

A very happy New Year to all our members! We hope 2012 finds you well. Our first newsletter of the year contains quite a few pictures which we hope you will find of interest, or even stir up a few memories. There will be a great chance to wander down memory lane in our January talk, which will continue our look at the old Byfleet shops. Whether you have memories to contribute, or are new to the village and would like to see how it used to look, come along and join in the fun.

February should see the launch of volunteer staff at Byfleet Library. See the back page for more details and keep a look out for the letter that should be coming to you soon. In the meantime, get a cup of tea and enjoy the newsletter by the fire.

FORTHCOMING
EVENTS 2012



2012

Thursday 19th January: *Going to the Shops Part 2 with Jeff Sechiari. Come and join us for a continuation of our enjoyable tour round Byfleet's shops down the ages. St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 16th February : *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 15th March: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 19th April: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 17th May: Society AGM. *After the business of the AGM we welcome long standing Society friend Iain Wakeford. Please note the earlier start time of 7.30pm*

Thursday 14th June: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 12th July: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 6th September: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 11th October: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 8th November: *TBA St Mary's Day Centre, Stream Close, 8.15pm.*

Thursday 6th December: *The now traditional Society Christmas social—come and join us for drinks and nibbles. St Mary's Day Centre, Stream Close, 8.15pm.*

**Members free, Guests £2
Everyone very welcome!**

Jeff is busy putting the finishing touches to this year's calendar, and we hope to include topics such as Byfleet Boat Club, Chatley Heath Semaphore Tower and St John's church in West Byfleet.

Watch this space for further announcements (or check our website www.byfleetheritage.org.uk) and if you have any topics that you would like to hear about or can suggest a speaker, Jeff would be delighted to hear from you.

For the Record...

Did you miss a meeting? Find out how it went.

In October **Jeff Sechiari** took us on a walk around Byfleet's businesses over the years. There were so many shops and businesses, and so many memories being revived, that although Jeff began his tour at the end of Chertsey Road, we only got as far as the War Memorial before the evening had to come to a close. We look forward to part two of Jeff's trip, and here are some of the adverts featured.

A selection of adverts from 1909, from the days when the address of St George's Hill was Byfleet rather than Weybridge! Also one for Mr

GINGELLS DAIRIES,
The Home Farm and Weyside Farm,
ST. GEORGE'S HILL, BYFLEET.

Hygienic Model Dairies. Milk delivered in Sealed Bottles, 4d. per quart.
Farms and Dairies under Medical, Veterinary, and Sanitary Supervision.

F. B. POLLEY,
PRACTICAL CHIMNEY SWEEP,
CHURCH ROAD, BYFLEET.

Polley, not just any chimney sweep, but the *practical* chimney sweep! The Byfleet Toilet Saloon promised a range of services, including gentlemen waited on at home—does anyone

The Byfleet Toilet Saloon.
A Good Assortment of Tobacco, Cigars, etc.
A good variety of Ladies Fancy Combs, Fringe Nets.
TOILET REQUISITES.
Umbrellas made to order, re-covered and repaired.
Gentlemen waited upon at their own Residences.

know where this shop was?

Morrish's bakers stood opposite the King's Head pub and was later run by Mr Andrews (whose advert declared

H. MORRISH,
Baker, Pastry Cook and Confectioner,
CHERTSEY ROAD, BYFLEET.
MAKER OF BEST QUALITY BREAD ONLY.
Hovis and Home-made a Speciality

"Good Bread is Essential to Health!"), Mr Parkes

Phone 395.
A. J. ANDREWS,
Baker, Confectioner & Pastrycook,
CHERTSEY ROAD, BYFLEET.
My Specialities:
Pure Wholemeal Bread and Home-made Bread,
Wedding, Birthday and Christening Cakes at the Shortest Notice.
Deliveries to all parts of the District Daily.
Good Bread is Essential to Health.
"Quality combined with Cleanliness."

