

# SURREY HISTORY



Ye Old Wheelwright Shop, Merstham.

*Very many Happy Returns. Hope all are well. Ade.*

*27.3.03.*

Adamstone's Series.

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The Electric Light at Godalming, 1881

Surrey Churches, 1800-70

New Material for Surrey Historians, 1979-80

The Picture Postcard and the History of Surrey

The Construction of the Blechingley Tunnel, 1840-42

*Kenneth Gravett*

*Mervyn Blatch*

*D. B. Robinson*

*John Gent*

*Paul W. Sowan*

VOL. II NO. 3

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## **SURREY LOCAL HISTORY COUNCIL**

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The Surrey Local History Council exists to foster an interest in the history of Surrey by encouraging local history societies within the county, by the organisation of a one-day Symposium on Local History at Dorking and an Annual General Meeting, which includes a visit to a place of historical interest, and also by co-operating with other bodies in order to discover the past and to maintain the heritage of Surrey in history, in architecture and in landscape.

Annual Subscription to the Council for local history societies £5.00. Enquiries should be addressed to the Hon. Secretary, Mr. P. S. Inskip, Jenner House, 2 Jenner Road, Guildford.

Membership on the part of local history societies will help the Council to express with authority the importance of local history in the county.

Articles intended for publication in *Surrey History* should be typed with double spacing and sent, enclosing a stamped addressed envelope, to the Hon. Editor, Mr. R. O. Chalkley, Fishers Hill Cottage, Saunders Lane, Mayford, Woking, Surrey. A copy of 'Notes for contributors' is available on request from the same address. Please enclose a stamped addressed envelope.

# SURREY HISTORY

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Vol. 2

No. 3

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## *Advisory Committee*

Kenneth Gravett, M.Sc. (Eng.), F.S.A.

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*Cover Illustration:* An undivided-backed postcard published before 1902: message and picture on the front, address on the back.

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Editorial Assistant: Sheila Burrough



PHILLIMORE

## THE ELECTRIC LIGHT AT GODALMING, 1881

*Kenneth Gravett*

In many of the histories of electrical engineering reference is made to Godalming as having either the first public supply of electricity in Britain or the first use of hydro-electric power in the world. Although there have been technical accounts of the installation,<sup>1, 2</sup> the author believes that local historians will also be interested, especially in this centenary year.

It is difficult for us to appreciate how modern lighting has changed our whole way of life. Study of the Gertrude Jekyll collection at Guildford Museum (and of her book<sup>3</sup>) shows that even in 1900 cottagers could still depend on rush-lights, the pithy interior section of a rush dipped in molten mutton fat, and often chose to sleep when it was dark and rise at dawn. The richer could use candles and today in a power cut we can see how little light they give. Paraffin oil became available in 1856 and even in suburban New Malden the author remembers one elderly lady, who refused to have either gas or electricity, but relied on 'oil' until after 1950.

Although there were earlier experiments gas, distilled from coal, was first used commercially for lighting in a Salford cotton mill in 1807.<sup>4</sup> In the same year, on 4 June, the birthday of George III, part of The Mall was lit by gas, and the first gas supply company, the National Light & Heat Co.—later renamed the Gas, Light and Coke Co.—received its charter in 1812. On 1 April 1814 oil street lamps in the Parish of St. Margaret, Westminster were replaced by gas. The Godalming Gas and Coke Company was founded by an Act of 1825, but does not appear to have commenced supply before the winter of 1836/7. In 1880 their contract for street lighting in the town for ten months of the year from August to May was for £200. There was no street lighting in the two summer months. All appeared set for gas lighting in Godalming and at least two town councillors were also directors of the gas company, Mr. Bridger and Mr. Challen. Then at the annual meeting of the Council, Wednesday 9 November 1881, during the mayoralty of Edward Stedman, the minutes<sup>5</sup> state:

'They also had interviews with Messrs. Calder and Barrett, Electricians, with a view to lighting the Town by means of the Electric Light and after full investigation ultimately agreed with Messrs. Calder and Barrett to light the Town by Electricity for the twelve months commencing 1st. October for £195; the contractors to have use of the existing Lamp-posts and lamps, but to provide all other plant at their own expense.'

This is the first mention of electricity in Godalming.

To explain this development we must look back over the previous 50 years. Briefly, electrical generation by mechanical means was made possible by Michael Faraday's discovery of electromagnetic induction in 1831. Although generators with permanent magnets were used to light the South Foreland Lighthouse in 1859, it was not until 1867 that a number of inventors hit upon the idea of using an electromagnetic field produced by the dynamo itself and by 1878 dynamos based on this principle were sufficiently efficient to allow the commercial use of electric light. The arc lamp had been demonstrated by Humphrey Davy in 1808. Electric current was passed through two carbon rods, which were then pulled apart so that an arc was drawn in the air. This gave a most brilliant light, which was liable to go out if the rods became too far apart, requiring continuous adjustment as they were burnt by the arc. Many ingenious mechanisms were developed to get over this problem, but although ideal for lighthouses and other large installations, the light was far too intense for general use. The task of producing a less brilliant lamp, a problem known to contemporaries as 'the sub-division of the electric light', was solved almost simultaneously by Joseph Swan in Newcastle in December 1878 and by Edison in America. Both passed current through a filament of carbon until it became incandescent, within an evacuated glass bulb to prevent it burning away. By late 1880, carbon lamps were for sale at 25s. each and although they had fallen to 5s. each by 1882, electric lighting was only for the well-to-do. They gave out less light than a modern 25-watt bulb and moreover the output was very dependent on the voltage. However, the gas mantle had yet to be invented and they compared favourably with open gas jets. The more efficient tungsten-filament lamp dates only from 1911. By 1878 arc lighting had been demonstrated in Paris and outside the Gaiety Theatre in the Strand. There were also a number of experimental lighting schemes including the Holborn Viaduct, for three months from December 1878. Regular lighting began at Norwich in May 1881 and it was here that Col. Crompton solved the problem of supplying both arc lamps for street lighting and incandescent lamps in the public library.<sup>6</sup> All of these schemes reverted to gas, since the early electrical pioneers did not realise that gas was really cheaper and before 1900 all of the supply installations appear to have lost money.<sup>7</sup> At this period the only use for electricity was for lighting: the first electric tramway came in 1895 and there was little factory use before 1900. Col. Crompton started a school of electric cooking in 1894 and designed an electric fire in 1895.

To return to Godalming, we can now see how courageous (or perhaps foolhardy) the Town Council was. It fell to Calder and Barrett, of whom we know nothing else except that they had an address in Westminster Bridge Road, Lambeth, to make the scheme work. They had started on 26 September and four days later they had convinced the General Purposes Committee of the Council that they should be awarded the contract, at a fee of £195 per annum, designed to just undercut the gas estimate. One senses an element of hurry to commence before the dark nights of autumn and perhaps some 'political' disagreement and a desire to keep the 'gas' councillors in their place. Power was generated at Messrs. E. & J. Pullman's Leather Works at Westbrook Mill on the River Wey,<sup>8</sup> where an alternator and an exciter,

both machines manufactured by Messrs. Siemens, were driven by two Poncelet Waterwheels. These had been invented by a Frenchman, J. V. Poncelet, and those at Godalming were believed to be the first to be installed in England. They have curved buckets, to achieve a high efficiency, and this has caused them to be referred to as turbines in some accounts. An exhibit in Godalming Museum is a piece of 'turbine', which looks like a part of the rim of a Poncelet wheel. From the mill cables were taken overhead into the town along the bottom of the vicarage garden. Before the Electric Lighting Act of 1882, there were no powers to dig up a road to lay cables and they are reputed to have been laid in the gutters, when they reached the town. The system is reported in *The Graphic* of 12 November 1881 in the following terms:

'The pretty little town of Godalming has gained for itself a distinguished place in the history of modern scientific developments by being the first town in England which has decided upon the bold step of substituting the electric light in the place of gas for lighting its public streets. We understand that Norwich and Chesterfield are shortly to follow the example set by this spirited little Surrey community. The effect of the quaint old High Street, with its gabled houses and miniature Town Hall, lit by the electric light is so strangely theatrical, that one almost expects to see a bevy of fair damsels appear from the 'sides' and dance across the street, while the 'hearty villain' of the piece is attempting to conceal himself in the deep shadow at the back of the Town Hall. At present only three lamps are fixed upon poles twenty-four feet high. It is contemplated to increase the lighting by about twenty smaller lamps. Although this will be an improvement practically, yet the picturesque contrast of light and shadow, now so striking will, of course, cease to exist.'

This account was illustrated with a night view of the High Street, showing an electric lamp standard (fig. 1) and a sketch of the machinery (fig. 2). There had been a short account in the *Electrician* of 1 October, but the best technical description appeared in *Engineering* of 13 January 1882. This is quoted at length by Tucker,<sup>9</sup> but the following basic information is extracted. There were two circuits; one, at 250 volts and 12 amps, supplied seven Siemens arc lamps in series, three at Pullman's works and four on posts in the town. The other circuit supplied 34 incandescent lamps (27 in the town and seven at the mill and Mr. Pullman's house) at 40 volts and each lamp in the town was mounted on an old gas post, with a separate supply wire brought overhead and an earth return. Trouble was experienced in that the lamps at the mill glowed brightly, but those at the further extremities hardly glowed at all, and carbon resistors were put in series with the nearer lamps to try to equalise them.

A further difficulty was that in a storm the water could not get away from the wheels, which could not then supply the estimated ten horse-power required to drive the machines, and it is believed that after a great storm in early December a portable steam engine (as used for agricultural work) was brought in. By the meeting of 12 April 1882, the town council were negotiating direct with Messrs.

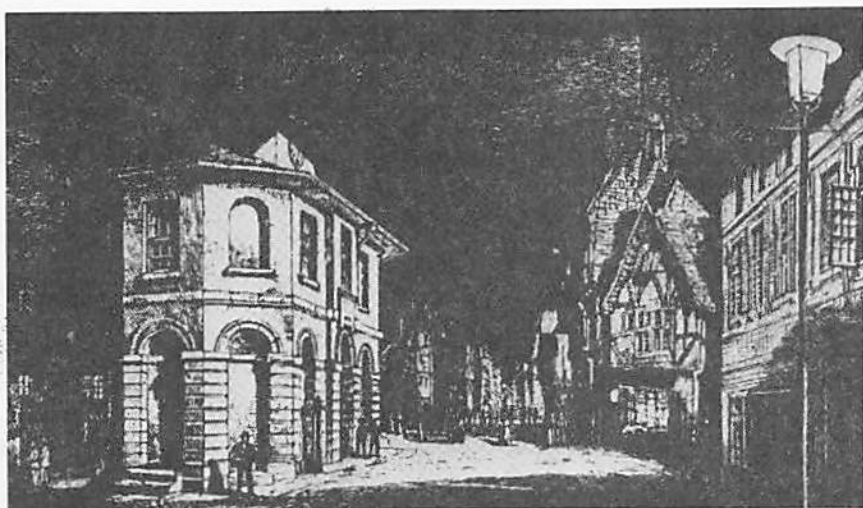


Fig. 1. Street Lighting at the Town Hall, from *The Graphic* of 12.11.1881.

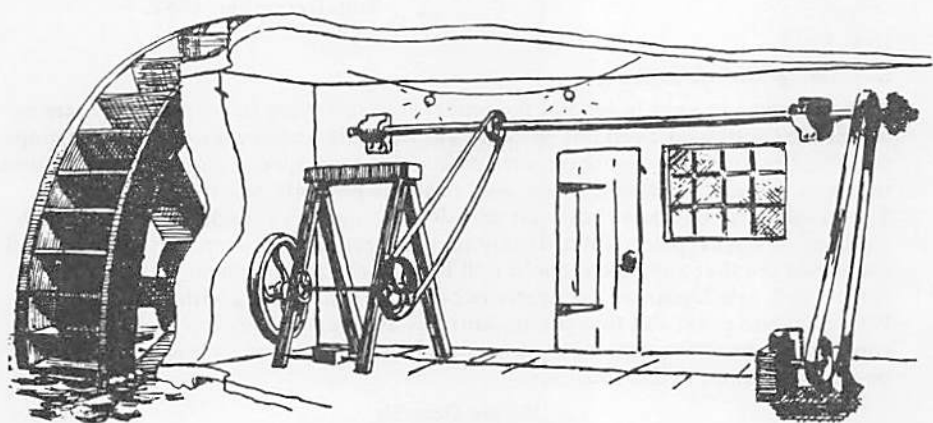


Fig. 2. The Machinery in the Mill, from *The Graphic* of 12.11.1881.

Siemens to light the Borough from 1 May for twelve months at £25 per arc lamp and £2 per Swan lamp per annum. Unfortunately the minute book does not reveal what happened between October and April, but it would appear that Calder and Barrett were in difficulties in December and Messrs. Siemens had stepped in to make the system work. The story of this great international concern has been related by Scott.<sup>10</sup> Three brothers had set up three companies; Werner in Berlin in 1847, William in Charlton near Woolwich in 1858 and Karl in St. Petersburg. William was more famous for his steel furnace and his work on submarine cables, but he was also agent for the Berlin works, which made machines with self-excited fields. The lighting side was developed by his cousin Alexander and in 1901 they built a dynamo works at Stafford, later to belong to the English Electric Co., now part of the General Electric Company.

There is reason to believe that Alexander Siemens replaced the supply from the watermill, using a traction engine in a shed behind the Old White Hart, in a more central and convenient position in the town. It is likely that Pullmans continued to use electric light on their premises, but unfortunately these were gutted by fire in 1914 and have been completely demolished since 1952 by British Drug Houses who now use the site.

On 22 November the General Purposes Committee met to consider Messrs. Siemens' bill and asked the Town Clerk to write to enquire what allowance they would make for lamps being out. The reply was as follows:

12 Queen Anne's Gate,  
Westminster, S.W. London  
2nd. December, 1882.

Dear Sir,

*Godalming Electric Lighting*

With reference to your letter and the report accompanying it, we note the cases in which the lamps have been out all Night are very rare and as regards the Arc Lamps we would remind you that these were changed at your special request and that some time was necessary before the new ones could be properly adjusted.

