAF Hendon museum.

In 1990 Peter McMillan, a US citizen, and Australian Lang Kidby built a flying replica in California to recreate the Smith's original flight to Australia. Chevrolet V8 automobile engines were fitted, later replaced by BMW units and ultimately by Canadian Orenda engines. McMillan and Kidby successfully completed the England to Australia flight in 1994. I recall being in the crowd to see them off from Brooklands. Then in 1999 Mark Rebholz and John LaNoue flew the re-engined replica to South Africa, again from Brooklands; the set of records were completed when Mark Rebholz and the late Steve Fossett flew the Vimy replica across the Atlantic from Newfoundland to Ireland in July 2005. The aircraft was then presented to the Brooklands museum.

The Vimy then flew at air shows around England, based at Oxford airfield. In 1909 on the 90th anniversary of Alcock and Brown's flight it flew back to Clifden in County Galway, landing on the golf course there. The replica, piloted by John Dodd and with Clive Edwards as engineer, returned from Galway on 15th June landing briefly at Fair Oaks, Chobham, in Surrey. After a short stay there, and re-fuelling, it overflew Brooklands and went on to Duxford, Cambridgeshire, where it was displayed over the summer.

On the 15th November 2009 the replica flew to Dunsfold in the south of Surrey and then continued on its final flight, landing at Brooklands on a specially prepared grass strip alongside the Mercedes World facility which today adjoins the museum; there is nothing left now of the old runway. On the 21st November a special Vimy Day was held at the museum. I was able to be present on both these occasions. All the pilots, with the exception of course of Steve Fossett, were present and gave presentations and mingled with the audience of Brooklands Trust members. A most memorable and enjoyable day was rounded off when the Vimy was formally handed over to the museum by Lang Kidby for safe keeping. It is unlikely ever to fly again as its certificate of airworthiness has expired and much work would be necessary for it to be renewed. It is always possible that another millionaire will come forward, but meantime the Vimy takes a significant place among the Brooklands museum displays.

*Gordon Knowles October 2011*

#### References;

Vickers Aircraft since 1908: Andrews & Morgan: Putnam 1969

Brooklands; the Official Centenary History: Venables: Haynes 2007

The Aeroplane: June 2009

Brooklands Bulletins (The Journal for Brooklands Trust Members): various issues

The author's personal records

---

## *The Archives*

Many of you will know that I am keen to place the Archive Catalogue on the internet for members to access and thereby hopefully encourage people to use the Society's Archives more for research and general interest purposes. I can report that much has been done but as yet not in a form that I wish to share.

Hopefully, as the year progresses, this will be resolved. An important feature of any database is having a good search tool and this will entail extracting keywords from the Archives documents. However, this is a big task and we will need to rely on the good nature of our members and other interested parties to help. Sometime ago David Hartley put out an appeal for someone to help



archive the 'Fortescue Papers' so that we can have a digital copy while the original documents can sent to the Surrey History Centre for safe storage. We are very fortunate that Hugh Baker and his U3A colleagues have kindly offered to take on this task. Hugh writes about what this entails and how this is progressing in the article below.....

*Roy Mellick*

“David Hartley put out a plea for help archiving the ‘Fortescue papers’ . I suggested that Fetcham U3A Local History Group might be able to help. Next thing I knew, I had six boxes of documents! The objective was to photograph or scan the documents and then index them so that they can be easily searched and viewed on a computer. A few of the documents are suitable for OCR conversion to text, making them fully searchable

By trial and error we evolved a method of photographing the documents, with the documents on the floor, and the camera clamped to the edge of the table. The next problem was that many of the documents are on parchment and have been folded for many years, so needed to be held flat. A sheet of Perspex worked surprisingly well – the only complication being that lighting has to come from the side to avoid reflections. With modern digital cameras, daylight is usually sufficient lighting.

Although our History group is quite small, by putting the word around to numerous U3A groups, along with a piece in the Bookham Bulletin, we now have a team of eighteen volunteers and the photography is nearly complete. The next stage, identifying the keywords is planned for January onwards.

Enough of the technical stuff – What about the documents? Probably the oldest document describes the Advowson of Great Bookham –going back to 1657. Another interesting set of documents cover the breakup of the Eastwick Park Estate including the sale of Bookham Common to the National Trust, with lots of maps showing the whole estate and how it was divided up. And there is the sale of properties left by Mary Christie in her will, with her strict covenants re non-consumption of alcohol!

You might like to see what you could have bought at auction in 1823? A Wedgewood dessert service for 9 shillings (45p), or a ‘handsome mahogany sideboard’ for £4 , or maybe read about reminiscences of holidays spent in Slyfield House by Daphne du Maurier.

By getting documents into an electronic form they can be seen and more easily searched by many more people, and the original documents can be deposited at Surrey History Centre, for storage in a safe environment.

If you would like to help with the identification of keywords, please get in touch with me.”

*Hugh Baker 376642*

## Book review

# *Railways Around Leatherhead & Dorking*

ISBN 978 0 9552785 6 3: 158 pages – 136 B&W photographs & 11 maps

Peter has aimed his latest book at the general reader and not as he says in the introduction at “rivet-counting railway enthusiasts and ‘gricers’.” Nevertheless there is much to inform even those who already have some knowledge of the area and its railways. Many of the generally excellent illustrations are from the Society and various other local collections, but there are some that are not attributed that I suspect Peter has taken himself. He has also uncovered some that are new to me, and I suspect to most readers. There is a useful map in the frontispiece showing the opening dates not only of those lines around Leatherhead and Dorking but also covering the complicated system around Epsom and on to London and also West to Guildford and South to Horsham. It is a pity that the two towns that feature predominantly in the book are in the fold in the centre of the map. Perhaps a foldout map would have been better, but no doubt the question of cost influenced that decision.



