

LEATHERHEAD
& DISTRICT
LOCAL HISTORY SOCIETY



PROCEEDINGS VOL 5 No 7
1994

SECRETARIAL NOTES

The following Lectures and Visits were arranged during 1994:

January 21st	Lecture: "The Society's collection of slides of Fetcham", by Geoff Hayward.
February 18th	Lecture: "The Village of Wanborough", by Gillian Drew.
March 18th	Lecture: "The Palace of Westminster", by David Heath.
April 15th	The 47th Annual General Meeting, followed by a talk on "Blenheim Palace", by Derek Renn.
May 9th	Visits to the Palace of Westminster, Bank of England Museum and Cutlers' Hall, organised by Linda Heath.
May 20th	Lecture: "A Walk Along Hadrian's Wall", by Ernest Crossland.
June 18th	Joint visit with LCA to Blenheim Palace, organised by Joan Kirby.
July 13th	Visit to Rowhurst Farm and Fire & Iron Gallery, organised by David Ellis.
August 7th	"Walk" round Fetcham, led by Geoff Hayward.
September 30th	Three Mole Valley Festival Events: Lecture: "Old Surrey Murders" by John Janaway.
October 7th	Lecture: "The Management and Wild Life of Ashted Common", by Bob Warnock.
October 21st	Dallaway Lecture: "The Tudor Palaces of Surrey", by Simon Thurley.
November 18th	"The Origins of Ordnance Survey", by Simon Randell.
December 16th	"Christmas Miscellany", organised by Gordon Knowles.

Number 6 of Volume 5 of the Proceedings was issued during the year.

FORTY-SEVENTH ANNUAL GENERAL MEETING

Held at the Letherhead Institute, 15 April 1994

The Report of the Executive Committee and the Accounts for the year 1993 were adopted.
The elected Officers of the Society are shown below.

OFFICERS FOR THE YEAR 1994

<i>President:</i>	S. E. D. FORTESCUE
<i>Past President:</i>	J. G. W. LEWARNE
<i>Vice-President:</i>	DR D. F. RENN, C.B.E., F.S.A.
<i>Chairman:</i>	LINDA HEATH
<i>Secretary/Membership Secretary:</i>	JOYCE FULLER
<i>Treasurer:</i>	C. V. M. LATHAM
<i>Editor:</i>	J. C. STUTTARD
<i>Museum Curator:</i>	JANET GOLDSMITH
<i>Treasurer Museum Trust Fund:</i>	J. R. BULL
<i>Sales Secretary:</i>	H. J. DAVIES
<i>Archaeology Secretary:</i>	E. A. CROSSLAND, I.S.O.
<i>Lecture Secretary:</i>	N. H. WEST, M.B.E.
<i>Librarian:</i>	F. J. KIRBY
<i>Records Secretary:</i>	J. R. CLUBE, O.B.E.
<i>Committee Members:</i>	JILL GODFREY; H. G. KNOWLES; P. A. TARPLEE
<i>Co-opted</i>	A. TUFFERY

Leatherhead and District Local History Society

PROCEEDINGS

Vol. 5, No. 7

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OCCASIONAL NOTES

RESTORATION OF ST GILES' CHURCH, ASHTEAD

During the restoration of St Giles' Church in 1994, the Society has mounted an Archaeological Project on the building. The main objective has been to find and record material evidence for the age and nature of the structure, especially parts of the church dating from before 19th century additions and alterations.

The opportunity was taken to examine sections of the roof when the Horsham slabs had been removed from nave, chancel and other areas. The rafters and beams of the roof of the tower were subjected to dendrochronology when the tiles were lifted. The demolition of the two buttresses at the east end of the chancel provided much of interest.

The project team consisted of four, a surveyor, a builder with special knowledge of timber, an archaeological student and an historian. Drawings have been done, photographs taken, specimens kept and notes made. It is hoped to prepare and publish a full report on the findings in due course.

The project has had the full support of the Church and the Surrey Archaeological Society as well as this Society. We have taken an opportunity that arises once in a hundred years to see below the surface of a building that is said to have originated in the 12th Century.

H. J. DAVIES

INSCRIPTION AT BOCKETTS FARM BARN

During the restoration of the 18th century barn at Bocketts Farm in 1992 a lean-to adjoining the southern side of the barn was demolished prior to the building of the kitchen annexe. Twelve feet up, the words 'H. Boulton Esqr, 1785' were found inscribed on the bricks. Henry Boulton owned Thorncroft Manor at that time. The brick was, of course, covered up in the subsequent construction of the kitchen.

ALISON WRIGHT

WILLIAM COTTON IN LEATHERHEAD—A NOTE BY DR JOHN H. HARVEY

The two papers, in *Proceedings* Vol. 5, Nos. 5 and 6, by Maurice Exwood, are of great interest as showing the points of contact between the Leatherhead area and other parts of Surrey, due to family moves and personal relationships. On two aspects of these contacts it is possible to add more detail.

1. In regard to 'Bookham Lodge' (Vol. 5 No. 6, p. 168 and note 17), the home of the Blackwoods c. 1835-9, this can be identified firmly as being in the parish of Great Bookham, on the edge of the lands in Bookham belonging to the Vincents of Stoke D'Abernon. On the map of 1614 by Thomas Clay (*Procs.*, Vol. 2 No. 10, 1966) the house on the site was called Fryse Hill, beside Fryse Lane. The name probably derives from the family of William le Frie, named in the Subsidy of 1332. By 1797 (*Procs.*, Vol. 3 No. 3, 1969) the holding was known as Bryant's Farm. Rebuilt as a fashionable 'cottage', the house was called Bookham Lodge through most of the 19th century, but by 1945 was known as The Grange. The property belonged to the subordinate manor of Eastwick in Great Bookham, and for a very long time formed part of the Stoke D'Abernon estates of the Vincent family, who



ST GILES' CHURCH, ASHTEAD.
Photograph by M. T. Jenkyn, A.R.P.S.



INSCRIPTION ON BARN AT BOCKETTS FARM.
Photograph by Alison Wright.

were the proprietors from the late 16th to the early 19th century. 'Bookham Lodge' was never in Fetcham or in any way tenurially connected with that parish.

2. There seems to be some doubt as to the chronology of the friendship between the Cottons and Robert Barclay of Bury Hill near Dorking. Since Barclay died in 1830 (p. 170, note 18) on 22 October, at Bury Hill—(Ray Desmond, *Dictionary of British and Irish Botanists and Horticulturists*, 1977, p. 37)—he could not have visited The Priory in 1836 or later. One must suspect that the year was 1826, since the plant *Maurandia barclayana* (or *barclaiana*) had been introduced in 1825 (J. C. Loudon, *Hortus Britannicus*, 1830, p. 250) and is free-flowering, even treated as an annual from seed. Incidentally, it is not a 'tree', but an evergreen herbaceous climber, growing in a greenhouse or conservatory up to 10 or 12 ft. (Seeds can be obtained from leading firms, e.g. Chiltern Seeds or Thompson & Morgan; the plant is now sometimes called *Asarina*.)