Swan Lights will of course burn out occasionally and this cannot be avoided: such lamps are always replaced immediately on being reported broken by the Police and we do not see that any means could well be taken to replace them earlier, also defects in Single Lamps as frequently occur in Street Lighting with Gas.

We would also point out that the amount of our charge is very low and after considering the above explanations we shall be glad if you can allow our Invoice to be passed without deduction.

We are Dear Sir  
Yours Faithfully,  
for Siemens Bros. & Co. Ltd.  
A. C. Siemens

Hugh F. Day, Esq.,  
Town Clerk, Godalming.



On Wednesday 13 December, at a special meeting of the Council, it was proposed to pay £90 on account, but an amendment proposed by the 'gas' councillors and carried reduced this to £80. The arguments were not resolved until 1 August 1883, when a deduction of £10 was made for insufficient lighting.

On 18 August 1882 the new Electric Lighting Act, which had been introduced into the House of Commons by Mr. Joseph Chamberlain, then President of the Board of Trade, received the Royal assent. It gave powers to break up the streets to lay cables and authorised local authorities to raise money for electric lighting schemes. The Board of Trade could grant a company a seven-year licence or for a longer period under a provisional order, but the local authority had the option to purchase after 21 years at the then market value of the plant. At that time generators were very small and supply over a large area was just not envisaged. It also reflected the ideas of Mr. Chamberlain for municipal control, and public resentment of the monopolies of the gas and water companies. The effect of this act was to stifle development until it was amended in 1888, several companies, like Siemens at Godalming, operating without having to lay cables or therefore to use the act. This was possible where the local authority allowed overhead wires. The Town Clerk received a letter from Messrs. Siemens on 15 January 1883 asking for the Council's consent to an application under the new act by a proposed company, the Godalming Electric Lighting Company. This letter was considered at the meeting of 7 February. The mayor read a petition signed by 39 burgesses, consumers and others in favour of the electric light. The two 'gas' councillors proposed a postponement, but this was defeated and the Council decided to consent to a licence under the act, subject to the conditions being settled with the company. The contract for lighting was renewed for one year from 1 May 1883.

The Council set up a new lighting committee 'to enquire as to the best means of lighting the Borough for the year from April 30th 1884 to April 30th. 1885' [*sic*]. They reported on 20 March 1884 that they had been in communication with the gas company, who had made several recommendations, and four other electrical contractors, all of whom had declined to tender for various reasons. The committee decided that if gas lighting were to be employed, burners using 6 cu.ft. of gas/hour should be adopted at a cost of £4 10s. 2d. per burner per annum. The gas company recommended an extra 19 lamp posts at a cost of £134 16s. 0d. This would have given a total of 60 lamps at £4 10s. 2d., making £270 10s. 0d. per annum. Messrs. Siemens Bros. & Co. expressed their readiness to continue for another year on the same terms, but made conditions including that the Corporation of Godalming should apply for a licence under the Electric Lighting Act 1882 and transfer the licence to the company they would set up. The committee were of the opinion that an effort should be made to retain the electric light, and they recommended that the arc lamps should be discontinued and the same number of new lamp posts and lanterns should be provided as in the case of the gas supply. Mr. Siemens was then invited in and said that, if the Board of Trade would permit, his company would be willing to apply for a licence. The meeting was then adjourned until Thursday 27 March.

At the adjourned meeting an amended tender was received from the gas company:

'To the Worshipful the Mayor, Aldermen & Councillors of the Town of Godalming.

Gentlemen,

Having seen in the local paper that you propose having 60 Lights instead of about 40 for which we tendered we beg to be allowed to amend our Tender. We offer to supply gas for 60 lamps burning 6 ft. per hour at the rate of £4 per lamp per annum instead of £4 10s. 2d. making a total charge of £240. We also beg to offer to supply what new standards and lamps may be necessary perfectly free of charge, simply stipulating that if the use of gas be discontinued, they should be purchased by the Council at a valuation.

We venture to urge as very large rate payers that a fair proportion of any monies paid to us would return to you in the form of a rate. We ask to be allowed to say that in making a contract with us, you have the advantage of a contract from year to year that may be quickly terminated whereas you may have much anxiety and very much trouble if you tie yourselves up for five years to a light which best is but an uncertainty and as the Mayor has said according to the Newspapers has not been up to the Mark lately and the experience of the past will very likely be the experience of the future. In conclusion we believe our lighting, not being dependent on the number of revolutions made by an engine in one minute, will be found more regular and in the long run much better than can at present be supplied by electricity.

We have the honour to be your Obedient Servant  
The Godalming Gas & Coke Co Ltd

T. Bark, Secretary.'

Their last statement is very interesting as confirming that an engine was then used rather than a waterwheel.

Mr. Siemens was then admitted and stated that 'the Canvas made by him of a Private Light had not been so successful as he could wish and under the circumstances he was not at the present moment prepared to Tender for the Public Lighting'. In a report in the *Electrician*<sup>11</sup> more information is given. Mr. Alexander Siemens conceded that 'while they did not look to the concern at Godalming to live upon' and had actually lost money, they had been prepared to continue on a year-to-year basis to gain experience. Now 'they felt they had learned everything from the present mode of carrying it out they would like to extend it, but felt they would not be justified in doing so except on a legal footing'. He had clearly appreciated that only by getting more private consumers would they ever make a profit. The canvas in April 1884 was disappointing, but it must not be assumed that he had no private customers. In 1954, Mr. G. S. Tanner wrote to the then Librarian of Godalming<sup>12</sup> with his reminiscences as a schoolboy of the lighting in his father's shop, of the arc lamps in the street, of an engine in White Hart Yard tended by a German engineer, and also of Councillor Bridger somewhat the worse

for drink and shaking the arc-lamp standard by the market house and muttering "b... b... b... electric light". Mr. T. R. Phillips remembered coming into Godalming that Christmas (1883) to see the lights, when he was fourteen.

At the adjourned meeting of Wednesday 9 April 1884, the amended tender of the gas company was accepted and a vote of thanks was passed to Messrs. Siemens 'for their conduct in the past Lighting of the Town'. And so Godalming reverted to gas lighting, but the experiment was not entirely a failure. Siemens Bros. learned the commercial realities of public electricity supply and the townfolk of Godalming got their gas lighting at a much more competitive price—£4 per 6 ft. lamp compared with £5 5s. 0d. for a 5 ft. lamp in 1881. Electricity returned to the town in 1901 and by 1903 three steam-engine generating sets had been installed, two of 90kW and one of 200kW. These were replaced in 1928 by a 200 kW diesel generator. After the completion of the 'Grid' system in 1933, interconnection enabled power to be generated in much larger stations, which are much more economical. In about 1950, Godalming Power Station was the first to be closed by the Southern Division of the new Central Electricity Authority. The town which has had a continuous supply of electricity longer than anywhere else in Britain, and perhaps in the world, is Brighton (since 27 February 1882) and Godalming is not the first hydro-electric station, a distinction held in Rochester, New York from February 1880. Nevertheless it does represent the first public supply of electricity in this country, beating the larger installation at Chesterfield by twelve days.

#### Notes

1. D. G. Tucker, 'Hydro-electricity for Public Supply in Britain, 1881-1894', *Industrial Archaeology Review*, Vol. 1, 1977, p. 128.
2. P. Strange, 'Early Electricity Supply in Britain: Chesterfield and Godalming', *Proceedings IEE*, Vol. 126, 1979, p. 863.
3. G. Jekyll, *Old West Surrey*, 1906.
4. Singer *et al.*, *History of Technology*, Vol. 4, 1958, p. 266.
5. Surrey Record Office 2253.
6. Strange *op. cit.* p. 865.
7. I. C. R. Byatt, *The British Electrical Industry 1875-1914*, 1979, p. 21.
8. Map Reference: SU 967442.
9. Tucker, *op. cit.* p. 130.
10. J. D. Scott, *Siemens Brothers 1858-1958*, 1958.
11. *Electrician*, Vol. 12, 5 April 1884, p. 485.
12. I thank Mr. Dedman for showing me copies of these letters.

## SURREY CHURCHES, 1800-70\*

*Mervyn Blatch*

On 12 May 1838, less than a year after the accession of Queen Victoria to the throne, the London and Southampton Railway Company opened its line as far as Woking, linking 'windmill-studded'<sup>1</sup> Vauxhall and Nine Elms to Woking Common where, as a print of the time shows, there was not a house to be seen and only a couple of stone-breakers at work in the foreground.

This was the start of a revolution in transport to Surrey which was to change the character of the county, converting it from a sparsely-populated area into one of the most densely inhabited parts of the country whose people looked ever more inward to London.

Other lines to Surrey were soon to follow. Redhill was reached in 1841, Guildford in 1845, Epsom in 1847 and Richmond in 1848. In 1842, Redhill was linked to Ashford (Kent) and in 1849 to Reading.

Londoners, however, had discovered the charms of Surrey long before the railways came but the type of residence they had built for themselves was an adornment rather than the reverse, as we have only to see for ourselves along the riverside villages of Richmond, Kew and Ham, and even in the less fashionable Thames Ditton, Mortlake and Barnes. Further south, the natural Surrey parkland had been landscaped to good effect by discriminating owners, so that travellers approaching London from the south by stage coach could still enjoy the prospect of fine villas, such as Grove Hill in Camberwell and Loughborough House in Brixton, lying amongst market-gardens spread out before the gentle rise of the tree-decked hills of Norwood.

But the pleasant market-gardens on the Surrey side of London had already been doomed by the opening of Westminster Bridge in 1749 which cleared the way for coaches to Dover, Brighton and Portsmouth and provided the opportunity for developers to encroach on the villages of Camberwell, Peckham, Stockwell, Streatham and Clapham. A further blow was the enclosure of the common lands of Lambeth Manor in 1806 which opened the flood-gates to new construction. Although fiercely contested, it was of no avail and new streets were built in these areas until the villages gradually merged into one another; by 1868 they were solidly part of

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\*The county boundaries embraced in this article are those existing after the changes made in 1888 but exclude those made in 1965. Before 1888, Surrey included all London south of the Thames; the subsequent development, however, of this area has been bound up with that of the Metropolis.  
For reasons of space, only Anglican churches/chapels are included.

London and the view from Brixton towards Central London showed a completely built-up area. Previously, vegetables had been supplied to London from the market-gardens of Battersea and Lambeth, whilst fresh milk had come from numerous cow-keepers in Brixton, Camberwell, Peckham and beyond. Now the market-gardeners and cow-keepers had to go further afield.

### 1800-1837

The population of Surrey in the early years of the century rose from 105,857 (1801 census) to 157,059 (1841 census), an increase of nearly 50% but still small in total. The need, therefore, for new places of worship was not as pressing as in the Metropolis where, in the same period, the population had doubled from one to two millions, largely due to the building of the docks, and over one-third of these lived in slum conditions.

The social conscience was stirred to provide places of worship to combat the evils of living in such deprived conditions, and in 1818 the Church Building Act was passed—ostensibly as thanksgiving for victory at Waterloo—which set aside £1 million, increased in 1824 to £1½ millions, to cater for the spiritual needs of this huge increase of population.

The Commissioners who administered the Act have been criticized for building on the cheap but they were honest Churchmen concerned with using the money to provide maximum seating capacity and, in any case, church architecture was at a low ebb. Naturally, London received the bulk of the money but Commissioners' Churches were erected in Surrey at the following places:

	Dates	Architect
Addlestone, St. Paul	1836	James Savage
Croydon, St. James	1827-9	Robert Wallace
Mitcham, St. Peter & St. Paul	1819-21	George Smith
Richmond, St. John the Divine	1831-6	L. Vulliamy
Upper Norwood, All Saints	1827-9	James Savage

Epsom (St. Martin's) received a new facade of flint and stucco in 1824.

None of these churches is of architectural moment. Addlestone and Richmond (St. John the Divine), built of yellow stock and grey brick respectively, are particularly uninspiring and it is hard to equate the work of James Savage at Addlestone with his St. Luke's, Chelsea, a notable landmark in the Gothic Revival, or his St. James's, Thurland Road, Bermondsey, both churches of some distinction. St. Peter & St. Paul, Mitcham, however, has attractive vaults and retains its medieval north-west tower, also a Rysbrack monument to Sir Ambrose (d. 1713) and Lady Crowley (d. 1727) in the form of profile portraits in a medallion; St. John the Divine has pleasing balconies over the west gallery.

The most interesting place of worship to be built in Surrey during this period and a complete contrast to Commissioners' Gothic is St. John the Baptist, Egham. Variousy described as having 'simple and severe beauty' or as being 'very ugly', it was built by Henry Rhodes in 1817-20. Classical and rectangular in shape, the

church has a shallow sanctuary and large ceiling, unsupported by any internal columns. Externally the west tower is surmounted by an oval cupola. Apart from the notable monument to Sir John Denham,<sup>2</sup> the church is a period piece with many associations, the most famous of which is recorded around the gallery front by replicas of the coats of arms of the 25 barons chosen as Sureties to defend Magna Carta. The last man to be killed during a duel in England is buried in the churchyard.

At Frimley, J. T. Parkinson built St. Peter's in 1825 which was a poor successor to the completely half-timbered church of 1606<sup>3</sup> and at Ham, E. Lapidge designed St. Andrew's, built in 1830-1. The south aisle dates from 1860 and the chancel—the best part—from 1900-01, the latter designed by Bodley & Garner, using red brick as opposed to Lapidge's grey.

In addition, St. Peter's, Chertsey received in 1806-08 a new nave with square piers in an unattractive Gothic style.

To round off this pre-Victorian period on a more cheerful note, St. Nicholas, Peper Harow was given in 1826 a west tower of pleasant Gothic form.

#### 1837-50

It is appropriate that we should enter the Victorian age at Peper Harow for this, and Albury (plus the east window at Farnham), are the only churches in Surrey where we encounter the work of Augustus Pugin, the great apostle of the Gothic Revival who had such a formative influence in the early years of the reign. Uncharacteristically, his work at Peper Harow, although Sir Thomas Jackson was involved later (1876-7), combines neo-Norman, Early English and Decorated features, possibly to give the impression of a slow-growth medieval building. Pugin's work was carried out in 1844, but before this the more typical Pugin is seen in the south transept of the old church in Albury Park, where in 1839 he redecorated it in a style quite different from the rough plastered walls seen elsewhere in the church. The transept was later coloured in vivid tones and enlivened by rich stained glass, all of which comes as a surprise in these sedate surroundings.