There are 14 chapters - they range from the first railway in the locality, that of Reading, Guildford and Reigate through Dorking in 1846 and other early local railways including Leatherhead's first in 1859 and the extension on to Dorking in 1867. The 'new line' to Guildford via Cobham' is discussed as is the route from Leatherhead to Effingham Junction across and under Bookham Common both in 1885. Peter then covers the electrification of the local lines and the extension from Chessington to Leatherhead that never was, stopped by the outbreak of WWII. Station architecture is not overlooked from the classic London & Brighton at Leatherhead to the typical London & South Western at Bookham and on the Cobham line.

Industrial lines too are not forgotten both standard and narrow gauge. The quarry systems at Betchworth and Brockham and the tram lines at Chilworth gunpowder works and at Mizen's watercress farm at Fetcham are covered and illustrated as are the Epsom hospitals railways from Ewell West. Preserved and model lines are included and finally Peter looks at the post WWII situation and speculates on the future.

The book covers a wide spectrum and is a good read. It is recommended to both the

industrial archaeologist and the social historian as well those with a more general interest in local history. It is a fitting companion to the earlier work by the late Alan Jackson, "The Railway in Surrey", published in 1999 and adds to the wide range of books now published by the Leatherhead & District Local History Society. Jackson covered the whole county and obviously did not go into as much detail as Peter has done on the local scene. There is a useful list for further reading and what is not always found in books of this format and essential for the serious reader and researcher is an index. The only proof reading error I have spotted is in the Introduction which conveniently lists the opening dates of the various local lines. 1867 is shown correctly for the line from Leatherhead to Dorking and Horsham; but it is preceded by 1867 Leatherhead to Leatherhead ???

The perfect bound book costs a very reasonable £10 and is available from local bookshops, at the Museum, or from the Sales Secretary, Leatherhead & District Local History Society, The Museum, 64 Church St, Leatherhead KT22 8DP (postage £1.50).

*Gordon Knowles*

---

## ***Talks On Offer***

This is the list of the talks that we are able to offer to other organisations. Please feel free to contact any of the presenters by writing to them at the address given. Once contact is made you will be able to discuss dates, times and fees.

<b>Title</b>	<b>Presenter</b>
Bygone Leatherhead Fanny Burney in Surrey The Story of Hampton Cottage Emma, wife of Charles Darwin	Mrs Linda Heath 5, St John's Avenue LEATHERHEAD KT22 7HT
A Mind Walk through Leatherhead in the 1940s-50s The Sopwith Camel Brooklands and the Hawker Hurricane	Mr Brian Hennegan 5 Copthorne Road LEATHERHEAD KT22 7ED
A Walk Round Old Ashtead Ashtead Farms Woodfield Farm, Ashtead Gilbert White of Selbourne	Mrs Gwen Hoad 66 Craddocks Avenue ASHTED KT21 1PG
Early Years of Motoring in Surrey The Story of Dennis of Guildford Brooklands and the World land Speed Record Surrey Roads - from Turnpike to motorway Surrey Aviation Buildings - past and present	Mr Gordon Knowles 17 Spring Grove FETTERHAM KT22 9NN

Title	Presenter
Wartime Defences between the Mole Gap and Guildford	Mr Trevor Marchington “Northcote” River Lane, FETCHAM KT22 9RP
Leatherhead Hospital Past, Present and Future	Dr Fred Meynen 19 The Mount FETCHAM KT22 9EB
Fetcham Parish Boundary Fetcham Park House The Millpond, The Mizens and the Watercress Beds	Mr Alan Pooley 53 Hilley Field Lane FETCHAM KT22 9UP
Bygone Leatherhead. Shopping in Bygone Leatherhead Leatherhead - Post Card Connections The Inns & Public Houses of Leatherhead & District. Bygone Fetcham Bygone Great & Little Bookham Leatherhead Clock Tower	Mr Goff Powell 4 Oswald Road FETCHAM KT22 9TZ
Industries of Mole Valley Industries of Elmbridge Ice before Refrigerators Drinking Fountains and Cattle Troughs The Early Days of Public Utilities in Surrey Leatherhead Aviation Services	Mr Peter Tarplee “Donard” East Street GREAT BOOKHAM KT23 4QX
Three Lost Tudor Palaces in Surrey Telling How it Was - Recording Residents Compiling a Local History The Famous and Infamous of Leatherhead	Mrs Edwina Vardey “Monkswell” Church Street LEATHERHEAD KT22 8HR
Local Roads that never got Built Air Travel in the 1930s	Mr John Wettem 15 The Green FETCHAM KT22 9XE

## *International World Sight Day*

The event was organised by the Leatherhead Lions to raise public awareness of the importance of the early detection of sight problems developing in the population at large. In the picture the chairman of Mole Valley makes her way to the Leatherhead museum to mark 'International World Sight Day' on 13th October. Chairman Cllr Bridget Lewis-Carr seen blind folded in the photo agreed to support the initiative and with the assistance of Joy Stone a visually impaired lady and her guide dog Lomax they all negotiated their way around Leatherhead,