and then became Moreys. Before becoming a baker's it was a butcher's where Byfleet butcher Mr Derisley was born. Mary McIntyre, Mr Derisley's daughter, remembers her father telling her that he remembered moving from Chertsey Road to his new home on High Road (near where the War Memorial now stands). Mary's grandfather was born at Green Farm in Wisley, where his job was to take milk from the farm to Byfleet and New Haw Station to put it on the milk train. On the odd occasion he would come across an animal which had been killed in the road, so he would put it on the cart and ask people if they would like a piece of it. This then led to him founding his butcher's

Est. 55 years Phone 61 BYFLEET
L. DERISLEY & SON
Family Butchers
Noted for Home Killed Meat
DEVONSHIRE HOUSE, BYFLEET

business. Derisley's butchers in Byfleet was one of the first butcher's shops to be built with a fridge. One of the most important jobs was to prime the pump to keep it going—which would need doing every half an hour in summer, but only about once a week in winter!

Dedman's tool merchants stood where the McCarthy and Stone office block is now. In that area there was an alley leading to Dedman's workshops with a chapel to the left. One member had heard that the sledges for Scott's expedition to the Antarctic had been made in Dedman's workshop. If anyone else knows anything more about this we would be very interested to hear. There was a coffee tavern on the front of the workshop and many society and club meetings were held there. The coffee shop later became Shortland's Shoe Shop.

Tools for all trades in stock
TOOL MERCHANT & MOTOR ENGINEER
MOTOR REPAIRS AND OVERHAULS
ACETYLENE WELDING
C. Dedman
HIGH ROAD, BYFLEET
Telephone BYFLEET 427
CARS FOR HIRE - MODERATE CHARGES

There is no room here to mention well known Byfleet businesses such as Tarrant's Builders (telephone Byfleet 1), Ebenezer Mears coal and coke merchants and demolition

Wearra SUPER BROGUE
This Full Brogue is ideal with tweed or flannel. Really strong and substantial. Its supreme comfort is assured by the Wearra Multiple Fitting System, which ensures your correct fit in width as well as length.
No. 3985
No. 1985
From 59/9

Slit Medium Broad
ALBERT SHORTLAND LTD.
STATION APPROACH, WEST BYFLEET
102 HIGH ROAD, BYFLEET
ALSO AT WORKING AND CORHAM

experts, and Boutells next to the Village Hall, who were not only undertakers, but painters, decorators and carpet fitters as well. We eagerly await Jeff's next tour!

In November David Mulvey from the **London Bus Preservation Trust** (formerly in Redhill Road, now at Brooklands) came to take us through the history of bus and tram transport in London.

In London of 1829, you could walk, take a hansom cab or a stagecoach, but there was no cheap public transport available until George Shillibeer launched the Omnibus. This ran from Paddington Green via Marylebone to Bank. It was hugely successful and by 1838 there were over 400 buses, and licensing began. The 1851 Great Exhibition provided a further boost, bringing many more visitors to London, many of whom wanted to travel by bus. In



1855 the Parish London General Omnibus Company took over many of the independent buses and became London's largest bus operator – showing how overseas influence has affected the development of transport in London. David pointed out that it was not until 1863 that buses were required to stop on the nearside of the road. Until then they could stop on both sides, and it was not until the 1920s that fixed stops were introduced.

The 1860s saw the introduction of trams. At first these ran on rails like a railway, but these interfered with other traffic too much, so soon a grooved rail was set into the road. By the 1870s there were horse trams to Brixton and Kennington Circus. However, tram operators were required to pay for the upkeep of the roads for 18" either side of the rails, which led to higher costs.

However, horse buses were not cheap to run either. Ten horses were needed per bus to ensure that the animals were able to rest, and they all needed feeding and stabling. Therefore there was great interest in developing a self propelled bus. Steam buses were not very successful. They needed a plentiful water supply. Also in 1865 the Red Flag Act limited self propelled transport to 2mph and demanded that a man waving a red flag should walk in front. But a major leap forward was made when the internal combustion engine was put into commercial use in 1876, followed later by the diesel engine in 1893.