Commissioners' churches continued to be built (Croydon—St. Peter's in 1849-51, Norbiton—St. Peter's in 1841, both by Sir George Gilbert Scott, the latter in conjunction with his partner W. B. Moffatt, and Virginia Water in 1838-9 by W. F. Pocock). The early years of the reign, however, largely belong to Benjamin Ferrey, a somewhat pedestrian follower of Pugin. Between the years 1844 and 1857 he erected seven churches and one chapel (Coldharbour) in different parts of the county. The designs vary from the bizarre neo-Norman of Hale, Farnham (1844) with rose window and round south tower, to Kingswood on the other side of Surrey (1848-52) which is a replica of 14th-century Shottesbrooke in Berkshire and nicely set in wooded surroundings. Other Ferrey churches are Brockham (1846) cruciform in design and built of Reigate stone with limestone dressings, and Shalford (1846) of the warmer Bargate stone with attached north-west tower and copper-sheathed spire. The light tones of Brockham at the far side of the green make a charming composition with the adjacent houses. Shalford does not group well when approaching from the south and the whitewashed interior is excessively

lofty but the doors, especially the yellow south door, are of fine quality and the churchyard immaculate. One of Shalford's Vicars conceived the idea of the tomb to the Unknown Warrior in Westminster Abbey. Christ Church, Esher of 1853 took the place, as parish church, of what to many today is the much more appealing St. George's (in the centre of the town) which had become too small. Christ Church, although impressively set on the east side of the green, imposes more by its air of consequence and its stone broach-spire than by its architectural qualities. The remaining new Ferrey churches are St. Andrew's, Croydon and St. Paul's, Dorking, both of 1857 and much added to later.

Of churches already existing he built the nave at Ripley in 1836, south arcade, south aisle and south chapel at Thames Ditton in 1864 as well as carrying out restoration work, much of it heavy-handed, at Chobham in 1866, Farnham (St. Andrew) in 1855 and Thursley (north aisle) in 1860. Much later, in 1884-95, he restored Burstow with a light hand.

The neo-Norman style encountered at Hale was also used by H. E. Kendall in the grey brick Holy Trinity of 1840 at Claygate which has two curious flanking towers, octagonal towards the top and capped by spires; the style can be seen too in the 1842 red brick church at Albury by McIntosh Brooks which took the place of the old church in the Park, which was allowed to become a picturesque ruin. Albury Old Church, as it is called, was finally made redundant in 1913 and vested in the Redundant Churches Fund who have restored it. The Brooks church is Italianate in appearance and it is recorded that Henry Drummond, the owner of the Park, was disappointed on his return from a European tour to find that it was built of brick rather than of stone. Drummond was a supporter of Edward Irving, the founder of the Catholic Apostolic Church and McIntosh Brooks had been given the contract to build the Irvingite Church, north of the Park, in 1840. The latter is in Commissioners' Gothic with a large and impressive west tower plus an octagonal chapter house on the north side. (Today, although maintained, no services are held in it.) Other neo-Norman work, but outside the early Victorian period, is that carried out by Peacock in Mickleham in 1871 when, following on W. F. Robinson's work in 1823, he provided aisles of this style, a decorative east end with rose-window, plus a round tower on the south side. The Scott & Moffatt Commissioners' church at Norbiton, built in 1841 of yellow and white brick with north-west tower, was also of Norman design—one of Scott's earliest but not unworthy works. The best single piece, however, in this style is the central tower at Ewhurst by Robert Ebbals, who replaced the one that had fallen down in 1838.

Other churches built in the opening years of the reign included an early example of John Loughborough Pearson's work—St. James's, Weybridge (see fig. 1). Pearson was to become one of the shining lights of the later Victorian period, but St. Peter's, dating from 1848, was his first major work in Surrey and not one of his best (an extra south aisle was added in 1864 and the chancel lengthened in 1889). Nevertheless, the exterior is distinctive for its prominent and bold broach-spire and the interior for its harmonious proportions and skilful use of polychrome marble mosaic in the richly-ornamented chancel (22 types of marble are incorporated).

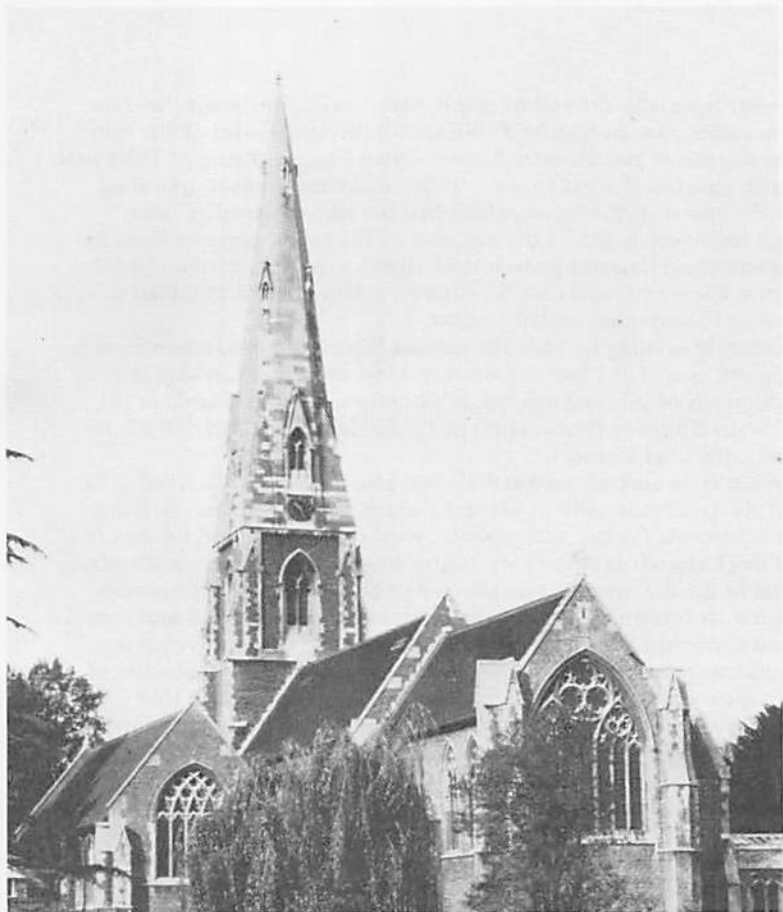


Fig. 1. St. James', Weybridge.

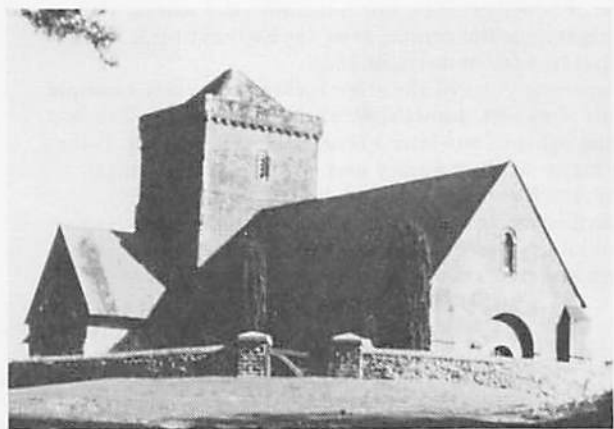


Fig. 2. St. Martha on the Hill, Chilworth.

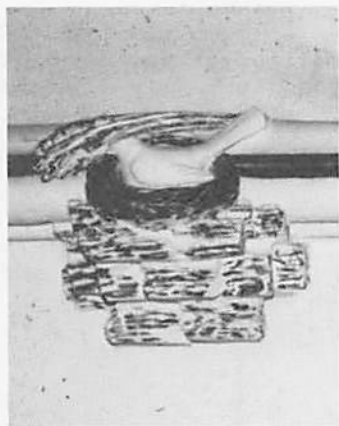


Fig. 3. St. Andrew, Grafham,  
Robin's nest in plaster.



Henry Woodyer set up office in Surrey in 1846. His first major work was the restoration of St. Martha on the Hill above Chilworth (see fig. 2) in 1848 which had become derelict, and which he almost entirely rebuilt in a manner well suited to the atmosphere of the lonely site. In 1904, the benefice of St. Martha was united with that of Albury.

In addition, Gatton—famous for its Continental furnishings collected by Lord Monson during the Grand Tour—was Gothicized in 1834, whilst Byfleet received in 1841 a new south aisle and Godstone in 1845 a new north aisle.

### 1851-70

The years from 1851 to 1870 saw a gathering of momentum as more and more commuters took up their abode in the county and churches multiplied to cater for their needs. By 1861, the population of Redhill had out-stripped that of its smarter neighbour, Reigate. Surrey became a happy hunting-ground for architects. The leading figures were Henry Woodyer, who built and restored numerous churches in the county, and Sir George Gilbert Scott. Woodyer was a pupil of William Butterfield and the varied assortment of work that flowed from his drawing-board has left a strong visual impact on many a Surrey town and village. The restoration of St. Martha on the Hill, Chilworth has already been mentioned; there followed the building by him of the town church of St. Michael, York Town, Camberley (1849-51), nicely elevated in a typical Surrey coniferous setting but with an unimpressive interior. The prominent tower and spire of Bargate stone are additions of 1891.

Woodyer then turned to a quintet of village churches (Buckland, Burpham, Grafham, Hascombe and Wyke), Wyke being the earliest. Burpham is an unassuming but satisfying chapel-of-ease without aisles, of 1859; it has strange sedilia. Grafham, an apsed chapel of 1861-4, recalls an amusing deceit practised by the architect on the Bishop of Winchester by providing a wooden screen, despite objections from the latter on liturgical grounds, on the score that it was integral with and therefore necessary to the structure. The sentimental side of Woodyer is shown in a plaster representation on the south wall of the chancel depicting a robin on its nest; the bird had started to build in one of the ladders and Woodyer gave instructions that the robin was not to be disturbed until the eggs had been hatched. (see fig. 3.) As it was near to his home, the architect had a special affection for the church which he paid for out of his own pocket (*cf.* G. E. Street at Holmbury St. Mary).

Buckland, an admirable building built in 1860 of Bargate stone, sticks well to traditional Surrey character and receives the accolade of 'This is Victorian village-church building at its best' from Ian Nairn in the Surrey volume of Sir Nikolaus Pevsner's *Buildings of England* series.<sup>4</sup> The west end with bellcote is particularly successful. Inside, from the earlier church, the 14th-century figures of St. Peter and St. Paul under canopies in dark blues and reds is one of the finest examples of medieval stained glass in the county.

Best of the five is Hascombe, 1864 (see fig. 4), an outstanding example of original Victorian work using local material (Bargate stone) and vernacular style shingled bellcote with a separately-roofed Lady Chapel; the interior was subsequently in

1890 richly decorated in a highly-individual Byzantine style with cusped and gilded apse roof rafters and a painted reredos incorporating the east window. The rood screen was lavishly coloured and the competent handling of the palette of colours makes the interior with its vivid stained glass one of the most exciting Victorian works in the county.

Following these rural pursuits, Woodyer designed and built his finest and largest church—St. Martin's, Dorking (see fig. 5)—over the ten years 1868-77 (south chancel chapel 1912). The tall west tower and spire is an arresting sight from wherever one looks at it and nowhere better than in descending the road from Ranmore Common to the town. Internally, the excellent proportions, the acutely-pointed arches and the richly-shafted chancel arch all combine to create a satisfying vertical emphasis. The furnishings do not measure up to the structure but the pulpit, thought to have come from the Netherlands about 1837, incorporates a panel which is probably 17th century depicting St. Martin and the beggar.

Woodyer did other things in Surrey. They are of varying quality. He built St. James's at Farnham in 1876—a lack-lustre job; this was declared redundant in 1975 and has been converted into bed-sitting room accommodation for single people. He restored Compton sensitively. At Bramley, most of the church apart from the chancel is Woodyer (1850 and 1876) and he rebuilt a large part of Capel in 1865, giving it an attractive Surrey-type shingled bell-turret and spire. Among his less worthy efforts must be counted the addition of the south transept at Byfleet in 1864 which broke up still further the proportions of the church, already compromised by the addition of a south aisle in 1841.

If Woodyer was the most prolific architect in 19th-century Surrey, Sir George Gilbert Scott must be accounted one of the most productive in the whole country. A published list in 1878 named 730 buildings by him and it was not complete. His influence in the restoration of the major churches of the country was immense and, if one has reservations as to some of his work, Scott himself claimed that he was strictly conservative in his restorations and that, but for them, many of our finest churches would have fallen down, so bad was their state of repair. He worked at a tremendous rate and quality may sometimes have suffered from poor workmanship of those serving under him. In many ways he is representative of Victorian architecture and one cannot go far without encountering his work.

Scott founded a dynasty of architects and it is difficult sometimes to tell which member of the family is involved. In Surrey he started on a weak note with St. John's, Woking; an aisleless chapel now almost unrecognisable under a modernisation scheme and earlier enlargements. In conjunction with Moffatt he built St. Peter's, Norbiton in 1843 and restored St. Mary's Wimbledon. In 1847 he built Farncombe, adding to it later. He then designed in 1852 Holy Trinity, Westcott near Dorking and in 1856 St. John's, Shirley near Croydon both in village style although St. John's is quite a large building; the bell-turret with spike rests inside on two massive round piers. Holy Trinity, Westcott also has a bell-turret and is nicely perched above the village beside an open space but somehow fails to convey a village atmosphere.



Fig. 4. St. Peter, Hascombe.