*Left to right, the Chairman's Consort, Mike Rushby of the Lions, the Chairman Cllr Bridget Lewis-Carr, Joy Stone and her guide dog Lomax*

stopping off at various places, avoiding obstacles and trip hazards of which there were many and finding the way to our museum. Entering the museum through the newly created disabled access gate into the garden they continued on into the museum via the back door. At the foot of the stairs Dr Meynen the Chairman of the friends of Leatherhead Museum with the Chairman of the History Society greeted the visitors. Dr



*Chairman Cllr Bridget Lewis-Carr, Joy Stone and guide dog Lomax*

Meynan presented two items taken from the display for the Councillor and Joy Stone to try and identify. They both appeared quite adept at identifying the Flat Iron that was offered to them, the clothes 'dolly' was a little more difficult because of the very odd shape and the fact that even sighted people have difficulty recognising it. In today's society such objects do not form part of our everyday experience.

Mike Rushby who organised the event for the Leatherhead Lions adjudged that it was a useful and thought provoking exercise and how pleased he was that the Chairman of Mole Valley and Joy Stone and of course Lomax the dog had taken part.

*David Hartley*

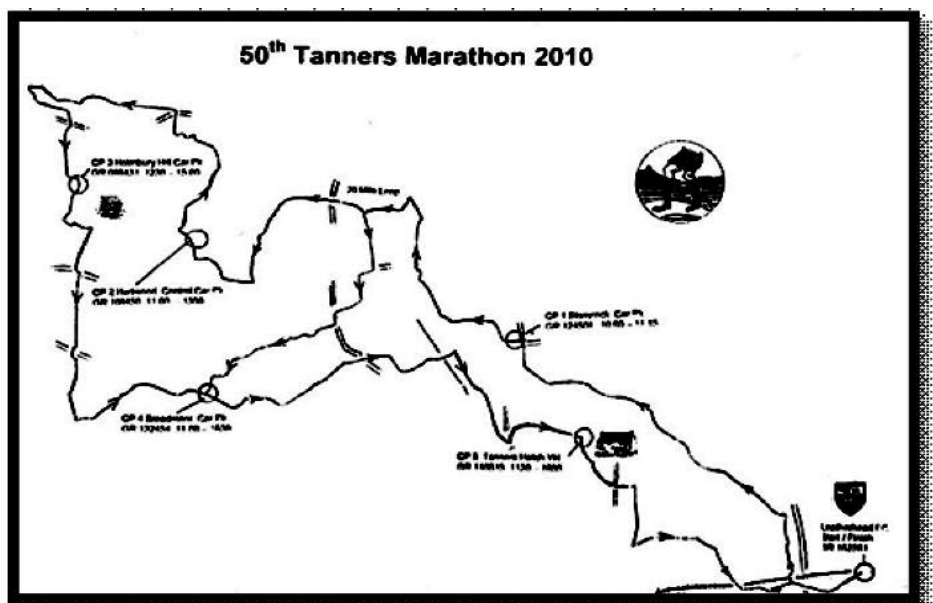
## ***Tanners Marathon 1960 – 2010***

I wonder how many of you will recall the exploits of Dr. Barbra Moore in December 1959. She walked from Edinburgh to London and in the early 1960's from John O'Groats to Lands End. Organized by Billy Butlin it captured at the time the public imagination and created something of a walking craze and a popular movement among the young and public at large.



Following much discussion and a number of trial walks, an outside organizer for the YHA group, Alan Blatchford, arranged a one-off challenge walk for the average YHA member of thirty miles. In 1960 it is recorded that fifty walkers strode away from Tanners Hatch on a 30 mile round trip on Ranmore Common, and returned ten hours later, thirsty, tired, lame and with blisters on their feet. This was to be the first of many walking marathons to come.

At the time there was a growing public demand for this event to continue to include non-members of the YHA to participate which led to a second marathon being organized and outcome and results were published in the group's magazine The event





*Left to right, Alan Pooley - Museum Manager, Tanners Marathon members Vivienne & John Kelleway and Alan Virgo*

did indeed gather its own momentum. The initials RAA stood for Round And About and had their origins in pre-marathon days when the joint editors of the magazine lived three large roundabouts away from each other and spent many hours cycling between each other's houses.

The first five years of these events was based at Tanners Hatch Youth Hostel, a simple 40 bed hostel in the middle of the woods on Ranmore Common.

1965 saw the main start of the marathon event move to Leatherhead Sports Ground for three years and then move again to Leatherhead Football Club where it has been ever since

Over the years as the number of participants grew the resources of the marathon organizers were stretched to

breaking point with over 130 competitors staying in or camping around the Tanners Hatch Hostel at night. In the morning before the start of the walk, over 400 walkers were milling around the garden.

In 1969 Barbra Blatchford then a teenager was the acting Editor of RAA, the YHA Group magazine of the Epsom & Ewell Group and little did she realize in those early days how much her involvement would impact and influence her life. Barbra recalls the procession of weary finishers, limping, wending their way back up the track to the Ranmore Road to their cars or making their way to Box Hill Railway Station. Barbra went on to recall erecting a marquee with some help in the garden and the great difficulty getting it down at the end of the day and packing it up on the Sunday. In the evening exhausted and weary they cycled home.