It had certainly flowered here before 1836, since it was illustrated by Benjamin Maund in his *Botanic Garden* for 1831–2 (Vol. IV, No. 337), and was already well known in gardens by 1835. In that year Paxton's *Magazine of Botany* (Vol. II, p. 36) and Harrison's *Floricultural Cabinet* (Vol. III, p. 258) mention it, Paxton stating that at Chatsworth a large plant had survived the winter (1834–5) out of doors. The plant's prolific flowering was already noted.

Before moving to Bury Hill, in or about 1805 (E. W. Brayley, *History of Surrey*, Vol. V, 1850, p. 108), Robert Barclay had lived at Clapham, and by 1786 was already distinguished for his interest in new and rare plants. In dedicating to him the first volume of the second series of the *Botanical Magazine* on 1 December 1827, W. J. Hooker remarked that 'Upwards of forty years ago, the First Series . . . was begun, under your auspices, by its lamented Editor, Mr William Curtis . . .'. As both the Barclay and Cotton families had lived at Clapham at the beginning of the century, it seems likely that their acquaintance went back to before their respective moves to Dorking and to Leatherhead.

Maurice Exwood is grateful for these comments on his two papers. He points out that William Cotton's incorrect chronology of his experiences may have been because he wrote his 'Reminiscences' in Devon more than twenty years after he left Leatherhead.

**ROBERT LEVER:
NOTED CONTRIBUTOR TO THE SOCIETY'S PUBLICATIONS**

The death of Robert Lever in November 1993 was a great loss to the Society. He had been an active member for many years and had served on the Executive Committee; he also gave lectures to the Society, wrote numerous articles for the *Proceedings* and made valuable contributions to the histories of Ashted and Leatherhead. He was a meticulous researcher and his advice and wide knowledge will be sorely missed.

J. C. STUTTARD

Erratum: Procs. LDLHS, 5 (6), 1993: Secretarial Notes (cover ii), for 'Morag Brown' read 'Morag Barton'.

OLD FORGE COTTAGE AND FORMER BLACKSMITH'S SHOP, HIGH STREET, GREAT BOOKHAM

By S. E. D. FORTESCUE

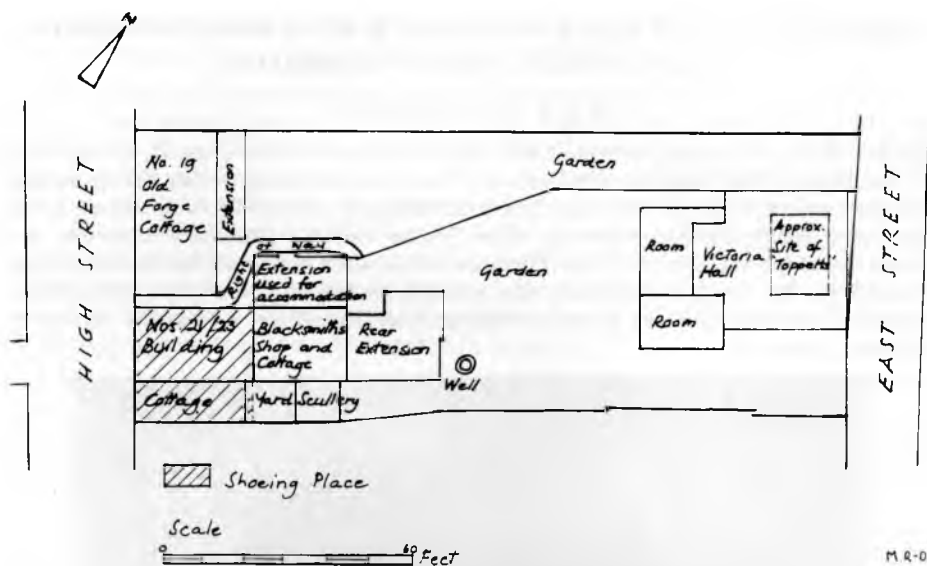
THE Old Forge Cottage (No. 9) and the former Blacksmith's Shop (Nos 21, 23) on Great Bookham's High Street, with a frontage at one time extending to East Street, appear to have been a focal point in the early life of the village. A gift and toy shop and an estate agent now occupy Old Forge Cottage, while Granary Sports, with offices at the rear, are on the site of the Blacksmith's Shop. There are two modern houses on the site facing East Street. Both the Cottage and the Shop were within the Sub or Reputed Manor of Eastwick, as was the Royal Oak Inn, but the other buildings in the High Street were part of the Manor of Great Bookham.



**GABLE END OF ROOF OF FORMER BLACKSMITH'S SHOP,
GREAT BOOKHAM, LOOKING FROM THE SOUTH-EAST.**

Photograph by Mary Rice-Oxley.

The Blacksmith's Shop proved to be the more interesting and confusing of the two old properties. It became possible to trace the development of the buildings when the timber frames were exposed in the course of recent renovations. The original cottage was built in the first half of the 16th century and became a blacksmith later in the century, suggested by the enormous raised hearth some 6ft in diameter in its centre (the chimney collapsed in 1987). The earliest documentary evidence was a sale in October 1750 by John Hubbard, blacksmith, to Thomas Jonslow of Ebbesham (Epsom), farrier, of a blacksmith's cottage for living accommodation and a shoeing place. Extensions to the original building had probably been made when it was first used as a blacksmith; it had also been extended at the rear about the same time or soon afterwards. The configuration of the passageway



**OLD FORGE COTTAGE AND FORMER BLACKSMITH'S SHOP,
HIGH STREET, GREAT BOOKHAM.**

Based on a 1911 Plan.

indicated that it had been used as part of the smithy. The shoeing place was built over some 150 to 200 years ago and the cottage was added, the yard and scullery being a later addition. This gives rise to the curious pair of gabled roofs over the cottage. The layout of the extension suggests some basis for the local legend that it was built for overnight accommodation for those who brought horses for shoeing, the shoeing place then being at the rear.

At the beginning of the 19th century both properties became jointly owned by James Wood of Bogden Farm, Great Bookham, who was a yeoman farmer of considerable wealth. According to his will of 1807, he also owned Tanners Hatch, his farm of 60 acres including the house in which he lived with an orchard and a meadow known as Mill Field; a house called 'Toppetts' in East Street; a cottage in Cobham with a 'shade' garden; and a property called 'Childs', later Buggs Farm (until c. 1950), then Burgha Cottage and now 314, Lower Road.

James Wood left Old Forge Cottage in his will to his granddaughter Mary, her sister, Elizabeth, receiving 'Toppetts'. At this time, Old Forge Cottage was divided into two tenements but without the outbuildings which were now being used by the blacksmith. It was vested on 25th June 1817, in the names of Mary and her husband, Simon Peter, a sawyer. Some time after this the cottage was let to Hannah and John Wyatt (also, in part, to Peter Harrow), but in June 1837, after John's death, it was sold by Simon and Mary to Hannah with a right to use the well at the rear of the Forge, subject to the payment of half the cost of maintaining the well, the curley and the chain and bucket. Hannah married William

Smith, a smith of Thames Ditton, in 1838, but she seems to have continued to live at Great Bookham, since her will dated 14 October 1861 stated that she was carrying on the business and after her death Charles Wyatt, one of her six sons, took this over. The Wyatt family owned this property until July 1930 and after several changes in ownership it was purchased by Mrs Ellen Jackson in 1951.