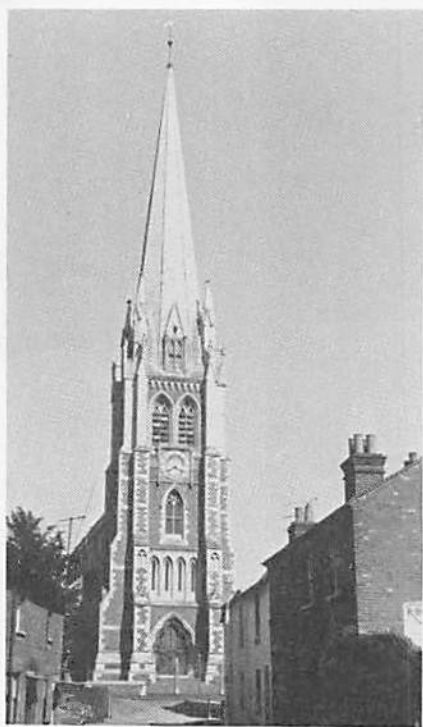


Fig. 5. St. Martin's, Dorking.

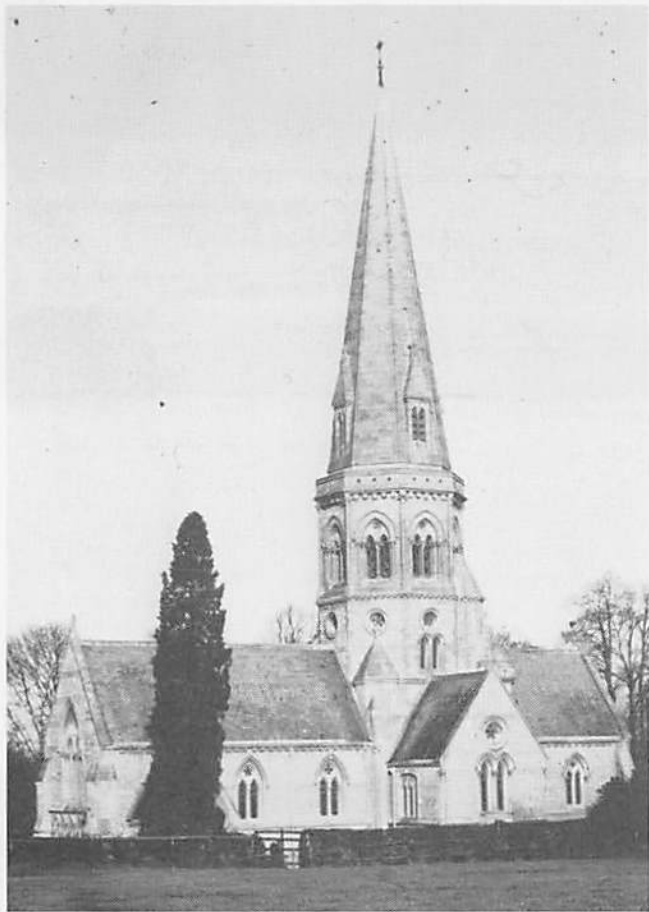


Fig. 6. St. Bartholomew, Ranmore Common.

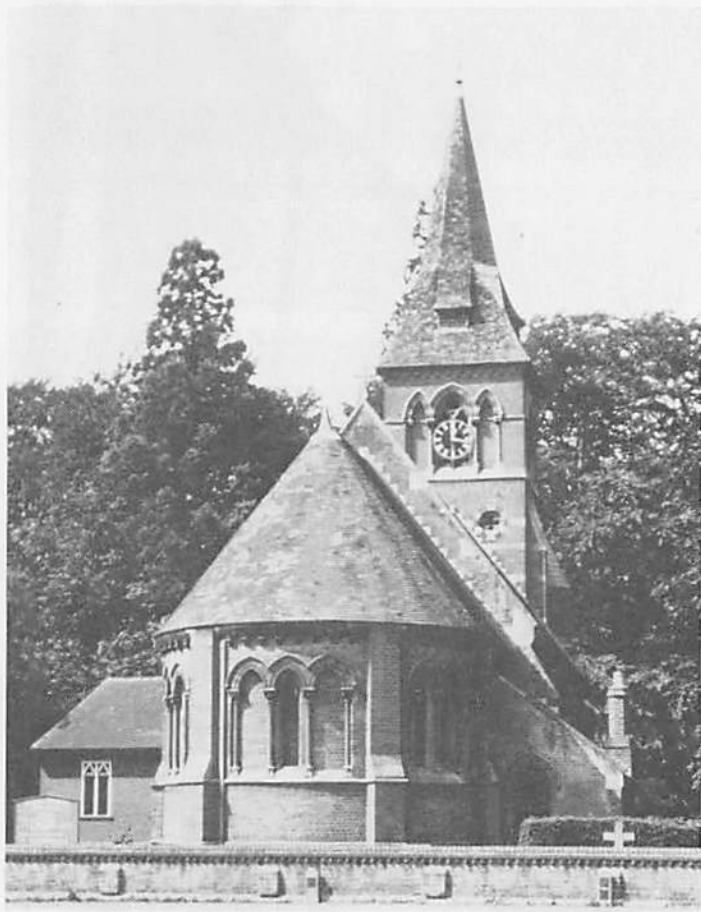


Fig. 7. Christchurch, Ottershaw.

These were followed by Scott's best work in Surrey—a trio of large churches, widely separated and showing fully his professional competence and sense of scale. The earliest of these (St. Matthias, Richmond) dating from 1858 is described by Nairn as 'the greatest church in Richmond'.<sup>5</sup> The north-west tower has a tall spire; internally the clerestory has lancet windows and there is strong vertical emphasis. A year later in 1859, Sir George went one better with his St. Bartholomew's at Ranmore Common (see fig. 6) built for a wealthy patron, the son of Thomas Cubitt, the builder. It is faced entirely with cobbles (round flints) and the octagonal tower and spire combine to produce a *tour de force* of Victorian architecture in the county and a striking foil to the spire of Woodyer's St. Martin, Dorking in the valley below. Inside, everything betokens a rich man's church and is of the most lavish kind—multiple marble shafts to the piers under the crossing and furnishings to go with the church especially the font.

The third of the Scott major churches and his best is St. Mary's, Shackleford built in 1865. Early English in style and built of Bargate stone, the central tower/spire, the large apse and the excellence of proportion give much distinction and the central steeple acts as a fine focal point to the overall design; internally there is less to admire.

The remaining new place of worship—built in 1864 probably by an assistant—is Christ Church, Ottershaw (see fig. 7) which thrusts its polychrome brick and stone apse towards the road from an elevated site. The tower and broach-spire date from 1885.

Near Godalming is the work of another member of the Scott family (G. G. Junior most likely)—a central shingled-tower church at Busbridge of 1865-7 respecting the Surrey vernacular and using Bargate stone which was quarried nearby. Good stained glass by Burne-Jones, especially in the west window, was made by Morris & Co. but the main internal feature is the iron rood and chancel screen by J. Starkie Gardner. Executed from designs by Lutyens, the figure of Christ is shown with outstretched arms above two kneeling angels facing one another. The rood and screen fill the upper part of the chancel arch and are effectively set against the dark chancel roof.

Although not much can be said in favour of the exterior restoration of St. Mary's, Reigate by Woodyer in 1845 and George Gilbert Scott Junior in 1877-81, Scott carried out a notable restoration of the nave arcades inside.

Dating from c. 1200 and much influenced by the choir of Canterbury Cathedral which was rebuilt 1175-80, he rebuilt the arcades stone by stone and has left us a noble nave of five bays supported by four columns with carved capitals, terminating at each end in a respond. No two of the columns are exactly alike in form and ornamentation, while the columns on either side are out of alignment with those opposite. The width of the nave also varies from 18 feet at the west end to 20 feet at the east. The piers are octagonal, round and, in one case, quatrefoil whilst the capitals show every type of foliage with a regular movement around the stone looking as if (to quote from Ian Nairn) 'growing radially out of the stone'. Similar foliage is to be seen on the north-east capital of the nave arcade at Leatherhead and clearly of the same date and school.

Of other architects, Bodley built in 1867 a sensitive brick chapel-of-ease with shingled belfry at Valley End, Chobham. The brick is exposed inside and there are large iron tie-rods. William Burges designed two churches in the eastern part of the county—a well-proportioned but otherwise undistinguished church at Outwood (famed for its windmill) with a later stuccoed saddle-back tower (1876) and brick interior, and a far from ordinary place of worship—St. Michael's, Lowfield Heath—beside Gatwick Airport. Dating from 1867, St. Michael's is a charming building without aisles but with lean-to porch and elaborately carved rose window above. There is a south-west tower with pyramidal spire and the furnishings, notably the stained glass in the east window, are all in keeping.

Edward Buckton Lamb erected two eccentric churches, one at Addiscombe near Croydon and the other at Englefield Green. St. Mary Magdalene, Addiscombe (1868-70) is entered through a tower in the north-east corner (added in 1928-30) and the visitor is greeted with a design which concentrates upon a massive roof leading up to a central lantern. Less unorthodox is St. Simon and St. Jude, Englefield Green; although of cruciform plan, the placing of a tower on the south transept and the longer arm of the nave being away from the road confuses the viewer; inside, alternate bands of ornamented brick, Bath limestone and Kentish rag produces a polychrome effect which evoked at the time a comment of the church being 'notoriously harlequinized'.

The tower of St. Mary, Oatlands was not consecrated because the Vicar's Warden at the time feared that the removal of his hat when passing under the tower on his way from his nearby house to the station would expose him to the risk of catching frequent colds and, in deference to his wishes, the tower was only dedicated.

Three small Ewan Christian (a relation of Fletcher Christian of the 'Bounty') buildings complete the picture for the 1851-70 period—St. John, Churt of 1868 in local style and pleasantly sited, St. Paul, Tongham of 1865, apsed with a high-pitched roof and unusual detached brick tower and All Saints, Tilford of 1867, a not unworthy church of Bargate stone. Churt and Tongham are, in effect, only chapels.

There was the usual crop of new aisles added to older churches, going far to destroy their village character. But where were the larger congregations to be accommodated? Churches enlarged in this way include Ash (1865 north aisle, now the nave), Beddington (outer north aisle 1850), Blechingley (north 1856), Chobham (north 1866), Ham (south 1860) and Merton (south 1856, north 1866). Transepts were added or re-built at Ashted (north 1862) and Chipstead (south rebuilt 1855). Seale was almost completely remodelled by J. Croft in 1861-73 making effective use externally of a contrast of clunch for the main fabric and green Bargate stone for the tower. At Beddington, further changes were made in 1869 when J. Clarke added the west vestries and probably provided at the same time the nave and chancel roofs together with the chancel arch; the chancel roof is enlivened with very large angels. All Saints, Kingston-upon-Thames was restored and given a Victorian look in 1862-6 and 1883, the latter by Pearson.

The period closes with the rebuilding of St. John the Baptist, Croydon by Sir George Gilbert Scott in 1870 after a fire in 1867. This is the largest parish church

in the county. Scott rebuilt this ambitious place of worship mainly to its previous design although he made the pinnacles of the tower, which survived the fire, unduly prominent. The south porch also survived and there are medieval fragments inside as well as the notable pre-Reformation brass lectern with stout stem resting its foot on three small lions. The size of the church reflects the generosity of successive archbishops, for Croydon was and remains a peculiar of Canterbury and archbishops had their country house (now Palace School) in Croydon from the time of the Conquest until 1780 when they moved to Addington Palace. Two are commemorated by monuments, one to Archbishop Whitgift (d. 1604) in alabaster with recumbent effigy in prayer and the other to Archbishop Sheldon (d. 1677), founder of the Sheldonian Theatre in Oxford, in the form of a semi-reclining figure but unfortunately damaged. Four other archbishops are buried in the church.

#### Notes

1. J. R. & S. E. Whiteman, *Victorian Woking*, 1970?.
2. Mervyn Blatch, 'Surrey Churches—Saxon to Georgian', in *Surrey History* vol. 2, no. 1.
3. *ibid.*
4. Ian Nairn and Nikolaus Pevsner, *The Buildings of England: Surrey*, 2nd edn. revised by Bridget Cherry, 1971.
5. *ibid.*

#### Acknowledgements

I am greatly indebted to the *Surrey* volume in the *Buildings of England* series, an invaluable accompaniment for the visitor to Surrey Churches. I have also found Dr. Peter Brandon's *A History of Surrey*, 1977, a most helpful exposition of the history and social factors which have shaped the Surrey we know today.

#### Further Reading

- Sir John Betjeman, *Guide to English Parish Churches*, 4th edn, 1980.  
Alec Clifton-Taylor, *English Parish Churches as Works of Art*, 1974.  
C. T. Cracklow, *Views of Surrey Churches*. A reprint of the lithographic plates, with an introduction by Kenneth Gravett, 1979.  
Maxwell Fraser, *Surrey*, 1975.  
J. Charles Cox, *Little Guides: Surrey*, 5th edn. revised by Philip M. Johnston.

## NEW MATERIAL FOR SURREY HISTORIANS, 1979-80

*D. B. Robinson*  
County Archivist, Surrey Record Office

'Remedy for Rheumatism Lumbago Sprains Bruises Chilblains before they are broken and bites of Insects [c.1890] . One raw egg well beaten in not quite half a pint of vinegar, one ounce of spirits of turpentine, a quarter of an ounce of camphor. These ingredients to be beaten well together then put in a bottle and shaken for ten minutes after which to be corked down tightly to exclude the air. In half an hour it is fit for use'.

'I also report visiting the Marquis of Granby Public House kept by Stephen Langton situated at Redhill in the Borough of Reigate on the 17th of March 1869 in front room upstairs in two Beds there was two Men and two Women and four Children lying on the floor in a back room three Women and two Men in another room one Woman and a Boy about 13 years of age and two Men all appeared to be tramps Total 17 persons.'

'On the 7th March [1940] a number of red labels, with the words "Food prices have gone up. What about wages?" were pasted on lamp posts, walls, etc. in a number of streets in Farnham. These were pasted up in the morning between 9.30 a.m. and noon. They were quickly torn down by passing pedestrians.'

'Public morale shaken by events in Crete, especially amongst the women. Talk general that our High Command have again underestimated the enemy and that their minds do not react quickly enough for modern warfare [1941]'.