The Marathon Walk was renamed in 1964 to the 'Tanners Marathon'. The association with the Football Club did in fact lead to some confusion in the early days as the Leatherhead Football Club was known as the Tanners. The Tanners Hatch site at Ranmore was always used as the alternative start for most of the subsequent marathons and as a check point. The Tanners Marathon Association continued to grow as a voluntary group of likeminded individuals with commitment. The group existed to organize the 30 mile Tanners Marathon and associated events which was held on the first Sunday in July every year at the Leatherhead Football Club.

Fifty years has come and gone and I feel sure that there are some of you out there with some lasting memories. The 50th Tanners Marathon was organised in 2010 and the

final edition of the RAA was published. It appears that like most things in life, everything does have a natural end, as in this case it will now form part of our local history.

The History Society and the Leatherhead Museum accepted the gift of five, Tanners Marathon Trophys shields on 4th January. These trophies will form part of our permanent collection for display from time to time together with the archive, to hold in perpetuity for posterity.

The exhibition will be on show at the Museum when the museum re-opens to visitors on Thursday 22nd March, an important year for all of us with the 2012 Olympic Cycle Race passing through Leatherhead.

*David Hartley*

---

## ***Admiral Sir John Thomas Duckworth***

John Thomas Duckworth was born in Leatherhead on the 28th of February 1748. He was one of five sons of Sarah Johnson and Henry Duckworth who was descended from a landed family. His father Henry was the curate of St Mary & Nicholas Church, Leatherhead at that time. His father later became vicar of Stoke Poges and was one of the minor canons of Windsor.



He went to Eton College as a young boy but at the age of 11, on the invitation of Edward Boscawen, decided to join the Royal Navy. He entered the navy in 1759, and obtained his commission as lieutenant in June 1770, when he was appointed to the “Princess Royal,” the flagship of Admiral Byron, in which he sailed to the West Indies. While serving on board this vessel he took part in the engagement with the French fleet under Count D’Estaing.

In July 1776 he married Anne Wallis, only child and heiress of John Wallis of Camelford, England, and they had one son and one daughter.

In July 1779 he became commander, and was appointed to the “Rover” sloop; in June of the following year he attained the rank of post-captain. Soon afterwards he returned to England in charge of a convoy. The outbreak of war with France gave him his first opportunity of obtaining marked distinction. Appointed first to the “Orion” and then to the “Queen” in the Channel Fleet, under the command of Lord Howe, he took part in the three days’ naval engagement with the Brest fleet, which terminated in a glorious victory on the 1st of June 1794. For his conduct on this occasion he received a gold medal and the thanks of parliament. He next proceeded to the West Indies, where he was stationed for some time at St Domingo. On the 21st August 1797 his wife Anne died.

In 1798 he commanded the “Leviathan” in the Mediterranean, and had charge of the



*Action off San Domingo*

naval detachment which, in conjunction with a military force, captured Minorca. Early in 1799 he was raised to the rank of rear-admiral, and sent to the West Indies to succeed Lord Hugh Seymour. During the voyage out he captured a valuable Spanish convoy of eleven merchantmen.

In March 1801 he was the naval commander of the combined force which reduced the islands of St Bartholomew and St Martin, a service for which he was rewarded with the order of the Bath and a pension of £1000 a year. Promoted to be vice admiral of the blue, he was appointed in 1804 to the Jamaica station. Two years later, while cruising off Cadiz with Lord Collingwood, he was detached with his squadron to pursue a French fleet that had been sent to the relief of St Domingo. He came up with the enemy on the 6th February 1806 and, after two hours' fighting, inflicted a signal defeat upon them, capturing three of their five vessels and stranding the other two. For this, the most distinguished service of his life, he received the thanks of the Jamaica Assembly, with a sword of the value of a thousand guineas, the thanks of the English parliament, and the freedom of the City of London.

In 1807 he was again sent to the Mediterranean to watch the movements of the Turks. In command of the "Royal George" he forced the passage of the Dardanelles, but sustained considerable loss in effecting his return, the Turks having strengthened their position while he was being kept in play by their diplomatists and Napoleon's ambassador General Sebastiani.

On the 14th May 1808 he married Susannah Catherine Buller, daughter of William Buller, bishop of Exeter, and they had two sons.

He held the command of the Newfoundland fleet for four years from 1810, and at the close of that period he was made a baronet. In 1811 he found out that his eldest son George Henry (b. 25th June 1782) was killed in action on the 16th May



On 2nd December 1812, soon after arriving in Devon, he resigned as Governor after being offered a parliamentary seat for New Romney. New Romney was a parliamentary constituency in Kent, which elected two Members of Parliament to the British House of Commons from 1371 until 1832, when it was abolished by the Great Reform Act on the coast of Kent. He was created a baronet.

Duckworth passed away at his post on the base on the 31st August 1817 at 1 o'clock after several months of illness; a fitting

end to a long and distinguished service with the Royal Navy and was buried on the 9th September at St Margaret's Church Topsham.

His property and half of the golf course, now occupied by the Exeter Golf and Country Club, was the largest US Navy Supply Depot in the south of England during the Second World War, with some later retained for use by a UK MOD Naval Store. During the Second World War one Royal Navy warship, the destroyer HMS Duckworth was named after the Admiral.