Reverting to the blacksmith's premises, these were acquired by Mrs Chrystie of Fife Lodge, Church Road, who hailed from Fife in Scotland and was a noted temperance worker. At this time the property included 'Toppetts' in East Street. The cottage was demolished and on its site and on some of the back parts of the forge she built the Victoria Hall, with two recreation rooms at its rear, the intention being that the working man should have a meeting place other than the local inn. The hall was used as a working men's club and as an office for the Penny Bank. There were two flats in the upper part of the building at one time occupied by Mrs Shepherd and George Nichols. The Victoria Hall fell into decay and ceased to be used other than for storage.

Mrs Chrystie died on 18th May 1911. Her executors sold the former blacksmith's premises to Richard Lee, an architect, and his wife, Lucy Ann Lee. They had been renting the property and using the ground floor as an office. It was later owned for a while by H. F. E. Allman, an estate agent, but on 18th December 1946 it was bought by Mrs Ellen Jackson. So Old Forge Cottage and the former Blacksmith's Shop, having been in the possession of the Woods, were once again in one ownership.

Acknowledgements

The author gratefully acknowledges John Absalom's cooperation in giving access to the premises and allowing them to be photographed.

VENTHAM, COACHBUILDER OF LEATHERHEAD AND DORKING

By D. W. INKEL

THIS is the story of the Ventham family's involvement in almost a century of quality coachbuilding in Leatherhead and Dorking. Charles Ventham, the firm's founder, was born in Winchester around 1816 and apprenticed to the celebrated coachbuilder Jones of Southampton. The completion of his apprenticeship in the 1830's coincided with the initial decline of the Golden Age of Coaching. At this time it seems probable that he moved and set up business in London, where his eldest son Edward was born in 1842. Two years later, records of his daughter Jane's birth established his presence in Leatherhead and the 1851 census shows that, at the age of thirty-five, Charles was a coach-painter by trade, living at No. 8, Bridge Street with his wife Jane (née Simmonds, an umbrella maker), his daughter Jane and another son Charles. By 1861, Ventham and his two sons were listed as coachbuilders and employed three men. The following year, the last of the old regular stage-coaches, the London to Brighton 'Age', ceased to run, but despite the apparent triumph of the locomotive, the road soon heard the echo of the horn again in 1866 when enthusiasts, Chandos-Pole, B. J. Angell and the Duke of Beaufort, revived the London to Brighton coach, thus heralding the start of a new coaching period.

Ventham's earliest recorded contribution to the coaching revival was in 1873 when he was commissioned to build a coach for the new 'Afternoon Dorking' venture (this was started by A. G. Scott of the India Office who had acted as honorary secretary of the 1866 London to Brighton venture). Scott's partner in the Dorking coach, W. H. Cooper of Stoke D'Abernon, collaborated with Ventham in the designs which, though based on Cooper's ideas, were strongly influenced by Wright's latter-day mail coaches. As a former apprentice of Jones of Southampton, Charles Ventham shared his view that the optimum weight for a stage-coach was around 20 cwt. Consequently, whilst Cooper's coach had a somewhat substantial appearance and was heavy about the wheels, it followed well, putting minimum strain on the team of horses. The excessive use of iron had been avoided in the undercarriage's construction but the necessary strength was secured without it.



VENTHAM'S TRADE CARD.
Late 19th Century.

In 1879, the Ventham family were again commissioned to build coaches based on Captain 'Billy' Cooper's design, when, following Cooper's death in March 1878, his former colleague A. G. Scott was determined to revive the Boxhill coach. Scott and his fellow proprietors decided that Ventham should supply two coaches as near identical as possible to Cooper's original primrose and red coach. (Two vehicles would allow the use of a clean coach for the return journeys from the Burford Bridge Hotel, at the foot of Boxhill.)

Colonel E. J. Stracey-Clitherow, Scots Guards, and well-known on the London-Brighton coaching scene, had already commissioned a coach from Ventham but consented to forego it and await the building of another. This was so that the two identical coaches would be ready for the inaugural run to Boxhill from Hatchett's Hotel, Piccadilly at 10.30 am on Saturday, 29th March 1879.

Sadly, Charles Ventham did not live to hear the acclaim which the coaching world accorded the new Boxhill coaches as he died shortly before the start of the season. The business was now completely in the hands of his two sons, Edward and Charles, who had been increasingly involved as a result of their father's declining health. A report in a contemporary sporting journal said that Charles, "lived long enough to see the revival of coaching and to assist the late Mr Cooper in determining a design of what a coach should be", noting further that, "the half dozen coaches already built by the firm are but the beginning of a rapidly developing business, which will be the best proof of Mr Cooper's wonderful practical knowledge and of Mr Ventham's excellent workmanship". Another article suggested that Ventham could prove to be a serious rival to the two top London coachbuilders, Holland & Holland and F. R. Shanks & Co., which at that time supplied most of the coaches for public work. Coaches were built by Ventham in 1880 for the Matlock-Buxton road and the London-Brighton road. In the same year, when the new Boxhill coaches were finally taken off the road, one of them was purchased for the Governor-General of India and was repaired and furnished by Ventham as a private drag before being dispatched to India. Such a coach would have cost between 200 and 350 guineas.

During the 1881 season, George Cox started running a Ventham coach from Hatchett's, Piccadilly to the Red Lion, Farningham. The predicted growth of their business encouraged Edward and Charles to add extra capacity to their premises at 24 Bridge Street, Leatherhead by purchasing a coachbuilding concern at 50 East Street (now High Street), Dorking in 1882 upon the death of its owner, Israel Walker.

Charles, the younger of the two Ventham brothers, died aged only 43 in March 1889, but both the Leatherhead and Dorking concerns continued under the supervision of Edward, together with an experienced foreman in attendance at Dorking. Edward, however, only survived his brother Charles by twelve years and so the running of the business fell to Edward's widow, Melissa Ann, who was later joined by her son Edward. He was to guide the firm through its successful transition into the age of the motor car, when they turned their attention to motor body work, repairs and a wide range of general engineering, including electric lighting, telephones, gas, oil, and steam engines, also machinery and brass casting. Despite this, the horse was not forgotten and an advertisement in 1906 for the Dorking branch proclaimed, in addition to the services offered to motorists:- "Carriages of every description built to order, and to let with option to purchase—Four-in-hand drags a speciality".

Although the firm was perhaps best known for four-in-hand road coaches and drags, a glance through the sale catalogue, issued in 1919 when the Dorking branch closed, gives an insight into the other types of vehicles built by them; a Shillibeer funeral car, a fine pair horse Brake, (to seat 18 persons and driver), a T-Cart Phaeton, Cob Phaeton, and varnished walnut Dog Cart. Two other styles of Ventham-built vehicles, a Station Brougham and convertible Waggonette Phaeton, are listed in the disposal sale catalogue of carriages from the Swan Hotel, Leatherhead in July 1918.

The Leatherhead concern was now increasingly involved with the motor car and its various needs, but as late as 1929 the showroom was exhibiting two coaches, which attracted the attention of the circus owner Bertram Mills. (Photographs were sent to him of the vehicles but it is not on record whether he purchased either coach).



VENTHAM COACH AND CRAFTSMEN, c. 1885.



COACH OUTSIDE VENTHAM'S WORKS AT LEATHERHEAD, 1927-36.