These extracts are all taken from a single deposit of records in Surrey Record Office, the records of Surrey Constabulary deposited by the Chief Constable in May 1980. The first is from the notebook of a constable stationed at or near Albury in the 1880s and 1890s. The notebook also contains private accounts, including the constable's pay (£76 9s. for 1888), and reports of offences and occurrences. The Redhill extract is from the report books, 1869-1890, of the Head Constable of Reigate to the Borough Watch Committee. They also include detailed reports on staffing, finance, occurrences such as fires and break-ins, and on the Head Constable's duties in relation to petroleum and firework licensing, the stamping of weights and measures and the issue of pedlars' certificates. The last two quotations are to be found in fortnightly Intelligence Reports sent during the Second World War to the Chief Constable of Surrey by the Superintendent of each Division. The reports relate to the conduct and reactions of the public and the state of civilian morale. The range of subjects covered by these four extracts is a good example of the



coverage of a group of records which might otherwise seem to be of interest only to the historian of police forces.

Surrey Constabulary was set up by the Surrey Court of Quarter Sessions in 1851 and covered the whole of the county outside the Metropolitan Police Area except Guildford and Reigate, which had their own forces until 1943, and Godalming, which had an independent force until 1889. The records include series of General Orders from 1851 to 1947 and of the memoranda and circulars which supplemented them. Records from the early years of the Force include a letter book and an occurrence book of Supt. W. H. Biddelcombe covering 1851-57. Biddelcombe had been Head Constable of Godalming, 1841-1850, and advised the Committee set up in 1850 to consider the establishment of a County Force. He was the first person recruited to the Force, being appointed on 1 January 1851, and was stationed at Chertsey from July 1851 until 1858 when he resigned to take over the *Swan* inn. His letters relate to offences and occurrences, disciplinary matters and expenditure. For some parts of the county, notably the south-west, good series of registers of offences have survived: for Farnham division from 1851 to 1925 and for Godalming borough force and later county division from 1865 to 1909. The Reigate records include, in addition to the report books described earlier, two registers of previous convictions, 1895-1922, with photographs of the offenders. The Constabulary records can be supplemented by minutes and reports of the Surrey Court of Quarter Sessions and its Police Committee, Surrey Standing Joint Committee and Surrey County Council Police Committee, all held at Kingston, and of Guildford Borough Watch Committee held at Guildford.

The passing by the Church of England General Synod of the Parochial Registers and Records Measure in 1978 is leading to a considerable influx of parochial records. Among the most important deposits during the past two years have been ones from such contrasting parishes as Mortlake, Lingfield, Egham and Cobham. The Mortlake records include registers from 1599, vestry minutes and churchwardens' account books from 1577, records of poor relief from 1615 and highway maintenance from 1766 and records of such bodies as Mortlake Watch Committee, 1816-1839, Royal Mortlake Volunteers, 1803-1806, and Mortlake Friendly Society for Women, 1802-1908. The churchwardens' accounts include expenses incurred in sending a bell by river to Chertsey for recasting in 1653 and payments in 1661-1662, following the restoration of the Monarchy, for the purchase of Communion plate, carpet, table cloth and napkins and for 'paynteing the Kings Armes'. An inventory of church goods in 1638 includes 'one Servis Booke for the Communione tabell kivered with greene leather and gilded . . . 2 cushions one of crimsone wrought velvit and one of greene playne velvit . . . one sheete for such as shall doe pennance . . . one great wainskote cheast with 3 lockes and keyes . . . 12 leather bucketes marked with M.E.' The records suggest that the 19th-century Mortlake vestrymen were conservative in spirit. They opposed a proposal for an aqueduct to supply pure water to London in 1829-30, the Richmond railway (an 'unnecessary and hazardous speculation') in 1837, the improvement of the highways by Kingston Highway Board in 1868 and the erection of a hospital for infectious diseases in 1888.

The Lingfield records, including registers from 1559, a vestry book, 1705-1845, and accounts from 1707, show the parishioners to have been a remarkably energetic body, carrying out and recording an unusually wide range of activities. In March 1769 they 'Agreed with Doctor Edger to Doctor the Poor of the Parish of Lingfield in Surrey for Six Pound Six Shillings for a year and if any man should be wanting to Deliver a Poor Woman the Parish to Pay one Guinea for the same.' In 1743, 1755 and 1774, parishioners subscribed to reward anyone apprehending and successfully prosecuting felons who committed crimes in the parish. In 1755 they appointed a parish schoolmaster to take a school in the vestry room. In 1765 they built a pesthouse and in 1779 agreed that anyone liable for militia service might subscribe 5s. as a kind of insurance premium, the money raised being used to hire a substitute. The records also include articles of agreement, 1730, with a Lingfield carpenter, Thomas Stanford, for construction of a workhouse. This specified the layout, dimensions and materials of the workhouse, which survives to the present day as a private house and grade II\* listed building. There is also a fine series of inventories of goods in the workhouse.

The Cobham records include registers from 1562 and a 'Church Book' containing churchwardens' accounts, 1588-1674. Expenditure in 1590 included 10d. 'payd to the ringers that did ring when the Queene went through the Towne from Mr. Lyfield's Howse'. Income was derived mainly from the church rate and the book includes complete assessment lists for a number of years in the late Tudor period, giving the names of all but, one imagines, the poorest householders for a period when such information is rarely available.

The Egham records include registers from 1560 and minute books and papers relating to the rebuilding of the church, 1818-1840. Records of the civil administration of the parish deposited at Kingston include a vestry minute book, 1748-1832, extensive records of poor relief in the 18th and 19th century and Smith's Charity records. They also include ballot papers and a poll book for the parish vote in 1838 for lighting the town with gas. In 1831 at the time of the national cholera epidemic the parishioners established a Board of Health to prevent the spread of the disease in the parish. The Board was active in ordering the cleansing of water-courses, in impressing on the poor 'the absolute necessity of cleanliness and free Ventilation, to maintain regular habits, and the careful avoidance of intemperance' and where necessary helping them to obtain 'Clothing, bedding, Fuel, Food, and other necessaries' and in condemning 'a practice much too prevalent amongst certain Inhabitants of this Town in daily throwing Filth and Dirt immediately in the front of their Houses, and into the Public Roads'.

Also the following parishes have deposited records at Guildford in 1979 or 1980: Stoke D'Abernon (including registers from 1619), Mickleham (including registers from 1549), West Horsley (including registers from 1600), Wotton (including registers from 1596), Abinger (including registers from 1559), West End, Effingham, Little Bookham, Ottershaw, Rowledge and Coldharbour (all Surrey), and the Hampshire parishes of Crondall (including registers from 1569), Aldershot St. Michael (including registers from 1571) and Farnborough (including registers from 1584). Additional deposits have been received from Compton, Stoke-next-

Guildford, Send, Mew, Newdigate, Holmwood, Haslemere, Ash, Ewhurst, Old Woking, Bisley, Pyrford, Elstead, Albury, Chiddingfold, Guildford Holy Trinity and Guildford St. Saviour (Surrey) and Headley and Hawley (Hants.). Records have been deposited at Kingston from Headley (including registers from 1663), Walton-on-the-Hill (including registers from 1581), Old Malden (including registers from 1676), Sutton St. Barnabas and Christ Church, Ham St. Andrew, Nork, West Ewell All Saints, Richmond St. John, East Molesey St. Paul and Ewell St. Mary (including the first register, 1604-84), and additional deposits have been received from Wimbledon Christ Church, Barnes St. Mary, Banstead All Saints, Morden St. Lawrence and Kingston St. Luke. In addition, records of the 'civil business' of the parishes (poor relief, highway maintenance and law and order) have been deposited in Kingston from Compton and Thorpe.

Records of three rural deaneries have been deposited at Guildford: Godalming, 1843-1971, Farnham, 1933-1967, and Dorking, 1885-1943. Rural deaneries, although a very ancient unit of ecclesiastical administration, fell into desuetude between the 16th and 19th centuries and the Godalming records date from the earliest period of the revival of rural deaneries in the Victorian age. Survival of such records seems to be poor in most parts of the country and this is the first series of records of this kind to be deposited in Surrey. The Dorking records include a visitation book covering churches in the south-east of Stoke and part of Ewell deaneries, an area roughly bounded by West Horsley, Leatherhead, Leigh and Abinger. The volume was commenced in 1829, when the Bishop issued a comprehensive series of articles inquiring into the state of the fabric of the parish churches in his diocese and their glebe houses, the use (and abuse) of the churchyard, the state of the school (if any) and the state of any hospital. The volume thus has as its base a survey which includes, as well as a detailed account of the state of church buildings (at Great Bookham, for example 'the walls are bad having been built originally with rubble . . . The water comes into the main roof'), a great deal of information of general social interest. At Little Bookham, there was 'a small school supported by the Rector and others—besides that at Great Bookham . . . It is sufficient for its purpose—but not on the national plan'. Twenty-four children under six were taught there, the older ones being sent to Great Bookham National School. At Dorking, the urban character of the parish is underlined by the comment on the churchyard—'Persons are employed to prevent its being profaned as a play-ground but it is to be considered that this is difficult, as it is in the centre of a large Town'—and in many parishes the enquiry about hospitals is answered with a general note about charities providing for the welfare of the poor. A second series of articles, for the 1830 Visitation, included some new questions aimed at establishing the size and wealth of the parish, together with the ominous 'Have your last year's recommendations been attended to?', and subsequent entries (they are continued, for some parishes, until the early years of this century) throw light upon other subjects, including the state of the records. The book also records an amusing incident at Headley in 1835. The Dean found what he supposed to be a workman nailing up black cloth in the church for a funeral and rebuked him for keeping his hat on. The man replied that he feared God as much with his hat on as without it

and that he was wearing it because he had a cold. It turned out that he was the Rector himself. Brief extracts from this volume were published by F. R. Fairbank in *Surrey Archaeological Collections*, XXV, pp. 116-28.

The Local History Council's decision to select 'Sport in Surrey' as the 1980 Symposium subject gave the impetus to a systematic survey of the records of long-established sports clubs and associations in the county. As a result a number of bodies have deposited their records in the Record Office and others, although retaining their own records, have been made aware of their potential historical interest. The best series of records deposited were those of Royal Mid-Surrey Golf Club, consisting of some 310 volumes, including minute books from the foundation of the club in 1892, ledgers and members' registers. The minute books of Egham Regatta Committee, deposited in 1979 before the inception of the survey, record the growth and vicissitudes of a local regatta which grew from being a purely local entertainment to become a significant event in Thames rowing. The first entries are minutes of a meeting held at the *Catherine Wheel* hotel, Egham, on 10 August 1909 and attended by 21 gentlemen, at which it was proposed 'that a Regatta be held on the 9th September, on the reach opposite the Varnish Works. The entries being limited to the Residents in the Parish of Egham only (carried unanimously)'. A committee was set up, and at its first meeting the members decided on the programme for the regatta: 'Rum tum, Double Sculling (lady cox), ditto (mixed), Single Sculling (lady cox), Double Punting, Single ditto, Canoe, Tub Elopement and Swimming, to finish with King of the Mop in Canoes and Fancy Dress'. It was also 'resolved that a Band be engaged, and the Town Band being at practice in a room adjoining, Mr. Leech asked the Secretary about how much they would attend for and he made reply about £4 4s. Od., but this question was left over to see how the subscriptions came in'. (Ultimately, competitive tenders were sought, and the Egham and Englefield Green Public Brass Band undercut the Town Band.) The rules of the Staines Regatta were adopted. The nature of certain of the events remains obscure. The 'King of the Mop' may be similar in nature to the 'aquatic pillow fight' introduced in 1911; the term 'rum tum' was explained in a minute of 1947—'that Rum Tum is thought to be a local name not understood away from the district which may account for the few entries received and that in future after the words Rum Tum should be inserted the words "Light Clinker (sculls)"'. The nature of the 'Tub Elopement' appears not to have been clarified at any later stage. Open events were introduced at the 1910 regatta and ladies' races from 1911, and despite apparent difficulties in the mid-1920s, the regatta continued to flourish, adopting A.R.A. rules and becoming a more serious event. Minute Books (covering dates are given in brackets) were also deposited by Surrey Ladies Golf Association (1900-1955), Surrey Table Tennis Association (1951-1974), Surrey County Fencing Union (1965-1979), Surrey Rugby Football Union (1945-1976: a further deposit is awaited), Dorking Golf Club (1897-1955), Shalford Park Golf Club (1909-1914) and Reigate Priory Bowling Club (1922-1949). The records of these bodies and others which were surveyed but not deposited are of great interest for the social history of Surrey as well as for the history of sport itself. Their chances of survival are relatively poor, mainly as a result of frequent changes of secretary

and (except in the case of golf clubs) lack of a settled administrative headquarters.

Estate records deposited in the past two years have included six deed boxes of title deeds, 1577-1895, and a book of estate maps, 1773, for the estate of William Gill in the parishes of Godalming (mainly around Eashing) and Witley. These show the development of a small community around Eashing including framework-knitters, linen-weavers, joiners and other craftsmen. Our records of estates in eastern Surrey were supplemented by the purchase of a volume entitled 'Account of Estate in Reigate etc. 1786'. This was compiled by William Bryant, a Reigate attorney and agent to the Earl of Hardwicke who owned extensive property in the town. It complements four other volumes compiled by Bryant, two of which are already in the Record Office, and the Somers deeds and manorial records, deposited by the Borough in 1965, in documenting 18th-century Reigate. The book includes plans of farms, mainly in the ancient parish of Reigate but extending also into Merstham and Blechingley, with schedules giving the areas and names of fields, and also includes abstracts of title, rentals and other information relating to Reigate estates.

The Middlesex and Surrey Justices' Society was founded in 1780 for 'gentlemen of the two Commissions of the Peace for the counties of Middlesex and Surrey'. It was founded in the belief that the informal discussion of common problems would be facilitated by the establishment of a dining club and it has continued as such to the present. The minutes are mainly of value as a record of the election of some justices as members and the blackballing of others. It may be possible to discover by comparison with Quarter Sessions records whether members of the Society formed an 'inner caucus' at their respective sessions.