*Goff Powell*



*HMS Duckworth*

---

## ***Christmas Social Evening***

On Friday 16th December we held our Social Evening in the Dixon Hall. The theme for the talks this year was 'Why I came to the district' or 'Why I like living here'. Our speakers were Derek Renn, Sandy Crouch, David Lokkerbol, Goff Powell and Brian Hennegan. They gave us an interesting variety of reasons why they came here or why they liked it, but the most outstanding was the talk by Sandy Crouch (ex-Seeability) who cited the History Society as one of the main reasons he liked living here and how much he enjoyed all the lectures and events organized by the Society.

There were about 40 of us and we sat round tables with pretty table cloths and lovely table centres produced by Margaret Meynen and the hall looked most festive. Excellent refreshments were provided by Vivien Hollingsworth, Maureen Powell, Ros Hennegan and Margaret Meynen and we had a raffle with lots of prizes. Altogether, it was a most successful and enjoyable evening – our thanks to all concerned.

*Linda Heath*

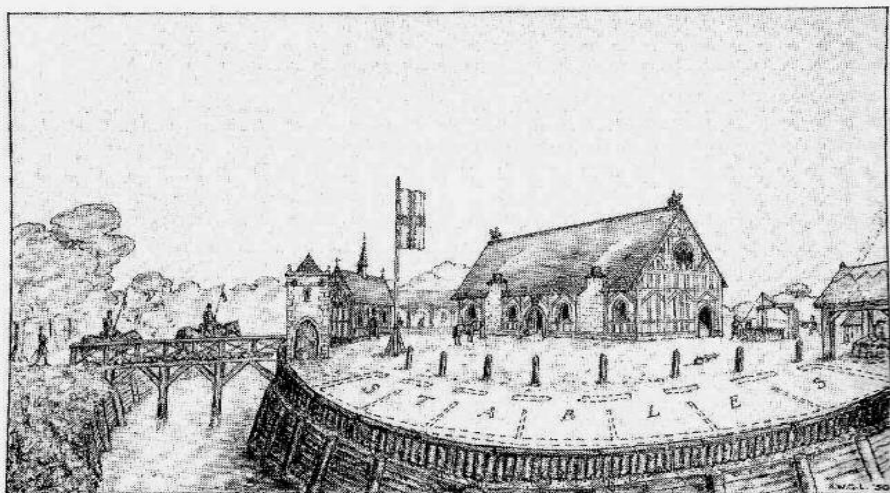
---

## ***Programme and Lecture Report***

Last year's attendances were 507 of whom 104 were visitors, average per lecture 63 which was the same as last year. Top of the Pops was Linda's lecture on Emma, the wife of Darwin with 90 people attending. The figures show the importance of advertising the lectures as 20% attending were visitors.

*Fred Meynen*

## *We were there - well sort of...*



Reconstruction by A. G. W. Lowther of Pachesnesham manor house, 'The Mounts', at the time of Sir Eustace Hacche.

As far as I can recall it was a fine day. The date would be possibly mid July and the year would possibly be 1948. The reason for my positive uncertainty will, I hope become more clear as this adventure unfolds.

I would shortly be leaving the top form at Fetcham and be continuing my education at Leatherhead County Secondary School. We still referred to it as 'going up the Central School' although by 1945 that name had ceased to exist.

Although the dark days of rationing still held sway, Miss Martin the school Head Mistress, hair tied in a bun, tweed jacket and skirt, lisle stockings and sensible shoes, was forward-looking and where possible she would encourage educational outings. Not too far you understand.

On the day in question we were assembled at 'The Street' gate, where one of the teachers, I can't remember who, but it could have been Mr. Jones, issued instructions as to how we should proceed. You will keep with your partner, school chum that is, not leave the footpath and keep your noise to a minimum. "I do not wish to have a need to raise my voice, do you all understand?" "Yes Mr. Jones" in grand unison.

Our 'crocodile' makes its way up The Street passing the Village Hall on our left. At that time the ex. First World War army hut was still in the grounds next to the Village Hall, where it served as the school canteen also doubling up as a classroom. This led to a situation where half an hour before 'dinner time' the class would have to play 'musical tables' whilst the dinner ladies prepared to repel borders. I jest a little, because entry to the canteen was a fully regimented affair, six at a time, and not until the order

to advance was given. We were mustered in the Village Hall. As far as I remember the system worked well, complete order everywhere. Ah, those were the days!

We must not forget that the Village Hall was also used as a classroom, this being at the opposite end to the stage and separated by a curtain. In the time that we are referring to the bottom half of the wall was, and is, made up of white bricks and those people that had contributed to the conversion from the barn had all signed the bricks and the names could be clearly read. When I first saw them they had only been there for about nine years.

We continued along The Street and immediately beyond the hall we see Home Farm House set back a little way from the road. I had been into the house on a number of occasions. At that time it was the home of the Rivett family and David was a class mate of mine. Up in the attic David and his father had an 'O' gauge model railway, and the rolling stock was made up of those famous tin plate coaches and locomotives. I wonder what happened to the railway and its rolling stock. If the boxes had been intact they would command a 'Kings Ransom' at today's prices.

On down The Street. At about this time work is starting on 'Lodge Close' and the swimming pool that was in the grounds of 'The Lodge' is going the way of all flesh, as the ground is prepared for building the houses. The houses on the left hand side of Lodge Road were pre-war.