Two old, authenticated photographs of Ventham coaches came to light during the author's researches and it is interesting to compare their styles with similar Ventham coaches still in existence today.

The oldest photograph depicts Ventham craftsmen around a large road coach-style vehicle, which, by the wording evident on what appears to be part of a packing crate, is destined for New York. The letters 'BM' may stand for Burton Mansfield who owned a harness shop there. The date is possibly around 1885. The heavy appearance and general detail of this coach compares favourably with a Ventham road coach restored with so much care and accuracy by Richard Gill & Sons of Norwood, Harrogate in 1985 (now in a private collection in Belgium). In the second photograph, a different, lighter design, typical of a park drag, is depicted outside the Leatherhead works between 1927 and 1936. That the coachbuilder's nameboard is displayed in front of the vehicle in this posed photograph suggests that the coach could have just been built. It is almost inch for inch the same as an elegant Ventham drag once owned by international driving competitor Peter Munt.

That existing coaches by the firm have had a long and varied career is illustrated by the one discovered in a shed off the Grays Inn Road, London in the 1950's, where it had lain for many years. Perhaps it was the one used pre-war to advertise Seager's Gin which was then exhibited in the Brighton annex of Lord Montague's Motor Museum, later sold to the Dodington Carriage Museum and re-painted and lettered as the London-Bristol 'Comet' road coach when used in a film. Another owner had it restored to perhaps its original appearance as an elegant red and black drag for the show ring. When the author last saw it, in 1989, it was on its way to Bavaria, painted in the deep yellow and black of the German postal coach service!

Another coach known to the author is the 'Gay Gordon' road coach from Caroline Dale-Leech's Red House Working Carriage Museum in Darley Dale, near Matlock. This much-used Ventham still carries paying passengers on coaching trips around the area.

The Ventham family name had been associated with coachbuilding for ninety years when in 1936 continuing ill-health forced Edward Ventham, grandson of the founder, to close the business and retire with his wife to Bognor Regis. He died there two years later and his widow, Rose Marian Ventham, retained and leased the Leatherhead property until her death in 1980, when it passed to her niece who sold it several years later to a property developer. The site was finally cleared in 1985 to make way for an office block—Coach House Court. (Sadly, plans to incorporate the original wheelwright's tiring platform in a paved area of the development did not happen).

Acknowledgements

Thanks are particularly due for detailed information provided by David Bruce and Stephen Poulter of this Society, the late David Knight of Westcott, and the late J. E. N. Walker; also to the residents of Leatherhead, Dorking and the surrounding district who remembered the firm and family; to the Guildford Library (Local Studies); to Sara, Eliza Ventham, 1857–1946 (daughter of the founder), who made cuttings from the sporting journals of 1878 to 1881 into a valuable scrapbook; and to Richard Gill & Sons, Caroline Dale-Leech and Peter Munt for allowing access to existing Ventham coaches. For constructional detail see G. S. Cante, "An Analysis of a Ventham Coach" *Horse and Driving* (May/June 1982); this describes features of the coach restored by Richard Gill & Sons.

THE 1911 SALE AT BALLANDS HALL, FETCHAM

By J. G. W. LEWARNE

IN 1788, when Thomas Hankey, a banker from Battersea, purchased a large part of Fetcham, Ballands Hall in The Street was described as the most desirable Parsonage House in Surrey. In 1911 it had ceased to be used as a Parsonage and the occupant was Sir Francis Moon who had once been Lord Mayor of London. He died in February that year and the sales of his belongings which soon followed reflect Sir Francis' life and interests. He farmed the land near his house, was active in the village and owned several carriages for his family's use. The house contained many high-quality furnishings, furniture and objets d'art.

The first sale, by White & Sons, was fixed for 15th March and it was planned to sell Moon's livestock then, but an outbreak of foot and mouth disease in the area prevented this. However, the other scheduled lots went ahead, including the carriages and a brood mare called Dora Dora with her chestnut colt foal. The carriages comprised a Station Brougham with rubber tyres; a T-Card Phaeton; a rubber-tyred Dog Cart to suit cob of about 15 hands; a Victoria, painted dark blue with red wheels, picked out black, lined in leather with mats and cushions; a Pair Horse Brake, to seat 10; a Waggonette, to seat 6, painted dark green with cushions; and an Omnibus to seat 14, painted chocolate, picked out red. Considerable interest was shown in these vehicles and, though a few may not have been used for some time, they were all well cared for. There were over twenty items of harness and saddlery for sale.

At the second sale held on 12th April there were no restrictions on the disposal of Moon's cattle. These included 14 pure bred Jerseys, some with fascinating names like 'Jennie', 'Darkie', 'Pandora', 'Dimple' and 'Topsy'.

The last three sales, on 23rd, 24th and 25th May, were of furniture, paintings, china-ware and silver. The auctioneers were Harrods and White & Sons. The published catalogue shows that the entrance-hall to the house led to the Library and the Morning Room. The Dining Room and the Drawing Room were on the first floor and above these were 16 bedrooms, with poorly furnished servants' bedrooms in the attic storey. The finest piece of furniture in the sale was a mahogany cabinet by Thomas Chippendale but what this and the other items fetched is not known. The cabinet was in the Drawing Room which also had a Sheraton table, a pair of Sèvres porcelain vases, a Louis XVI clock by Thiery and a grand piano, by Erard. A quantity of old silver, some with a George III hall-mark, and many lots of silver plate were sold, as well as a Minton dinner service supplied for the Lord Mayor's banquet in 1854, comprising 358 pieces. Of the paintings sold, those by Turner, David Roberts, George Morland and Richard Wilson probably attracted the highest bidders.

Sir Francis Moon seems to have had active sporting interests, since the sale catalogue mentions several fishing rods, two hunting crops, six tennis racquets and sundry croquet mallets. He also liked good living, judged by his large stock of wines and spirits which were put into the sale, including about 100 bottles of sherry, some 1854 liqueur brandy, a few bottles of 1861 port from Magdalen College, Oxford and a cask of old Scotch whisky, said to be only two-thirds full at the time of the sale.

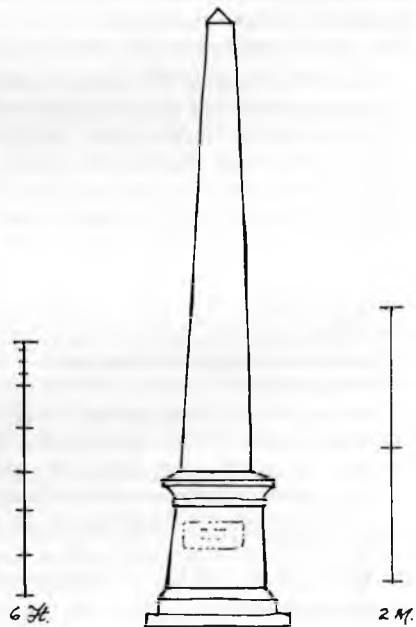
THE CITY OBELISK AT ASHTEAD

By D. F. RENN

ERNEST Crossland has described the square-sectioned cast-iron posts beside the roads and paths north and east of Ashtead, which were set up as markers under the London Coal and Wine Duties Continuation Act of 1861 where any thoroughfare crossed the boundary of the (then) Metropolitan Police (or London) District.¹ From the 'City Post' on the A24 near its junction with Craddocks Avenue, the parish and county boundary follows the Rye stream northward. Where the stream passes under the railway embankment, a tapering granite obelisk on a cubical base is set into the southern slope of the embankment. On the side of the monolith facing the running rails is a cast-iron plaque of the coat of arms of the City of London, complete with supporters. There seems to be a defaced inscription on the base of the obelisk on the opposite side, facing Ashtead Common. Like the 'City Posts', the present position of the obelisk is due to the 1861 Act, but the obelisk itself may be older.