The Governors of Kingston Grammar School have deposited the papers of the dramatist R. C. Sherriff. Sherriff, who was educated at the school, spent the early part of his life in Kingston and the later part at a house which he purchased in Esher after the success of his play 'Journey's End'. This play encapsulated the experience of his generation in the First World War. Sherriff never repeated his early success but became a successful author of scripts for films such as 'Goodbye Mr. Chips' and 'The Dambusters' and radio and television plays. The records deposited include his World War letters home, on which he drew for 'Journey's End', together with photographs and programmes of productions of the play. A number of diaries kept by Sherriff when a schoolboy were also deposited.

Thomas Martin, bailiff of Reigate from 1811 until his death in 1867, was active in founding and developing philanthropic and educational institutions in Reigate and throughout Surrey, including Surrey Medical Benevolent Society and Reigate Mechanics' Institute. Martin family records deposited in 1972 and 1975 have been supplemented by two recent deposits, which include a notice publicising Reigate Farmyard Sunday Evening School, held in Mr. Pyon's Barn Yard, Littleton Lane, Reigate, to give 'religious and rural education' to 'all persons engaged in farm labour'. In conjunction with this, Martin ran a 'Farmers' Boys' Book Club', lending books on farming, and a 'Husbandman's Museum . . . upon which he nails the Stoats and Polecats and other vermin which cross his path; and sometimes other animals which ought not wantonly or thoughtlessly to be destroyed'. They also

include letters from his son while travelling on the Continent in 1837. Thomas Martin's father, Peter Martin, lived mostly in Pulborough (Sussex). His account book, also deposited, contains the accounts of Pulborough Reading Society, 1807-1818, and personal accounts, inventories of belongings and memoranda, including recipes for eau de Cologne, blue balls 'to azure Cloth, Taffetas, Silk Stockings, etc.' and 'alumettes or matches to take fire by the addition of a little Sulphuric acid'.

Apart from our activity in preserving records of the more distant past, we are also concerned to preserve recent records which will be evidence for future historians. A minute book of the Merstham Village Trust Entertainments Committee, 1946-1951, is one example. We are also holding on behalf of West Horsley Parish Council tapes of reminiscences of life in the village recorded by long-standing residents.

The Museum of the Queen's Royal Surrey Regiment, Clandon Park, deposited recruitment registers mostly dating from the First World War and covering both voluntary enlistment and conscription in East Surrey.

Most of the records received in Surrey Record Office are deposited with us on long loan, without transfer of ownership. Nevertheless, where it is appropriate, records may be received as gifts and the Office also has a small fund from which records may be purchased. Two substantial bodies of records have been purchased in the past two years. Papers of F. A. H. Lambert, the antiquarian, mainly comprised notes and transcripts relating to Banstead and the Lambert family. Our reason for purchasing them was, however, that they also include a number of original documents, notably an account book, 1765-1773, of Sir Daniel Lambert, deeds and court rolls for the manor of Burstow and two volumes of copy-evidence in the case *Robertson v Hartopp* over common rights in Banstead. An album of Surrey topographical prints was included in the purchase. Another purchase, a gentleman's account book, 1743-1755, retains an element of mystery. The writer does not identify himself although he seems to have been connected with the Chetwynds of Grendon (Warwicks.). He kept houses in West Sheen (Richmond), Hitcham (probably the one in Buckinghamshire) and in Grosvenor Street, London, and seems also to have rented a house at Englefield Green for a time. Richmond men who supplied goods or services include a butcher named Stephens, Mr. Ealls an apothecary and 'a labourer at Sheen'. Payments to 'the gardiner at Egham' and an Egham farrier presumably relate to the Englefield Green house.

A local historian kindly drew our attention to a sale of documents at an auction at Fleet, Hants., which included Surrey items. We were able to purchase most of the Surrey items, many of which related to the Kenrick estates in and around Blechingley. They included surveys and valuations of the Kenricks' Blechingley estate, c.1810, and their Horne estate, 1811, Blechingley estate accounts, 1803-19, and deeds, draft deeds and sale particulars of properties in Burstow, Dorking, Godstone and Reigate, as well as Horne and Blechingley. They supplement most valuably our existing holdings of records of this estate.

As the resources of the Record Office increase—there were 173 accessions in 1979 (114 at Kingston, 59 at Guildford) and 226 in 1980 (154 at Kingston, 72 at Guildford)—their use increases. More than 4,000 visits were made by researchers at the two Offices in 1980, a graphic illustration of the wealth of material available. We are, as always, grateful to those who so kindly place their records in our care for the benefit of researchers and to those, including many members of local historical societies, who draw our attention to the existence of records or who suggest to owners the value of depositing their records with us.

## THE PICTURE POSTCARD AND THE HISTORY OF SURREY

*John Gent*

Croydon Natural History and Scientific Society

One day in the late 1940s the writer, then a schoolboy, went into a local newsagent's shop to buy some local view cards. The proprietor apologised that 'he only had some very old views' and produced a shoe box holding a selection of cards, some over forty years old, and all priced at one penny. A different world was revealed by the old views of familiar places, all attractively coloured, and despite the inroads into pocket money, then at the satisfying rate of sixpence weekly, a selection was purchased and forms the foundation of a collection of some thousands of views of Croydon and east Surrey.

It is only in the last decade that historians have shown much interest in, or have become aware of, the potential of postcards as historical records; this may well be due to postcards being seen as a familiar part of daily life. They were not old enough to be seen as part of history. The reality is very different, and there is no doubt that for many places the picture postcard forms the most comprehensive pictorial record in existence.

The world's first postcard was issued in Austria on 1 October 1869. The idea spread through Europe and exactly a year later, on 1 October 1870, the United Kingdom issued an Official Postcard for Inland use, consisting of a plain card imprinted with a halfpenny postage stamp. The new postcards caught on immediately, to the extent that 1,500,000 were dealt with weekly during the first few weeks. They were not universally popular, however, some people considering that a message worth sending was worth one penny in postage. Others thought the postcard vulgar, and messages for other people too easy to read.

The picture postcard evolved gradually. Pictorial stationery had been in common use in the 1840s, so it was only a matter of time before pictures began to appear on postcards. Illustrations and advertisements were printed from the early days, and from 1875 postcards could be sent abroad. Again the Continent was in the lead and most authorities consider that the first picture postcards were those produced for the Parish Exhibition of 1889.

On 1 September 1894 the British Post Office allowed privately-printed postcards to be used with the halfpenny adhesive postage stamp. Artistic designs and views started to appear on postcards and a great craze for sending and collecting cards was well under way by the end of the century. In 1902 the divided back postcard was officially authorised in this country, and for the first time both message and address could appear on the same side, leaving the other completely free for illustrative purposes.



Fig. 1. Carshalton Lavender Fields. Bunching Lavender for Market (1908- or earlier).



Fig. 2. Weybridge High Street (1909 or earlier).

Fig. 3. Guildford High Street, (Coronation of George V, 22nd June 1911).





Fig. 4. Shottermill, near Haslemere (1914 or earlier).



Fig. 5. Redhill, Station Road.



Fig. 6. Farnham, West Street.



Fig. 7. Leatherhead, North Street.

Coloured cards became popular in Britain around 1900, and many of these were printed and published in Germany, but as the craze spread British publishers such as Valentines of Dundee and Raphael Tuck provided competition in production of cards. *The Picture Postcard Magazine* was first published in 1900 as 'the first magazine to combine travel, philately, and art through a natural connecting medium, the Picture Postcard'. Automatic vending machines were installed at important railway stations, special pens were put on sale for the writers of postcards, more new magazines started, and postcard clubs were formed.

By 1902, 600 million postcards were being sent annually and by 1914 this had increased to 880 million. The telephone was not then in everyday use and with numerous collections and deliveries daily, the postcard was a relatively cheap and reliable means of communication. It is not uncommon to come across messages such as 'I shall be down for tea this afternoon. Please meet me off the train due at 4.15 p.m.', and 'Send me a card' was used as 'Give me a ring' is used today. The importance of sending and collecting as a hobby is reflected by messages such as 'Here is another pc for your collection. I now have 46'. The messages can provide an interesting and informative insight into colloquial use of English and social attitudes, but in Edwardian times the picture was all important and the Postcard Album would be placed in a prominent position so that any visitor could see it.

In 1918 the postage rate for postcards was doubled from one halfpenny to one penny and the number of cards sent fell to almost half that of the previous year. The telephone was by then coming into more general use and the variety and quality of postcards started declining. Today it is rare to find more than a handful, if any, of views available in most places.

Fortunately the great collecting craze of the early years of this century has ensured the survival of many cards which otherwise might have gone the way of most ephemera, although the efforts to collect waste paper during the Second World War must have resulted in the destruction of millions of cards.

In recent years postcards have again become collectable items, but now rather for their historic and artistic interest. Indeed, collecting postcards, or deltiology, is now claimed as the second largest hobby in Europe. Dealers have flourished to the extent that regular fairs are held in various parts of the country, and the likelihood of obtaining cards cheaply from junk shops has greatly diminished. Nevertheless it is well worth while looking out for cards, and enquiries among the older residents of an area may be productive, although as cards were usually sent away from the area of origin, cards unearthed in this way may be of other areas. Local historians and local societies should not neglect the humble picture postcard as a useful historical record; in many cases it may prove to be the only pictorial record of a street, building or area that has long since changed irrevocably, or disappeared altogether.

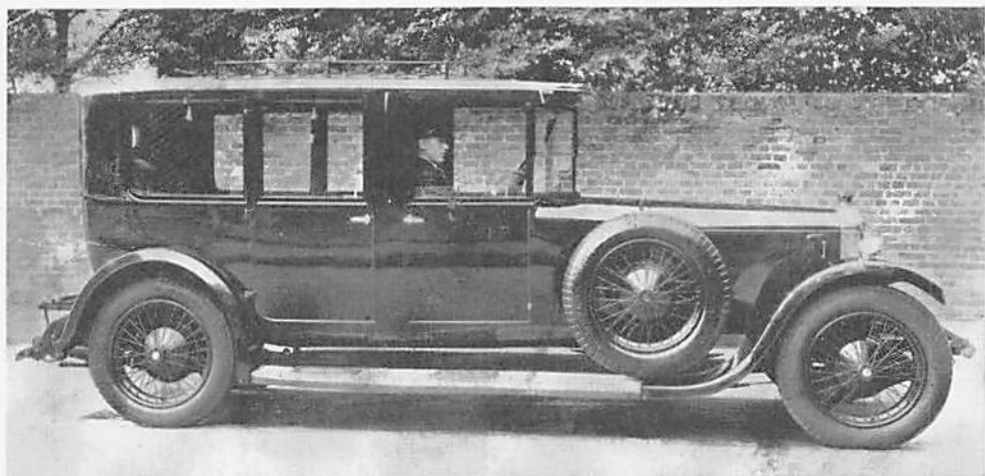
The range of cards that was produced is truly astonishing. Artistic cards, vulgar cards, humorous cards, squeaking and smelly cards, topical, three-dimensional, and hold-to-light cards, covering every imaginable subject, were produced in their millions. For the local historian there is a wide variety of interest. The best recorded features were normally churches, prominent buildings, streets and local beauty



Fig. 8. James Bowler, the last Esher Beadle.



Fig. 9. Croydon, Whitgift's Hospital above, Old Town below.



One of the Fleet of DAIMLER CARS supplied by:—  
 DINNER and THEATRE 6-12 p.m. (30 miles)  
 ONE GUINEA

F. JOHNSON'S  
 HIRE SERVICE

Ring - - KINGSTON 2929

Fig. 10.

spots. Less attractive features such as slums or the poorer back streets were not so well recorded and this can give an unbalanced impression—the sun did not always shine in Edwardian England, and there were many unpleasant things about life for many people. 'The camera cannot lie' is a hackneyed phrase and is not entirely true. It can certainly give a biased or distorted impression, and it is not uncommon to find postcards which have been improved by the addition of a tram in a street where no track was ever laid, or a horse and cart or people to add interest to the scene. Neither is it uncommon to find cards with incorrect captions, but the great majority are to be relied upon.

The extent of the local coverage depended largely on the zeal of local photographers and publishers. As an example, in Croydon there were numerous local firms involved in the production of cards, and one, C. H. Price, was active from about 1905 to 1939. By his use of a large camera with glass plate negatives (the usual method of professional photography at that time), and a systematic coverage of most of the Croydon district, including fairly ordinary suburban streets, personalities, and local events, he has provided a superbly detailed photographic record of the period running into some thousands of views. Amongst other notable Surrey publishers are Batchelder Brothers of Croydon, Field's of South Norwood, C. Lloyd of Albury, and perhaps best known, F. Frith and Company of Reigate. There were countless others and it is well worth attempting to prepare an index of publishers in any area for which a collection is being accumulated. Indeed the subject could well form the basis of a study on its own. Surrey generally has a much better coverage of postcards than many counties, probably because of its popularity as a dormitory for Londoners and its popularity for excursions to enjoy its picturesque scenery. There were simply more people around in Surrey to buy and send the cards that were produced and the publishers responded accordingly.

The Edwardian period was particularly interesting. A great deal was happening in our towns and villages and with transport developments including electric trams, early motor vehicles, and early attempts at flying, there was much worth photographing. Mechanisation in agriculture, too, was just beginning to appear, and most places have changed far more in the last 50 years than they had for centuries before. The postcard was one of the first methods of mass communication, and it is fortuitous that its great days coincided with the last few years of a way of life which still relied largely on the horse. It has ensured the survival of a unique record of much that has since gone.

Apart from the topographical views, postcards also depicted local dignitaries (particularly vicars and bishops), local events such as processions, pageants, fires, floods, and disasters and many other aspects of social history. The photographer would rush to the scene of some unusual happening, record it, and a postcard would be on sale later that day or the next.

But if from the historian's point of view the most interesting and productive period for postcards was that between 1900 and 1918, subsequent periods should not be neglected. Plenty of cards appeared after that and contemporary cards should be included in any collection if it is to be truly representative; the interest will increase as time passes.

In 1907, James Douglas, a journalist, wrote 'When the archaeologists of the 30th century begin to excavate the ruins of London, they will fasten upon the picture postcard as the best guide to the spirit of the Edwardian era. They will collect and collate thousands of these pieces of pasteboard and they will reconstruct our age from the strange hieroglyphs and pictures that time has spared. For the picture postcard is a candid revelation of our pursuits and pastimes, our customs and costumes, our morals and manners.'