As we pass 'The Lodge' it is partly hidden by coniferous trees. It was only just a few years previous to our present outing that the pupils from Fetcham School had been to The Lodge as guests of the Canadian soldiers. It was to attend a 'smashing' (in word at the time) Christmas party.

Remember that the war years were a time of rationing and restraint. I can inform you with great certainty that there was no restraint on that occasion. We had not seen some of the food that was served up to us. I particularly remember the lashings of jelly and ice cream, together with funny fruit, one of which was yellow and bent. We also saw Mickey Mouse, Donald Duck and Goofy films. I advise nobody to run down the Canadians within earshot of me!

We pass the entrance to Cock Lane and the old cottage on our left, at that time home to Mr. Alexander and his family. (On my very first day at Fetcham School, during the war, I sat next to Gwen, Mr. Alexander's daughter). Gosh, was it all those years ago.

By now we have reached the junction of The Street and Cobham Road. If our outing had taken us back up the Cobham Road, past Orchard Close, we would have seen the houses being built on the Pound Crescent estate.

So far we had been able to keep our 'crocodile' in disciplined order and we crossed over the road, next to the Shamrock Cafe. Back in those days of yore there was not a lot of motorised traffic to contend with.

Behind the cafe there is the patch of rough ground and the 'pigsties.' Looking back

from the present time this description was horrible because at the time people were living there as they waited for the various Council Estates to be finished, but as far as I can remember that was the name adopted by most people. However as I recall, 'pigsties' they were certainly not. The half timbered cottage at Pound Farm is seen on our right.



The next landmark was the railway bridge. It was at this point that our teacher gathered us together and asked us to keep silence as we passed the War Memorial, reminding the boys to remove their maroon caps that carried the recently established school badge. At the time of our outing the war was a very recent event and all our male teachers had served in the armed forces. If my memory serves me true we had no male teachers at Fetcham during the war. Mr. Jones and Mr. Walls had joined us after peace had been won.



As a member of the Fetcham cub pack, I and some of my mates had attended the Remembrance Parades at the War Memorial. It is also a poignant thought that some of my fellow pupils had lost close relatives in the conflict. In the 1950's the Memorial was moved to its present location, in the Garden of Remembrance, next to St Mary's Parish Church.

To our left was the Reading Room, which still stands almost unchanged by the passage of time. It is only in the last few weeks that further changes have been made to the junction of Cobham Road and River Lane.

We go along River Lane and eventually come to the River Mole or the 'splash' as it is referred to in this neck of the woods. To cross this 'Rubicon' we have to form up in single file to go over the very precarious wooden bridge. Some of the planks were missing and it was necessary to step over the spaces. Who said the phrase 'mind the gap' originated on the underground! No doubt there were some moments of exuberance, boys threatening to throw the girls berets into the water, prompting our

teacher to say in an authoritative tone of voice “stop that this instant”, and behold order would have been restored. I must confess I can’t remember,

I was not a naughty boy!

Crossing over the second bridge we make our way up River Lane towards Randalls Road. Two of our class mates live in the cottages on our left, so they will soon be home after the outing has finished.



I suppose it is now time for me to impersonate Rolf Harris and say “can you see what it is yet?” our final destination that is. Perhaps I can give you a clue. A school chum called John Snellgrove and his father are with us. Mr. Snellgrove is one of those people who is never happier than when he is at the bottom of a trench scraping away at ‘mother earth’ with a trowel seeking some small artifact that will re-write history. For his ‘day job’ he is a teacher at the Powell Corderoy School in Dorking. It is Mr Snellgrove who has arranged for us to make this visit. During our year in the ‘top class’ we have been looking at the history of Fetcham and the surrounding area, hence this visit.

We reach Gutter’s Bridge and set off over the fields beside the Rye Brook. Yes you have guessed, we are going to see the excavations that are taking place at ‘The Mounts’.

I can remember, although not too clearly, seeing the trenches and small wooden stakes driven into the ground, at what I can only assume were strategic points (I did not know such big words back then). We had seen drawings showing how the settlement might have looked, but it was almost impossible for us to relate this to the trenches and other items we saw on the ground. I remember being amazed how steeply the ground fell away to the Rye Brook. The site was then, as now, situated in a wooded area and I think we all thought, “why had they wanted to build a settlement just here?”

When we returned to our ‘house of learning’ there would be classwork to be done, building on our visit. I can’t recall how long we stayed at the site before we made our way back home. I lived in Woodbridge, Leatherhead, so I was nearer to home than to school. I don’t remember how we all got back. I probably went back and got ‘the swinger’ from Orchard Close. The mates living in River Lane went home as we passed their cottages.

Well there you are, we were privileged to be there as history was being made, and looking back over all these years, I was pleased and grateful.

*Brian Hennegan*

# ***Leatherhead & District Local History Society***

## ***- Legacies and Gifts***

The Society was formed in 1946 for everyone interested in the history of the area including Ashted, Bookham, Fetcham and Headley as well as Leatherhead. By making a bequest to our Society you will make a real contribution to its efforts to preserve and record our rich heritage. For those who wish to do so, the Society will ensure that you are acknowledged and remembered as a benefactor.

What could my gift or legacy do? There are many areas in which additional resources are badly needed. For example resources are needed to digitise our research material to make it available to a wider audience and to secure continuing storage for documents and items in the interim. [Add other items here]

Which kind of gift or legacy? A legacy to the Society can take the form of a sum of money, a share of your estate or specific assets such as a portfolio of shares or a house, which would then not be liable for inheritance tax. It is also possible for a bequest to be in the form of a residuary gift, whereby the Society receives whatever is left of your estate after other bequests have been made.