The original duty was charged on coal brought by sea to London, but new means of transport had later to be brought within its scope. The first railway acts each specified a point where a marker was to be erected to indicate the boundary for Coal Duty purposes. The 1845 Coal Duties (London and Westminster and adjacent Counties) Act fixed the boundary at a twenty-mile radius from the General Post Office in St Martin's-le-Grand, London. The similarly-titled 1851 Act empowered the City, acting at its own cost but with the local surveyors as appropriate, to set up 'a Boundary Stone or some other permanent Mark on any canal, inland waterway, railway, turnpike or public highway' where it crossed the twenty-mile boundary.²

As stated above, the Coal Duty boundary was moved to that of the Metropolitan Police District in 1861. Only about twenty markers seem to have been set up previously.³ Two (near Staines and Wraybury stations) are iron obelisks cast at Falkirk, 4 metres tall with the inscription 14 & 15 Vict, cap. 146 near the base. They did not have to be moved, since the boundary here remained practically unaltered in 1861. Granite obelisks similar to that at Ashtead stand beside the railway lines at Esher, Hooley, Romford, Whyteleafe and Yiewsley. That at Esher has a carved City coat of arms instead of a metal plaque, and the details of that at Hooley are uncertain, but it seems very probable (from their resemblance to the dated



CITY OBELISK, ASHTEAD.

This is on the south side of the railway embankment where the Rye Brook passes under the railway on the Ashtead/Epsom border.

cast-iron obelisks at Staines and Wraybury) that those at Esher, Hooley, Romford and Yiewsley were first erected at New Haw, Gatton, Shenfield and Hillingdon under their respective railway acts of 1834–37,⁴ and moved nearer London to the new Coal Duty boundary after 1861. The obelisks must have been costly to manufacture and transport from Scotland (and possibly Cornwall) to the London area, and their re-use made economic sense.

This circumstantial evidence for a similar origin for the Ashtead obelisk is strengthened by the obelisk beside the railway to the south of Whyteleafe station. The two are quite similar, but that at Whyteleafe carries only the City shield (not the supporters) and is marked for the 1851 Act. But the Caterham railway line on which Whyteleafe stands was only opened in 1856, and the Leatherhead line in 1859. Neither line extended out to the 1851 (twenty-mile) boundary, so no Coal Duty markers were necessary at first. However, both were caught by the reduction of the London area for Coal Duties purposes in 1861; but that same reduction freed two other Surrey railways: the Dover branch of the South-Eastern Railway (SER) beyond Redhill and also the Reading, Guildford and Reigate Railway (RGRR), both of which had Coal Duty markers previously.⁵ So the Whyteleafe obelisk may have come from the SER line near Godstone and the Ashtead one from the RGRR line at Betchworth where (at Tranquil Dale, Broome Park) that cross-country line fleetingly touched the twenty-mile boundary. Railways opened after 1861 (and some earlier ones) had short pyramidal obelisks of cast iron about 2 metres high, the square base bearing the 24 & 25 Vict, cap. 42 inscription like the ‘City Posts’ at the boundary.⁶

None of the roadside boundary markers under the 1851 Coal Duties Act have survived, and it is possible (but I think less likely) that the Ashtead railway obelisk is the one formerly on the turnpike at Juniper Hall, Mickleham, the reduced turnpike boundary now being marked by the ‘City Post’ on the Epsom Road at Ashtead. Similarly, that at Whyteleafe might be one of the markers previously on the two turnpike routes south of Godstone, the other intended to be removed to the turnpike at Kenley.⁷

NOTES

1. ‘City Posts’. *Procs. LDLHS*, 5 (4), 1991, pp. 121–4. See also Martin Nail, *The Coal Duties of the City of London and their Boundary Marks* (privately printed, London 1972). The Guildhall Library of the City of London has a complete set of photographs of the boundary marks in the Department of Prints and Drawings, taken about 1986.
2. Acts 8 & 9 Vict, cap. 101 and 14 & 15 Vict, cap. 146. Some ‘City Posts’, for example one near Chertsey Bridge, bear the 1851 Act citation and not that of 1861.
3. There is a rather confused printed list by J. H. Scott, clerk and registrar of the Coal Market 1847–70 (copy in the Guildhall Library of the City of London, Department of Prints and Drawings, Noble Collection c. 68/1). Ostensibly the list dates to 1851, but it mentions the Staines and Wokingham railway, which did not open until 1856.
4. See Nail (note 1), pp. 3, 6, 7, 25 (his footnote 96).
5. See Scott (note 3).
6. For example, that on the embankment near Stokesheath Bridge, Oxshott on the ‘New Guildford’ line of 1885, accompanied by a ‘City Post’ on Stokesheath Lane.
7. See Scott (note 3). A study of the minutes of the Coal and Corn and Finance Committee of the City of London might establish which suggestions are correct.

COMPANION FROM LONDON TO BRIGHTHELMSTON (1801)

By JAMES EDWARDS

PART II

GREAT & LITTLE BOOKHAM, MICKLEHAM, NORBURY PARK, BOX HILL, HEADLEY

(edited by J. C. Stuttard)

INTRODUCTION

THE 1990 *Proceedings* included James Edwards' description of Ashted, Leatherhead and Fetcham, and the section of his 'Companion' covering Leatherhead and District is now being completed with his account of the Bookhams', Mickleham, Norbury Park, Box Hill and Headley. The information about them dates mainly from the late 1780's, though the 'Companion' was published in the years 1796/1801. As before, the Surrey Record Office's copy has been used and Edwards' text has been shortened and clarified where necessary, with some spellings modernized.

GREAT & LITTLE BOOKHAM

From Horse-head Cross, outside Fetcham, to the village of Great Bookham, the road commands a very extensive prospect on every point of the compass excepting the south. Eastwick Park, about half a mile to the right, is a good brick mansion house built by the Effingham family and appears of modern erection; the park abounds with large timber trees. On the north of the house are good gardens with hot houses and a green house. It is the property of Viscountess Effingham and has been till late in the occupation of Joshua Smith Esq., at present untenanted. Entering the village, on the south is Bookham Grove, the seat of Viscountess Downe, a handsome brick building executed in taste, adorned with suitable plantations and good gardens, the greatest part of which is surrounded with spacious common fields. Turn short to the right and on the right is the White Hart public house, in the occupation of John Brown.

Great Bookham is pleasantly situated and consists chiefly of one long street extending north from the road. The upper part has mostly good brick houses. Near the middle on the east side stands the church, dedicated to St Nicolas; by an inscription on a stone in the chancel wall it is found to be built by John de Rumerwick, Abbot of Chertsey, in 1340. Of the elegant monuments in this church one worthy of note is sacred to the memory of a son of Sir Francis Geary, Bart. who was slain in America. The vicarage is in this gentleman's gift. The present incumbent is the Rev. Mr Cook, who lives in the vicarage house a small distance below the church, about half a furlong from the road.