The local historian of the 30th century may well regret that the present generation has not produced a comparable record to aid him in piecing together the jigsaw for the second Elizabethan era.

#### **Further Reading**

Anthony Byatt, *Picture Postcards and their Publishers*, 1978.

Tonie and Valmai Holt, *Picture Postcards of the Golden Age*, 1971.

Eric J. Evans & Jeffrey Richards, *A Social History of Britain in Postcards 1870-1930*, 1980.

Frank Staff, *The Picture Postcard and its Origins*, 2nd ed. 1979.

## THE CONSTRUCTION OF THE BLECHINGLEY TUNNEL, 1840-42

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Many who have only a slight acquaintance with Blechingley may be excused not knowing the parish has a railway. Even those who live there and are aware of the Tonbridge—Reading line are hardly conscious of it, as a station was never built in the parish and the line runs almost entirely in deep cuttings and a tunnel. Trains call to the east at Godstone station (actually at South Godstone, a settlement that sprang up around it some 3 km. south of the village), and to the west at Nutfield station (similarly, in reality, at the 'railway village' of South Nutfield some way down the road from the old village on the ridge), and consequently have been of little use to the inhabitants of Blechingley ever since the line opened on 26 May 1842.

What is even less well known is that the engineer responsible for making the 1,200 m. tunnel published a very detailed account of how it was done in a book entirely devoted to this subject and to a further tunnel on the same line of railway at Saltwood, seven or eight km. short of Folkestone. This was F. W. Simms' *Practical Tunnelling*, and, although published in two substantially identical editions in 1844<sup>1</sup> and 1860,<sup>2</sup> is a somewhat scarce, expensive and little-known work. These first two editions are almost exclusively devoted to setting forth in minute detail the making of the two tunnels mentioned. But by the third edition, that of D. K. Clark in 1877<sup>3</sup> general rather than specifically local tunnelling matters are dealt with. Many more tunnels and much more experience, of course, had been made and acquired by then.

Frederick Walter Simms (1803-1865) was a surveyor and civil engineer who worked under Sir William Cubitt in laying the South Eastern Railway line, and was later appointed consulting engineer to the London, Chatham and Dover Railway. He was appointed by Cubitt to make the tunnels at Blechingley and Saltwood, although the adjacent lengths of line were in other hands. After all the prolonged argument and agonizing that took place before agreement was finally reached for the construction of the Merstham tunnel in the late 1830s (although that was made through relatively amenable chalk, albeit on a slight curve), the construction of the tunnel at Blechingley, for what was initially the South Eastern Railway's main line to Folkestone and Dover, was tackled and executed (at least as presented in Simms' account) as a matter of efficient and routine civil engineering in difficult ground. The work on the main tunnel was in fact completed ahead of schedule, waterlogged and faulted Weald clay notwithstanding. No major collapses are reported, such as hindered the making of the Park Hill tunnel through the mobile Woolwich and

Reading clays at Croydon as late as 1882, or such as interrupted railway services using the Betchworth tunnel through the Folkestone sands at Dorking, on the line to Horsham, on 27 July 1887.

The lengthy full title of Simms' book indicates the scope and detail of the work. The stages in making the tunnel are all described in detail, and illustrated, from the initial surveying through the marking-out and digging of first trial and then working shafts, the driving of the first headings right the way through at tunnel-floor and shaft-bottoms level, to the final widening and heightening to full size, lining with brickwork and construction of the portals.

The first work was the erection of a temporary timber observatory, of larch poles, with a massive central brick pillar 30 feet high to form a steady base for the sighting instruments. This building was equipped with semaphore signals to allow instructions to be relayed to the men marking positions for the shafts. It was built as near as possible to the highest ground and centre of the tunnel, and was dismantled afterwards and its materials re-used in the works, although presumably there may be some brick footings left for the industrial archaeologist to find.

Next, in February 1840, two 6-foot diameter trial shafts were made to allow examination of the ground. This was found to be difficult, and the ground somewhat less than amenable to tunnelling. In Simms' words, 'besides the inclination of the beds both ways from the axis they dip to the north at an angle of about 13 degrees; but westward . . . there is no regularity . . . the strata lying as it were in heaps, at almost every angle, from five to sixty degrees, and dipping in all directions from west-by-north to east, besides which a detached mass of sand-rock lay across my path, near the top of the Tunnel, and from whence a great body of water was discharged into the workings, causing no small trouble and difficulty'.

Simms presented a number of fossils from the works, including *Iguanodon* and plant remains, to the museum at that time maintained by the Geological Society of London.<sup>4</sup>

Simms continues his account of the tunnelling: 'On February 29th I reported as follows:—"By perseverance, and at considerable expense in drawing water day and night, together with shoring and poling the earth to prevent its falling in, I have succeeded in sinking the western [trial] shaft to the depth of 40 feet 6 inches; at this depth so great an influx of water came upon us, that we scarcely had time to prop the brickwork before we were compelled to leave the shaft; this water has continued to flow so fast that after obtaining larger buckets, and six men drawing day and night, it could not be kept under; and at length, finding that it gained upon us I abandoned it as fruitless without more powerful means. I have therefore left the shaft, until by driving the heading we shall drain the springs: the water is now within two feet of the surface; there being full 38 feet of water in the shaft."'

'The shaft thus left, was soon filled with water, which ran over in a considerable stream and was fenced in to prevent accidents, and remained in that state for several months, as a dispute with the occupiers of the land about their compensation delayed our getting possession thereof until the following August [1840].' However, before this 'unpleasant difference' had halted work, a further two shafts of nine feet diameter were commenced.



Work recommenced in August with the making of the final total of 12 shafts each of nine feet diameter (the two trial shafts being widened later). These shafts, which remain open though guarded at the top by encircling brick towers and iron gratings, had all been sunk to shaft sills by mid-September, and to tunnel floor level (the tunnel slopes downwards from west to east at the rate of three feet in the mile) by the end of October. Simms gives some statistics for the making of the eastern-most shaft, which progressed at an average of 1.2 yards per day, 'which at 12s. 3d. per yard, amounted to 14s. 8d. per day, to be divided among four men, and if we consider the odd 8d. to be the cost of the candles, it leaves 3s. 6d. per day for each man, supposing their earnings to be equally divided'.

A heading was next driven at the level of what was to become the tunnel floor (the invert), this being worked in both directions from each of the shafts, and this was completed by Christmas 1840. Once this heading, which was 4 feet 8 inches high and three feet wide at the bottom, narrowing to 2 feet 7 inches at the top, was completed right through to the open country at the lower (eastern) end of the tunnel, of course the troublesome ground-water could drain away through it and no longer needed to be raised laboriously by buckets in each shaft. As noted below, the eastern approach cutting is the shorter one—about 0.5 km.—so opening out and drainage of the works were facilitated. The pilot heading, too, was obviously far more convenient for access, a considerable help with ventilation, and a useful means of checking the alignment of the entire undertaking.

A light narrow-gauge railway was laid along each length of heading to facilitate removal of spoil. One of the small trucks used is illustrated in Simms' book.

During the first two months of 1841 preparations were made for the widening and heightening of this heading to the full dimensions of the completed tunnel. These preparations included the making of a horse gin (an example of which is illustrated, see fig. 2) for each shaft, from which it appears that manual labour and simple windlasses alone were employed in the initial shaft sinking, shaft draining, and removal of first heading spoil. Each gin had a nine foot diameter drum, two feet six inches in depth, and was worked by a pair of horses. Presumably, again, traces of post-holes and walking circles may still exist. The horses 'were supplied with as much food as they could eat . . . beans, oats, hay and straw . . . not only in the stable but at every interval of rest during the time of working'. Elaborate calculations of the horses' horse-power are given, and the cost calculated at '6s. 6 7/10d. per diem for each horse'.

On 12 February 1841 'the miners broke ground in No. 3 pit [shaft], being the first commencement of the tunnelling . . . but it was not until early April that the whole of the shafts got to work; and as soon as each was started, the work was pushed on with the utmost vigour, night and day'. During May 1841, 104 yards of tunnel, made in 12-foot lengths timbered at first and then bricked, were completed; 185 yards in June; 264 in July; and 228 yards in August, making, by that date, 781 of the total final length of 1,324 yards. All was not plain sailing, however, despite the alleviation of the ground-water difficulties. 'The Blue Clay of the Weald . . . when dry, and in situ, formed a hard shale, requiring an extensive use of gunpowder in its excavation, but upon exposure to damp and atmospheric action, it swelled

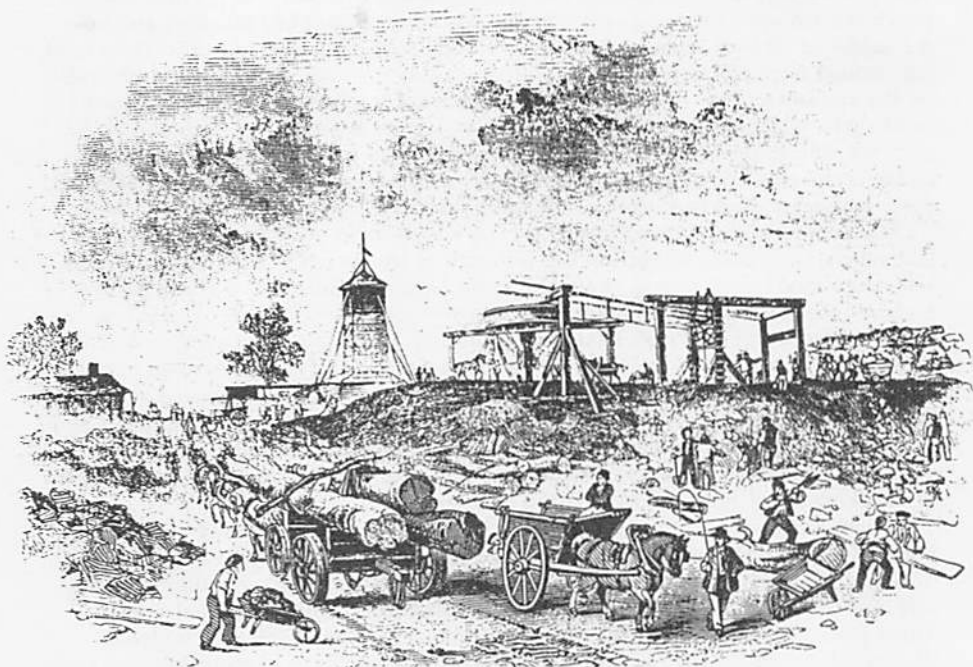


Fig. 1. The Works at Blechingley Tunnel.

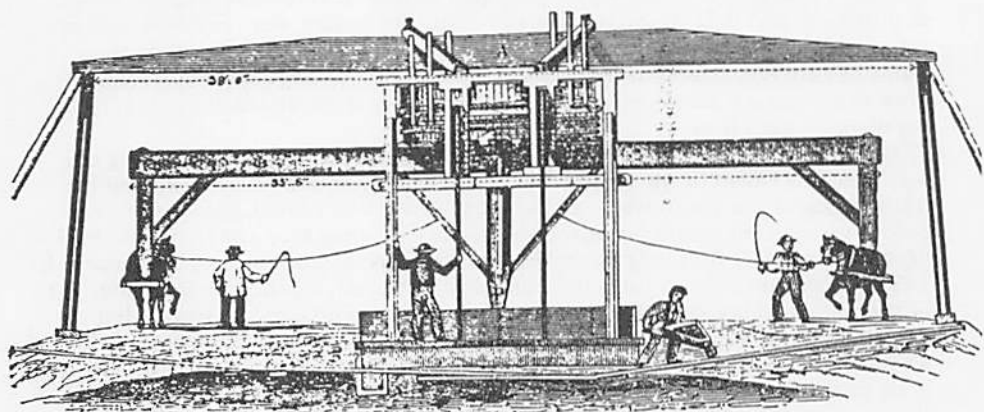


Fig. 2. A horse gin in use on the Blechingley Tunnel.

considerably and then slaked . . . The expansion, or swelling, was occasionally so great as to threaten the hurling in of the [tunnel] lengths after they were completely timbered, and would probably have done so but for constant watchfulness, and strong timbers properly applied. The pressure upon the work was sometimes so great that sound oak bars, fourteen or fifteen inches in diameter, were cracked and broken as if they had been mere sticks . . .

On 3 September 1841 the first junction (of two adjacent tunnel lengths from neighbouring shafts) was effected; and on 1 November the last junction was keyed in. 'In no one of the junctions could any deviation from accuracy be detected'. The tunnel, as originally intended, was then complete. Tunnelling, however, difficulties notwithstanding, had progressed more rapidly than had been expected relative to the rate of progress being made by the other contractors who had been engaged to make the external works on the line, cuttings and embankments, to east and west. It was, therefore, resolved to extend the tunnel at each end 'in consequence of the backwardness of the open cuttings that were let to two different contractors. My instructions were, to extend the tunnel until I should meet the open cuttings, and thus enable the Directors to open the Railway to the Public at the time proposed, which otherwise could not have been done'. It is of course remarkable that the driving of a tunnel through difficult ground should have been more speedily executed than the making of an open cutting through it. As noted above, Simms' account implies that the tunnel works were drained towards the east on the completion of the first small heading right the way through. It appears, therefore, that this heading and its considerable stream of water, if this was the case, was taken eastwards of the position originally intended for the eastern portal, through ground and works occupied by the contractors for the eastern approach cutting. Without such an extension to lead water out of the works to lower, open ground, constant removal of water by bucket and windlass, or by horse gin, via the shafts would have been necessary during the entire period of tunnel construction. The point, surprisingly, is not clear; there were, however, sumps about six feet deep below the shafts to facilitate bucket drainage, at least during the initial stages of the work.

'The extension of the Tunnel [Simms tells us], and the erection of the entrances, were not completed until early in the following May [1842] and the Railway was opened to the public on May 26th.'