You can leave it to the Society to decide how your bequest is used or you can specify an area of work you would like to support.

Inheritance Tax? As the Society is a charity, the value of any gift you make to the Society in your will is deducted by HM Revenue and Customs from the value of your estate before any inheritance tax liability is calculated. Money that might otherwise have been paid in tax can instead be used to help support the Society in its work.

Further information? If you are considering a gift or bequest and would like more information we are very happy to discuss the options. If you have already included the Society in your will, we would appreciate being able to say thank you. In both cases, you are welcome to make initial contact with our Chairman, David Hartley

---

## ***The Production of the Society Proceedings***

Ever since the first issue, way back in 1947, the Proceedings of the Leatherhead & District Local History Society had been printed by Dyer & Son of Leatherhead, who have always given us a reliable, courteous and pleasant service. However, like most people and organizations today, we have had to look very hard at our costs, and we have concluded that we can now obtain a similar but cheaper result using Surrey Litho of Great Bookham. In coming to this conclusion, and in the production of a document that could be straightforwardly used by this company, I was greatly aided by the editor of this Newsletter, Martin Warwick, and I would like to take this opportunity to thank him for this.

*Barry Cox, Editor of the Proceedings*

## *The Museum: 2011 Season*

Year	Normal opening		Special and outreach		Total	
	Adults	Children	Adults	Children		
2005	1274	261	34	83	1652	
2006	1121	220	20	100	1462	
2007	1152	235	33	95	1519	
2008	1099	251	15	45	1410	Late opening
2009	1251	209	36	101	1597	
2010	1208	281	90	138	1717	
2011	1171	250	45	111	1577	

Without any special events, the average number of visitors through the doors in one week averages out at about 27 adults and 5 children. However the Craft Days organised, publicised and run by the 'Friends' in June last year brought in 95 adults and 65 children in that week, whilst in September during the Heritage Open Days weekend which included Sunday, 128 adults and 11 children were recorded. The table below summarises the recorded 'visitor' numbers over seven years which shows relatively consistent numbers but the following qualifications below should be noted when examining them.

'Normal Opening' does include the Craft days, HOD and any other event that may have been arranged during the usual Thursday to Saturday times plus the special Sunday openings whilst 'Special and Outreach' covers out of normal hours visits both TO the museum and by volunteers OUT to schools etc.

In 2011 the Trinity School and St Peter's School's visits saw 53 and 29 children respectively visit the Museum. Bearing in mind that only 7 or 8 children can be permitted upstairs at one time this requires a lot of repetitive 'teaching' and supervision. Before it permanently closed, a visit was made to talk to 29 children at St Martin's School Pixham and a challenging evening was spent with 30 adults suffering varying degrees of disability at Seeability. All of this is only possible by the dedication of a relatively few people who put in a lot of effort.

During the year stewards were asked to help with a simple survey which sought from visitors the following (55 returns have been analysed):

### **How did you become aware of us?**

Open Sign: 25; Previous visit: 16; Web sites: 3; Brochure: 0; Recommendation: 2; Tourist Guide: 1 Newspaper/Magazine: 2; Other: 6

## Purpose of Visit?

General Interest:47; Specific interest:5; Fill in spare time:1

## Where do you normally Live?

Local: 35 [64%]; South East: 12 [22%]; Britain: 3; Elsewhere: 5

Some stewards were more proactive in obtaining data than others and some possibly more selective in who was approached so the results must be viewed with caution but make interesting reading.

Another source of statistics is the Visitors Book. A quick analysis of this using broadly the same concept shows:

Local: 106 [61%]; South East: 42 [24%]; Britain: 12 [7%]; Elsewhere: 15 [8%]—from countries as below:

Singapore, South Africa, Hungary, Canada, Australia, USA, Czech Republic and Thailand



‘Local’ here includes Epsom, Burgh Heath, Reigate, Dorking, Cobham etc.

The same caveat applies regarding these figures as being fully representative and are a guide only.

Last year, primarily through the lack of a Curator and available time from the few other volunteers no alterations to the previous displays were made nor new ones installed: However with some additional help, we hope to

be able to mark this year with something new to promote particularly for the re-opening to Visitors on Thursday 29th March. Watch for further announcements!



Meanwhile behind the scenes we are concerned with assessing conservation needs and are looking for volunteers for help on three separate projects:



Firstly the red petrol pump (see above) which now looks rather drab and unloved — compare the present day appearance of it on the right to that on the left when it had just been repainted.

Secondly the Swan needs a good scrubbing up to remove the slime forming and then a couple of coats of white wall paint. The beak and the black marking also could do with a touch-up. The Swan is quite an iconic feature of the history of the town and deserves to look its

best.

Finally we received last year from a lady in Ashted, a milk churn from a now defunct local dairy. It is moderately rusty and in need of a really good clean up and treatment before we can put it on display. It seems that it had been painted with silver paint in more recent times when it was kept indoors but later relegated to the garden and hence the deterioration. We would have no objections if somebody would like to collect it from the Museum to take it home to work on it. Any offers?