On the west side of the road which leads to **Little Bookham**, about half a furlong distance, is the parsonage, a small house in the possession of the Rev. Mr Pollen who occasionally stops here but chiefly resides at Guildford. About a quarter of a mile to the north of the parsonage on the same side of the road is a neat house, likewise the property of Mr Pollen, now rented and occupied by Mr Sewell. On the right about three furlongs distance is Little Bookham church which is very small and has no remarkables in it. The living is a rectory belonging to the Rev. Mr Pollen, who is lord of the manor. The manor house stands near fifty yards south of the church and is a handsome building of red brick of modern erection,

agreeably situated and commanding a pleasant prospect over the spacious common fields adjacent thereto. In these fields as far as Phoenix Farm the plowmen frequently pick up small iron bullets, or a kind of grape-shot. From the farm, which is in the possession of Mr Martyr, there is a most delightful and extensive prospect to the north over a fine level country. About half a mile south is Bagdon, a small farm in the middle of a deep vale. It was the residence of some Britons before the Saxon conquest. In a ploughed field west of the house, about the year 1716, Mr Wood, the possessor, found an earthen vessel with near a peck of Roman coins in it; they are said to have been of the lower emperors, some of them are of Galienus and about his time.

About one mile and a half south of Great Bookham is **Polesden**, the seat of Sir Francis Geary, Bart, situated on an eminence with a lawn on the acclivity of the hill, from whence there is a diversified prospect to the south over a deep vale which terminates at a small distance by the rising hills covered by venerable beech woods; the fertile vale has a beautiful assemblage of trees, fields and cottages, composing an agreeable scene.

MICKLEHAM, NORBURY PARK & BOX HILL

Beyond Gibbon-Grove, the Dorking road enters **Mickleham**, covered by a high hill on the east over which went one of the famous military ways made by the Romans, called Stane Street causeway. The remains of this road are visible in several places over the down, forming a mound between two and three feet higher than the common surface, and consists chiefly of pebble stones, like the beaches on the sea-shore.

The village is a pleasant one, consisting chiefly of one street, mostly good houses with pretty gardens behind them. On the right is a house in the possession of Capt. Phillips, lately purchased, fitted up and enlarged by Capt. Rogers. On the left is a neat brick house of modern erection, with a garden in front, the property of Mr Piper and in the occupation of John Whiteing who keeps a livery stable there; and nearby are a neat cottage and brick house, well sheltered with trees, both the property of Mr Benjamin Rodgers. Opposite is a smith's shop, a small distance behind the parsonage house, in the possession of the present incumbent, the Rev. Mr Filewood; also, close by on the south is a cottage belonging to Mrs Marsh, generally let ready furnished, and the Horse & Groom, a large public house kept by John Stantain. About sixty yards to the south-east stands the church in the chancel of which lies buried several of the ancient family of Stydolf; the living is a rectory in the deanery of Ewell; a furlong distance east of the church are two large pits or 'Swallows': that nearest the church is in the south corner of the orchard belonging to the parsonage house. Nearby is the seat of C. H. Talbot Esq. which has a spacious lawn commanding a most delightful prospect of Norbury Park.

On the acclivity of the hill is an elegant country seat just built by Mr Jenkinson, a gentleman well known for keeping a lottery office and an office at Charing Cross for the hiring of servants. At the back of the house are beautiful plantations, bounded on the north by pleasant downs, with a turf like a Persian carpet; they were raised by the late Sir Cecil Bishop, Bart, and are superior to any in the country. The house was designed by Mr Staff, an ingenious architect, and finished in taste with an agreeable appearance from the road. When digging the foundations of the house two human skeletons, a spear head and other evidence of battle were found.

A gradual descent continues one furlong from here to Juniper Hall, the residence of Mr Jenkinson. It is in the middle of a vale covered on the north by fine hanging plantations.

On the south is a neat lawn or park which adjoins **Box Hill** and bound on the north by good gardens. This seat has undergone many alterations and improvements since being taken over by the present owner. It probably received its name from the plantations above and the adjacent downs which abound with juniper trees.

On the north side of this house is a road which leads to **Ashurst Lodge**, a modern brick house on the decline of the hill with a deep vale on the north and **Headley Heath** on the east. The land belonging to the estate, now mainly arable, was anciently a warren and full of remarkable yew trees, perhaps the largest in England and said to have been originally planted for the use of the army before guns were invented. About ten years ago the land, at great expense, was brought into tillage soon after purchased by **Mr Boxall**, the present occupier, who has laid it into large enclosures and cleared it of the old yew trees which were detrimental to its cultivation.

The road to **Dorking** crosses the **River Mole** at **Burford Bridge** before which, on the left, is the **Fox & Hounds**, a small public house kept by **James Charman**. Across the river is **West Humble**, a hamlet belonging to **Mickleham**. It consists of several good houses, and some distance on the south side of the road are the ruins of an old chapel which belonged to this hamlet, the wall at the west end is almost entire, the south and east remains about six feet high, the north wall no longer there. In digging some post holes to erect a pound for cattle, several human bones were found; directly opposite is a farm called **Chapel Farm**.

Close to **Mickleham**, on the right coming from **Leatherhead**, is the road to **Norbury Park**, the seat of **William Lock Esq.** This estate was for many years linked with the ancient family of **Stydolf** and later with that of **Tryon**, at which time the house stood near the river, but soon after **Mr Lock** purchased the estate he pulled down the greatest part of the old mansion which had become ruinous (reserving the north end for a farm house) and erected a most elegant villa on the opposite side of the park which may be justly called one of the most pleasant in this country. When ascending the hill on approaching the house one is at a loss to know which part of the prospect to select and which to admire most. To the north, on a fine day, **St Paul's** and **Westminster Abbey** may be distinctly seen and a large expanse of country interspersed with beautiful objects. On the south, the hanging hills are adorned with noble beech woods on the right, those on the left with fine downs, many parts covered with evergreens, with a fertile vale between, through which the **River Mole** pursues its meandering course. The park is extensive, and diversified with various trees and shrubs, particularly walnut, beech, box and juniper. The house is supplied with water raised by an engine erected by that ingenious artist **Mr Cole** of **Westminster Bridge**; it is worked by a horse, and raises water from a depth of 361 ft.

On the west bank of the **River Mole** about a furlong distance from **Burford Bridge** is **Burford House**, the seat of **John Eckersale**. The river runs close to the foot of **Box Hill** which half a furlong east of the house ascends almost precipitously, so steep that in one part nothing grows; the other part is beautifully covered with box which from the house has an agreeable though venerable appearance. On the north of the house is a very large 'swallow' and at a small distance to the south are several others where **Mr Eckersale** has lately planted exotic trees, with walks meandering through them, and has erected an urn on a pedestal to commemorate the celebrated **Shenstone**. (**William Shenstone** (1714–63) was a poet and acclaimed landscape gardener.)