The bricks used 'were all made on the ground, and wheeled or carted to the various shafts; their costs when thus delivered at the pit's mouth, including wastage and all other expenses incurred, was £2 1s. 6d. per thousand. A portion of the bricks was made [in advance] during the winter of 1840, and dried in flues, by coal fires; which increased the cost considerably'. This appears to imply the operation of a purpose-built kiln as against burning in clamps which is believed to have been resorted to for the bulk of the requirements. The main brick-making contract, dated 19 March 1841, between one William Chaplin, brickmaker, and F. W. Simms, allowed for bricks to be supplied for the work at 14s. per thousand. Cartage to the shafts, as already seen, was a considerable expense, even though the bricks were made 'on site'. The exact numbers and locations of brick kilns and clamps is not

recorded, but could perhaps be revealed by industrial-archaeological examination of the ground. The contract further stipulated that the South Eastern Railway would provide coals and pay duty on the bricks made.

The tunnel portals were made, like the tunnel and shaft linings, of brick, 'no stone whatever being used . . . no good material of that kind could be obtained in the neighbourhood, and its cost when conveyed from London (about 24 miles, by land carriage, over a hilly country), the nearest place from whence good stone could be procured, would probably have been greater than was due to the difference in the comparative quality of stone and bricks, for that purpose . . .'. So much for Godstone's 'good stone' from its then still active underground quarries at Godstone Hill, or Merstham's proud but unsubstantiated (and almost certainly false) boast to have supplied stone for the new London Bridge of 1823-31. The tunnel was made at an overall cost of £71 18s. 7d. per yard, or £95,236 for the entire 1,324 yards. Upon its completion, Simms proceeded with his plant, and presumably also with some part of his workforce, to Saltwood to construct a similar tunnel there.

All too little is recorded, in Simms' in many ways detailed account, concerning the interaction, such as there was, between the tunnel workers and the local community. He does not tell us how numerous the workforce was, whence they came, whither they went, or whether they lived as they presumably did largely in some kind of an encampment alongside the line, or scattered more widely throughout the district. We are fortunate that Parton<sup>5</sup> has gone some considerable way towards supplying information on these matters. Drawing mainly upon the 1841 Census returns, he is able to tell us that the Blechingley tunnel, under construction during that year, employed the largest concentration of railway construction workers in south-east England at the time. Interestingly, nearly all were Surrey born—there was no massive influx of navvies from beyond the county. Most, presumably, returned to less well paid agricultural work on completion of the tunnel. Wage rates, even within railway construction, were then falling. Presumably few of the workers went on to Saltwood, and a predominantly Kentish body of men was recruited for the second tunnel. Most of the workmen at Blechingley lived 'on the side of the railroad . . . in the tunnel, the open cutting and the brickyards of the South-Eastern line' (information quoted by Parton from the 1841 Census Enumerators' Schedules). Others, less readily identifiable, were scattered throughout the neighbourhood. Details of the age and sex composition of the workers and their dependents are presented, and what little it has proved possible to glean of their way of life from the Quarter Sessions and other contemporary records.

Disappointingly, Simms' book tells us very little about accidents. In fact it may be suspected that he probably rather glossed over occasional setbacks. Brief details are however given of a Blechingley Tunnel Sick Fund which was established because 'considerable sickness' and 'occasional accidents' were to be expected during the course of the work. A flat rate of 6d. per week was levied on all workers for this purpose, although Simms remarks that a fixed percentage of each man's weekly earnings would, with hindsight, have been more equitable. Payments, subject to various conditions, were made to workers sick or incapacitated up to certain limits, beyond which of course they lost their employment. A rule added

after the commencement of the Fund, in the light of experience, stipulated that 'any sick members found drinking in a public house shall thenceforward forfeit all claim upon the sickfund, in respect of that illness . . . '.

#### Notes

1. F. W. Simms, *Practical Tunnelling*. Explaining in Detail the Setting out of the Works; Shaft-Sinking, and Heading Driving; Ranging the Lines and Levelling Under Ground; Sub-Excavating, Timbering; and the Construction of the Brickwork of Tunnels: with the Amount of Labour Required for, and the cost of the . . . Works; as Exemplified by the Particulars of Blechingley and Saltwood Tunnels, 1844.
2. F. W. Simms, *Practical Tunnelling* . . . [etc] . . . Blechingley and Saltwood Tunnels, 2nd edn., revised, with additional plates, by W. Davis Haskoll, Civil Engineer, 1860.
3. F. W. Simms, *Practical Tunnelling* . . . [etc] . . . 3rd edn. . . . with Additional Chapters illustrating the Recent Practice of Tunnelling . . . by D. Kinnear Clark, 1877.
4. F. W. Simms, Account of the Strata Observed in the Excavation of the Blechingley Tunnel. *Proc. of the Geological Society* 1, 90-91; and *Quarterly Journal of the Geological Society* 4, 357-359, 1845.
5. A. G. Parton, The Blechingley Tunnel and the Men who Built it, 1840-1842. *Surrey Archaeological Collections* 72, 221-229, 1980.

## MARGUERITE GOLLAN CZ, 1911-1981

*D. B. Robinson*

The death of Marguerite Gollancz on 7 February 1981 deprives Surrey Local History Council of one of our founder-members and local historians in Surrey of a very good friend.

Miss Gollancz was born on 17 June 1911 and educated at South Hampstead High School and Girton College, Cambridge. Her interest in medieval history and in original records was first inspired by Dr. Helen Cam at Girton. As a graduate student at King's College, London, under Professor C. H. Williams she obtained her M.A. for a thesis on 'The system of gaol delivery rolls of the fifteenth century', a summary of which was published in the *Bulletin of the Institute of Historical Research* in 1939. Northamptonshire Record Society published in 1940 her edition of *Rolls of the Northamptonshire Sessions of the Peace; Roll of the Supervisors, 1314-16, Roll of the Keepers of the Peace, 1320*. During the War she served first in the Board of Trade and later in the War Cabinet Office and assisted in preparing a section of the Civil History of the War.

Following her wartime service Miss Gollancz was appointed in 1947 to the new post of County Archivist of Staffordshire, combined with that of Librarian of the William Salt Library, which holds major archival and printed sources for the history of that county. She was shortly afterwards elected Honorary Editor of Staffordshire Record Society.

After eight years at Stafford, Miss Gollancz was appointed County Archivist of Surrey, taking up her post early in 1956, and in the following year succeeded L. C. Hector as Honorary Editor of Surrey Record Society. As County Archivist she was active in developing the work of Surrey Record Office, greatly increasing the quantity and range of accessions of records (the annual number of accessions tripled between 1956 and 1974) and expanding the service to meet the needs of an ever-increasing number of searchers. Two developments of particular importance were the merging of Guildford Muniment Room with Surrey Record Office to form a single county archives service and the establishment of formal links with the Royal Borough of Kingston upon Thames, the County Archivist being appointed Honorary Borough Archivist. As Honorary Editor of Surrey Record Society, Miss Gollancz maintained the high standards of scholarship set by her predecessors. She brought together potential volume editors and suitable subjects and was meticulous in supervising their work and seeing it through the press. Her experience of the publication of scholarly work was put to the service of Surrey Archaeological Society, of which she was Council member and Vice-President, when she was in 1975 elected Chairman of its newly-established Publications Committee.

Surrey Local History Council owes a particular debt to Miss Gollancz. She was involved in the preliminary discussions which preceded the inaugural meeting in June 1965 and was at that meeting elected to the Steering Committee which drafted the constitution and terms of reference of the Local History Council. At the Council's first meeting in October 1965 she was elected to the Executive Committee, of which she remained a member until her death. An assiduous worker for the Council, she regularly attended and contributed to committee meetings and symposia and was a member of the Editorial Advisory Committee for *Surrey History*, contributing an article on Surrey records to the first issue.

Her retirement as County Archivist in December 1974 in no way lessened her active involvement in the work of the Local History Council, the Record Society and the Archaeological Society; it rather gave her increased scope for assisting all three bodies, especially in publication and editorial work.

Her death inflicts a sad loss on our Council, depriving us of experienced and valued advice. Many of us can also testify to acts of personal kindness by Marguerite Gollancz and to the warmth of her friendship.

## SPORTS IN SURREY

### The 1980 Symposium

The Symposium organised by the Surrey Local History Council at Dorking Halls on Saturday 27 September 1980 took 'Sports in Surrey' as its theme.

Dr. David Robinson, the County Archivist, gave the introductory talk on 'Sport in Surrey: The Documentary Approach'. In the afternoon the speaker was Mr. H. Barty-King, whose subject was 'The Bat & Ball Makers & the Evolution of Cricket'. Around the Hall the exhibits of 18 member societies reflected the theme of Sports in varied and individual ways.

The Banstead History Research Group. Banstead has no real village green, so cricket records start when the Cricket Club was formed in 1842. The Village School was closely involved when Mr. Henry Knibbs, Head Master from 1862 to 1906, and two of his sons were keenly interested. Although small, Banstead has produced six County and two England players.

The Bourne Society's exhibit was devoted to J. N. Crawford, the brilliant international cricketer who was born at Cane Hill, Coulsdon and his brothers V. F. S. and Reginald. On display were photographs; cartoons of J. N. C.'s tour of Australia in 1907/8; postcards, scorecards, letters and records, and one could observe the Whitgift First Eleven of 1897, the Leicestershire team of c. 1905 and the Otago Colts (NZ) of 1914-15.

The Croydon Natural History & Scientific Society Ltd. illustrated 'Sport in Croydon' with examples of Rugby, a 1912 meet of the 'Old Surrey & Burstow', golf and association football.

The Domestic Buildings Research Group portrayed three houses connected with hunting. Kennel Farm, Frensham, Boswells Farm, Oakwood Hill and Hound House, Shere. Magna Carta, Thorpe, was a Regency villa at the end of the race-course at Runnymede, now destroyed for the Motorway. The Cricketers is an inn at Ockley.

The Dorking and Leith Hill District Preservation Society's Local History Group was showing Shrove Tuesday Football in Dorking, a display of photos of this sport, taken in the 1890s when few towns and villages in the county still held this custom, and a reproduction of the trophy and copies of reports and police charge sheets relating to the enforced stoppage of the game in 1897.

The Egham-by-Runnymede Historical Society's display of sport in Egham included water sports, the Egham Racecourse from 1734, lowbelling for trapping partridges, and fishing.

Esher & District Local History Society. Henry VIII hunted here; Frederick Prince of Wales watched cricket on Molesey Hurst, which also drew the crowds for racing and bare-fist boxing. The Edwardians flocked to the Thames and watched regattas from their houseboats. On Giggs Hill Green the cricketers were followed by



the new-fangled cyclists en route for Ripley while the fashionable went to Sandown Park, safe from the riff-raff.

Guildford Museum's exhibit consisted of items related to pub games in the county including skittles, quoits and a gambling disc from Godalming. Also was the collar said to have been used for the Municipal bull-baiting in Guildford at the beginning of the last century.

The Holmesdale Natural History Club—Local History Group. Reigate Priory Cricket Club displayed pictures of Dr. W. G. Grace. Reigate Priory Football Club, one of the earliest in the County, won a French competition cup, and showed a picture of it. Reigate Heath had its golf club and early race-course. There was Hunting in Reigate. Reigate Bowls Club has celebrated its centenary. And for cyclists there were trade adverts from Finch & Son of Bell Street.

Leatherhead & District Local History Society. The display mainly concerned the unusual sports of Quoits, Pigeon Racing and Stoolball, but pride of place went to a cricketing world record: a game won by Great Bookham without a run being hit. The display also showed the restoration of Hampton Cottage, Church Street, Leatherhead, to be officially opened as a museum of local history.

Mayford History Society's display embraced prize-fighting, falconry, beagling, prominent sports personalities; hunting and football in the Woking borough. Equipment and records on show included a hunting horn; a game licence of 1812; Woking Football Club Fixture Card 1895/6; Register of Woking Shop Assistants FC, 1936-1939; Centenary booklet of Westfield and District Cricket Club 1875-1975.

Send History Society. Ripley—Early Cyclists' Mecca. As the 'Penny-Farthing' developed in 1870 from the 1860s 'Boneshaker', sociable and competitive cycling developed as a sport. The 'Ripley Road' soon became the favoured ride for 'High Society' cyclists, attracted to this newest and fastest road transport. The *Anchor* was their 'Mecca'. An 1880 'Penny-Farthing' was displayed.

Surbiton & District Historical Society. Their exhibit consisted primarily of early photographs depicting the activities of the Thames Sailing Club, founded in 1870 and the oldest inland sailing club in the U.K., the Surbiton Lawn Tennis Club founded in 1891; the Canbury Bowls Club founded in 1910 which was the first ladies' bowls club in England; together with various sporting personalities who have achieved fame or distinction in their particular sport.

Surrey Archaeological Society Library. This consisted of copies of prints, photographs, etc. from the Society's library, illustrating the history of sport in Surrey, concentrating on: Cricket, Foxhunting and Motor Racing. Notelets showing four different views of Guildford from old prints were on sale.

Surrey Record Office. Surrey Record Office display showed the wide range of records which can be of use to the historian of sport. These included title deeds, records of borough courts and of Surrey Court or Quarter Sessions, manorial records, private correspondence and school records as well as the records of sporting organisations themselves.

Under the auspices of the Sutton Central Library, four libraries got together to display sporting items from the Wandle Group, featuring Surrey Cricket at the Oval, and cricket at Mitcham Green where in the early 19th century they played against

Dorking. There was a photograph of the Carshalton Cricket Bowl, a Wedgwood bowl, one of only two known representations of 18th-century cricket in ceramic. The Countess of Derby held a Ladies' Cricket Match at The Oaks. Items on the founding of the Oaks and Derby horse races. Montague Odd's family firm made cricket bats in Sutton.

Walton & Weybridge Local History Society showed the early days of motor racing at the Brooklands Race Track, Weybridge, built by Hugh Locke-King in 1907. Soon afterwards he erected an airfield at Brooklands and the exhibit also included early photographs of flying there.

West Surrey County Library. Their exhibit contained examples of materials from the Local Studies Resource Collection at Guildford Library and from the Local History collection at the Branch Library. Books, pamphlets and pictures depicted sport through the ages.

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