*Alan Pooley*

---

## ***The Friends of Leatherhead Museum***

### **Steward and Volunteers Party**

This is our annual party held on 9th December and is a big ‘thank you’ to everyone who works and helps to keep the museum up and running. The party goers were greeted with a choice of fine wines ,soft drinks and nibbles before embarking on the party game. We were allocated a fairy tale character which then had to be identified and matched with others, the wolf eventually catching up with the little pigs and the shoemaker with his elves!. With the noise and temperature rising tasty eats provided an interlude before the personal ‘thank yous’ with the evening finishing with a song about the benefits, or otherwise, of hugging. Try it and see!.

### **Congratulations**

to our two stewards Brian Hennegan and Goff Powell on the publication of their new book ‘Over the Bridge : the Southern Side ‘ and to Peter Tarplee on his book ‘Railways around Leatherhead and Dorking’ which is flying off the shelves. The authors are an inspiration to us all to pick up our pens and get writing !

### **The Museum Garden**

Ruth Aldridge who has lovingly tended the museum garden for many years has decided to hang up her gloves and we are very grateful for all her hard work and help. Thank you Ruth. We are looking for a volunteer to take over this role which can be done in your own time to suit you. It is a small, compact and sunny garden which provides an oasis of colour and tranquillity for visitors and staff alike. So perhaps we can tempt you !

While on the subject of volunteers we are always looking for new stewards, in particular this year with the special events occurring. It only requires 3 hours of your time once a month and is an interesting and rewarding experience. Please contact John Millard or myself if you would like more information.

### ***Future Events of The Friends***

**8th, 9th and 17th March - Steward briefing/update sessions**

### **15th March - Joint visit with Society Members to Brooklands Museum**

We meet at 10.30am in the aircraft hanger to hear Brian Hennegan talking about the final stages of the Hurricane restoration and also about other notable aircraft in the hanger. After lunch Doug Hollingsworth who also works at Brooklands will give us a talk in the museum car section about cars of particular interest including reference to Donald Campbell, an old Leatherhead resident. We are then free to explore the many other exhibits including the new Cobham Bus Museum and the Concorde Experience ( an extra £4 ). If you would like to come please let me know 01372 372930 email fredmeynen@live.co.uk. Entrance £10 ( OAP £9)

### **29th March - Museum opens**

### **27th April - Friends AGM 7.30 for 8.00pm Letherhead Institute room G6**

*Fred Meynen*

---

## ***Lecture Programme Spring***

Lectures are held on the third Friday of the month in the Abraham Dixon Hall, Letherhead Institute (top of the High Street). Coffee is served at 7.30pm, lecture 8.00pm. All are very welcome - admission £1

### **20th January - ‘Gatton Park: Restoration of an 18C Garden’ by Glyn Sherratt**

Glynn Sherratt is the Landscape/Heritage Officer at Gatton Park and has worked in historic gardens and landscapes, both in this country and abroad

### **17th February - ‘The Tudor Palace at Woking’ by Richard Savage**

Richard Savage is the Secretary and Logistics Manager of the Woking Palace Archaeological Project, a co-operative venture. He is past Chairman of the Friends of Woking Palace, a royal palace of Tudor kings

### **16th March - ‘Bishops Move’ by Chris Bishop**

The history of a local family removal business established in 1854 with branches throughout the UK and Europe

### **20th April - AGM followed by a talk ‘Surrey: A Hundred Years Ago’ by John Wettern**

John Wettern reveals many surprising facts in a book published in 1910 dealing with topography, communications, resources and populations in Surrey

### **18th May - ‘Village Signs in Surrey’ by John Chisholm**

John Chisholm is a member of the Village Sign Society and is their representative for Surrey and Sussex

*Dr Fred Meynen, Programme Secretary tel 01372 372930*

## Friends of the Leatherhead Museum

### Chairman

Fred Meynen	01372 372930	fredmeynen@live.co.uk
-------------	--------------	-----------------------

### Librarian (Letherhead Institute):

Peter Wells	01372 272367
-------------	--------------

The Library is open on Tuesdays, Thursdays and Fridays from 10.00am to 12.30pm. Exceptionally, arrangements may be made to use it at other times by applying to the Librarian.

### Membership Secretary:

David Wall	01372 374773	dandswall@btinternet.com
------------	--------------	--------------------------

### Records Secretary:

Roy Mellick	01372 457839	roy.mellick@btinternet.com
-------------	--------------	----------------------------

### Sales Secretary:

Goff Powell	01372 374923	goff@goffpowell.plus.com
-------------	--------------	--------------------------

### Programmes & Lectures Secretary:

Fred Meynen	01372 372930	fredmeynen@live.co.uk
-------------	--------------	-----------------------

### Newsletter Editor:

Martin Warwick	01372 453717	martin_warwick@hotmail.com
----------------	--------------	----------------------------

### Website Editor:

Frank Haslam	01372 379341	frank.haslam@gmail.com
--------------	--------------	------------------------

### Archival Material

The Society has some archival material, documents, illustrations and maps which may be accessed through the following members:

Ashtead	Jack Willis
Bookham	Roy Mellick
Fetcham Documents	Alan Pooley
Fetcham Photographs and Maps	Ed Tims
Leatherhead Documents	John Derry
Leatherhead Photographs	Linda Heath
Leatherhead Maps	Alan Pooley

### Historical Enquiry Service

Coordinator	Vacant
-------------	--------

The Service offers to seek answers to questions about the history of Leatherhead, Ashtead, Bookham and Fetcham submitted via the Museum