On the left close to the Dorking road is The Grove, a curious cottage belonging to John Bockett Esq., situated in a pit and almost concealed from sight by thick trees. It has been much frequented by strangers who in general admire this rural situation where art conspires with nature to make everything appear awfully grand and irregularly beautiful. The trees and shrubs surround a green plot the lower side of which is washed by the river in which is a cascade or waterfall, and from thence to the east is the highest part of Box Hill.

The north part of Box Hill is covered with old yew trees, the south-west with box, which is the finest growth in England. It is interspersed with walks gliding serpentine through, affording an agreeable retreat for lovers who frequently meet here so that it may be justly termed an English Daphne. In the summer, it is much frequented by the country people who come here to regale themselves, who in general unite in admiring the magnificence of the prospect and the beauty of the country which surrounds it. The box trees are said to have been planted by the famous antiquarian, Thomas, Earl of Arundel, who is also said to have brought out of Italy a kind of white snail, two or three times larger than the common snail, and scattered them on the downs here; the Countess of Arundel used to dress and eat them, for a consumptive disorder. The shepherds on these downs within the last century used a half-horn nailed to a long staff with which they could hurl a stone a great distance, and so keep their sheep within bounds or from straggling into the corn.

HEADLEY

Headley is a small straggling village situated on a hill. It has much waste ground, reaching to Box Hill and Betchworth, called the Heath which is very pleasant and contains about a thousand acres. The church is small, at the west end is a square tower visible for many miles. It is a rectory in the gift of H. Boulton Esq. and the present incumbent is the Rev. Jonathan Morgan. The parsonage house is an old building about a quarter of a mile south of the church, at present in the occupation of Mr Dickinson. Headley Hall, the seat of Alexander Hume Esq. is about half a mile north of the church, and is a large brick building of modern erection. A small lawn on the north commands a most extensive prospect, very pleasant in summer but exceedingly bleak in winter. The house is supplied from a spring about half a mile distance in a wood called Nower. It is remarkable that these springs should be on so lofty an eminence two miles from the river. About a furlong and a half west of the last described house is Headley Court, a large farm house situated very high and commanding an extensive prospect; it is the manor house, the property of H. Boulton Esq., and is in the occupation of Farmer Charrington.

About one mile south of the church on the east side of Headley Heath is a house belonging to and in the possession of William Frazer Esq. East of this house, about one mile and a half distant, is a small cottage now called the Hermitage commanding a pleasant prospect. It was about two years ago in the possession of Lord Byron, now of John Challing Esq.

THE EPSOM AND LEATHERHEAD RAILWAY 2: 1859-63

By H. J. DAVIES

AS a result of the revolt of the shareholders of the Epsom and Leatherhead Railway Company (the E & LR) at the Special Meeting on 29th January 1859, the line was worked not by the London, Brighton & South Coast Railway (the LB & SCR or 'Brighton Company') but by its rival, the London & South Western Railway Company (the L & SWR or 'South Western') when it opened on 1st February.¹ Thomas Grissell, Chairman of the Epsom & Leatherhead Railway Company (E & L) and most of the Board resigned. The new Board which was elected at the half yearly meeting on 28th February 1859 included three South Western Directors. Sir Walter Farquhar who had engineered the revolt declined an invitation to sit on the Board on the grounds that he had been appointed High Sheriff of Surrey, while agreeing to assist in implementing his proposals. The meeting accepted a document which had been drawn up, stating that the South Western would purchase the E & LR six months after an Act had been passed by Parliament, for £50,000 in cash or in 4% Preference Stock or £40,000 in 5%. The line and its stations would be taken over by the South Western which in the meantime would work the line and pay the E & LR £2000 p.a.. Traffic was to be worked to connect with Brighton Company trains at Epsom (involving a walk between stations).²

At a meeting on 1st March 1859 the South Western Board passed a Resolution recognising that the commitment made to the Brighton Company by the E & L Board in November 1858 for that Company to run trains on the line was to be honoured and informed a Brighton Company deputation that this was the South Western's intention.³ Although open to more than one interpretation, the E & L Board had made a legal arrangement at that time with the Brighton Company which the South Western Board could not ignore. At the same time the South Western brought forward two Bills in Parliament for the extension of the E & L line to Dorking involving the raising of £75,000. Of this, £25,000 was to be raised from other Companies, which meant either the small Companies such as the E & L, or the Brighton.⁴ The South Western was never in fact to proceed with these plans.

On 4th April 1859 the so called 'Wimbledon and Dorking Railway Company', (W & D), actually 'Wimbledon and Epsom' after the 1857 Act of incorporation had excluded sanction beyond Epsom, opened its line from Wimbledon Junction (later known as Raynes Park) to Epsom. There it joined the E & L line, enabling a through service from Leatherhead to 'Waterloo Bridge' Station to commence that day. The trains were operated throughout by the South Western. Another Act of Parliament was required before a joint W & D, E & L and South Western station could be built at Epsom.⁵ The Brighton Company was effectively excluded from these developments; it was in any case preoccupied elsewhere. (Disputes about the use of a length of line into Portsmouth by the Brighton Company and the South Western continued. Both Companies sought to attract customers by reducing fares, especially to Portsmouth. The Brighton Company was moving inexorably towards the financial and management problems that nearly bankrupted it a few years later.⁶)

The whole knotty problem besetting all four Companies came to a head in July 1859. On 7th July Farquhar wrote to the South Western Chairman, saying that the E & L desired to maintain the present agreement with the South Western rather than any alteration in favour of the Brighton Company.⁷ Farquhar was repeating the view of the E & L

shareholders' meeting of 28th February 1859 but the subsequent minutes of the new E & L Board did not seek Farquhar's intervention. The South Western Board resolved to inform Farquhar that it had no intention of deviating from its terms with the E & L. In spite of this assurance, at a Conference on 28th July, the Brighton Company and the South Western made an Agreement which completely altered the relationship between the two Companies and almost totally ignored the views or interests of the two small Companies, the W & D and the E & L.⁸

By the Agreement of 28/29 July 1859 the Brighton Company and the South Western declared that the E & L was to become their joint property; costs of maintenance, station staff etc. were to be shared and equal use made of the line. A boundary was marked on the map showing which areas were to be developed by railways of one or other of the two Companies (see map). The South Western agreed to the Brighton Company extending a line from Leatherhead to Dorking and the South Coast east of the demarcation line and the Brighton Company agreed to the South Western extending a line to Shalford or Guildford west of the line. Fares were to be equalised to common destinations such as Portsmouth and competition was to cease. A kind of 'cartel' had been formed, the Agreement somewhat surprisingly stating that it was 'in the interests of the public'.

Once the Agreement had been signed by the respective Chairmen, Schuster for the Brighton Company and Capt. Mangles for the South Western, Brighton Company trains began to run from London Bridge to Leatherhead on the E & L line on 8th August 1859. Both Companies used the stations at Ashted and Kingston Road, Leatherhead, but used different stations at Epsom. Although shared use of the line was de facto, it was not until a year later, in July 1860, that Parliament passed an Act authorising the sale of the E & L either to the South Western or to the South Western & Brighton Company jointly.⁹ The Act contained no less than 80 clauses which laid down, not always too clearly, the principles and practice of running the joint railway. The principal objector to the Bill was the W & D which maintained that its share in the ownership of Epsom Station had been ignored and that the Brighton Company had greatly reduced the W & D's profits from passenger traffic by extending the trains from London Bridge to Leatherhead.¹⁰ The E & L was purchased by the South Western for £44,444 by a Deed dated 1st July 1861.¹¹ The Epsom and Leatherhead Railway Company was wound up in 1863. It was not until 5th August 1865 that the Brighton Company entered into legal joint ownership of the E & L by another Deed, having paid the sum of £26,001 to the South Western.¹²

NOTES

1. H. J. Davies, 'The Epsom & Leatherhead Railway 1856-1859', *Procs., LDLHS* 5 (6), 1993, pp. 170-2.
2. Minutes of Half Yearly Meeting of Shareholders of the E & LR Company, PRO RAIL 197/1.
3. L & SWR Board Minute 390 1st March 1859, PRO RAIL 411/4.
4. L & SWR Board 341 & 428.
5. Minutes of Proprietors' Meeting of the Wimbledon & Dorking Railway Company: Special General Meeting 28th March 1859, PRO RAIL 752/1.
6. J. R. Minnis, MA thesis, 'The Brighton Railway Crisis of 1867', published in the *Brighton Circular* Vols. 14-16 from February 1988.
7. L & SWR Board 703.
8. Agreement, L & SWR and LB & SCR, PRO RAIL 411/326 (2).

9. 23 and 24 Vic clviii 23rd July 1860: an Act for authorising transfer of the E & LR and for other purposes, House of Lords Record Library.
10. Minutes, Proprietors' Meetings, W & DR Company 29th February 1860, PRO RAIL 752/1; Herapath, *Railway Journal* M292 (1860).
11. E & LR Terrier of Estates, PRO RAIL 414/525 p. 134.
12. *Ibid.*

Acknowledgements

The author gratefully acknowledges the help received from the Public Record Office, Kew, and the House of Lords Library, in his research for this article and the article in the *Proceedings* 5 (6), 1993.

REVISED LIST OF BUILDINGS OF SPECIAL OR HISTORIC INTEREST IN THE LEATHERHEAD AREA

By D. F. RENN

THE Town and Country Planning Act 1971 requires the Secretary of State for the Environment to compile lists of buildings of special or historic interest for the guidance of local planning authorities in carrying out their duties under the Act. The lists are neither sold nor widely distributed, although they are sent to certain reference libraries as well as to the planning departments directly concerned. Such lists have a long history, going back to the 19th century in London. A *List of the Antiquities of Surrey* compiled by Philip Johnston was first published in 1913 and a detailed list for the Leatherhead area was compiled by Dr John Harvey, a founder member of this Society, and published in the *Proceedings* in 1950.¹

In the Department of the Environment's 27th list now released (a 1988 inspection updated to 24 August 1990) some 202 buildings are described in that part of the Mole Valley District which was previously the Leatherhead Urban District (that is, the civil parishes of Ashted, Great and Little Bookham, Fetcham and Leatherhead, coinciding with the area covered by the Society). The anonymous inspector has provided careful and extensive descriptions, which will provide the starting-point of any fresh study of the standing antiquities of our area. Only two errors are noted: Great Bookham School was not previously Southey Hall (which in fact was on the site of Eastwick School), and nothing is known of a Blue Bird public house in Leatherhead High Street. More familiarity with our *Proceedings* would have allowed useful historical detail to be given, and the numbering of the entries and the map references are haphazard and should have been standardized.

The lists are intended to contain every building which can be dated to before 1700 which survives in anything like its original condition, most buildings of 1700–1840, those of definite quality and character built between 1840–1914 and selected later buildings up to 1939. Relative importance is graded. The three Grade I buildings (of exceptional interest) in this list are all in Great Bookham: the parish church, Slyfield Manor and Slyfield Farmhouse. The intermediate grade (II*) consists of the other three parish churches, Ashted Park House and Ashted Park Farmhouse, Fetcham Park House, Thorncroft Manor, The Old Rising Sun and The Running Horse public houses in Leatherhead, and Rowhurst. Probably because

of its rebuildings and alterations, Polesden Lacey is only listed Grade II, among the other 188 buildings which are described as of special interest and warranting every effort being made to preserve them. (Presumably this applies *a fortiori* to Grades I and II*). Some buildings are included for their Group Value with each other, such as the agricultural buildings around Bocketts Farm, Highlands Farm, Maddox Farm and Roaring House Farm, or the purlieu of Cherkley Court. There is also an interesting list of buildings of particular local note: Bocketts Farm, Cherkley Court, The Mansion, Sweech House, St John's School, Tyrells Wood and the 14th century cottage at Brook Willow Farm discovered by Dr John Blair.² The Dorking line railway viaduct of 1867 (but not that of the Bookham line of 1885) across the River Mole are listed as well as the stations at Leatherhead and Bookham, the latter together with its nearby road bridge and tunnel.

'Building' has been liberally interpreted. Thus, both the Howard Memorial fountain at Ashted and the Leatherhead War Memorial are included, as well as several major groups of churchyard memorial stones. The Rookery Hill gates and bridge and the icehouse in Ashted Park are here. Strangely, the only two City Posts listed are those on the Ashted Woods footpaths, while those beside main roads and the obelisk on the railway embankment have been missed.³ (They are not in the adjoining Chessington or Epsom lists.)

The most recent building mentioned is that at the corner of Bridge Street and North Street. Leatherhead (neo-Jacobean half-timber of 1928) which was called hideous by Nairn and Pevsner⁴. Tastes differ, but I agree with the inspector, since the building nicely balances the genuine 17th century one opposite and is certainly to be preferred to the curving shopping 'parades' on the other corners. Everyone might have additions to suggest to this long list: mine would be the Howard almshouses at Ashted, together with the following buildings in Leatherhead: the 1935 water pumping station (the earlier engine house of the 1880's was destroyed in 1992/3), Wesley House, the Letherhead Institute (with the tiny flint cottage nearby), The Barn on Linden Road, the Old Vicarage, Hutchinson's building and yard (formerly a chandler's shop), and the 'French chateau'-like building (these three south of The Mansion, on the west side of Church Street), Givons Grove and Farmhouse, plus the series of re-used 18th century milestones on the A246⁵ and the other City posts and obelisks mentioned already.

NOTES

1. 'List of old buildings within the Leatherhead Urban District area. . .', *Procs. LDLHS.*, 1 (4), 1950, pp. 17–22. Dr Harvey has also published 'The History of Listed Buildings' *Transactions of the Ancient Monuments Society* 37, (1993), pp. 1–20.
2. W. J. Blair, 'A small fourteenth-century cragloft house at Leatherhead, Surrey', *Antiquaries Journal*, LXI (1981), pp. 328–31.
3. See pp. 185–6 of this *Proceedings*.
4. *Buildings of England, Surrey*, (1962) p. 291 an opinion unaltered in the second edition by Bridget Cherry (1971) p. 340.
5. D. F. Renn, 'The Milestones of the Guildford Turnpike', *Procs. LDLHS.*, 3 (6), 1972, pp. 179–81 and *ibid.*, 'A "Palimpsest" Milestone from Bookham', *Procs. LDLHS.*, 4 (8), 1984, pp. 236–8.



THE PRIORY, FROM THE RIVER MOLE
From William Cotton's Catalogue of Pictures, Books and Prints, 1836

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