As for the London underground, the Metropolitan line became the first underground railway in the world. However, it ran on steam, so it could not have been a very pleasant experience. This improved when Seimens developed his electric motor, although the first application for this was the tram car. Electric trams began to run from Shepherds Bush to Acton in 1901. This new development made it a powerful competitor to the horse drawn bus, and great efforts were made to apply the motor to buses. French and German companies led the way. By 1905 the first reliable motor buses were appearing, and in 1910 the first standard B type bus was introduced. By 1914 there were very few horse drawn buses left. In 1907 the London General Omnibus Company adopted its red livery, and this still remains the image of the London bus. The oldest bus in the Trust's collection that can be driven in a Dennis D142 Open Top.

During the 1920s there were rapid developments in design. The NS type – with a roof and a windscreen for the driver – was in use. The first ones only had a ladder to get to the top floor – which was no use for ladies at the time. This led to a staircase being added. The Trust has a NS174, although this needs massive restoration as the chassis has been in the sea for the last 50 years! The ST922 had an open staircase, which was thought to improve safe exit for passengers should the bus crash. By the 1930s the classic London bus shape was achieved, with the STL 2377.

But the competition had not been idle. New tube lines had been added covering much of London. There was a lot of American investment and influence – the reason why tube platforms say "eastbound" and "westbound"). But the trams were not faring so well. An increase in cars meant that trams were considered to cause traffic jams. There was a Royal Commission which recommended scrapping the tram system, although the outbreak of the Second World War delayed this. In London they held on until 1952. Many tram lines converted to trolley buses.

In 1933 all tubes, buses and trams came under London Transport. The outbreak of war meant that materials were hard to come by, and the G351 used the minimum of materials and untreated timber. As a result, not many have survived, and the Trust has the last known remaining one. The RT type was introduced just after the war, and the Trust has RT1. The RT became the standard London bus. Although many things have changed, such as the disappearance of bus conductors, and the need for wheelchair accessibility, this is still the bus known to us today.

David finished by introducing Cobham Bus Museum's new home at Brooklands Museum. Their old site in Redhill Road was nearing the end of its life. A developer was interested in the land, so a deal was made with them that they would provide a new building for the collection at Brooklands Museum. In April and May 2011, over 30 years of accumulated collecting were packed up and moved, the old building was demolished and Cobham Bus Museum reopened as the London Bus Museum in new and shiny surroundings in August. After such a lovely look at something we take for granted, I expect many of our members will be making their way there for a visit.

Our Christmas social was the usual mix of good company and an interesting look at images collected by the Society over the year, shown by Mike Webber.

We began with a St Mary's class photo from 1956, which brought back a few memories.



Member Gordon Francis had found that his great uncle, J Francis, was commemorated on one of the wooden crosses in St Mary's Church. He had died in 1917, and Gordon had tracked down his grave at the Windmill Cemetery in Monchy Le Preux, between Cambrai and Arras in France.



Weymede provided our next stop, and one member revealed that the ridge tiles on the roof are missing as a result of them being used as target practice by the troops stationed there during the Second World War.

There was also an old picture of Parvis Bridge Cottage, which Mary McIntyre says used to stand by the bridge. Before the motorway came you could still see the brick outline on the ground. Jean Cooper had been born there, and it is her brother standing in the doorway. The cottage had housed a family of ten children.

Mary also provided the story of Fred the Bull. When the houses in Fullerton Road were built, the builders found they had a problem with ground water, and wanted to put a pipe across Common Meadow to drain the water into the river. Common Meadow was owned by Mr Derisley, who asked for £1,000, at which the builders laughed and informed him they would start digging on Monday. On the Saturday, Mr Derisley took Fred the Bull to the field they intended to dig in, and he was waiting for the workmen on Monday morning. The men refused to enter the field with such a savage beast in residence, and by Monday afternoon Mr Derisley had his money. Fred, of course, was the quietest, soppiest bull you could ever wish to meet!



There were many other lovely photos on display, including flooding in Rectory Lane in 1946, caused not by the river but by a heavy downpour. The canal was shown, empty as it had been drained for cleaning—this was thought to date from the early 1950s. The Clock House was shown decked out in flags and bunting. This had been owned by the Rosemary Simmons Memorial Housing Association, but in November 1967 it was being reopened after a refurbishment by the Fellowship Housing Trust. The very special guest performing the reopening was none other than the Queen Mother.

Mike said the Society had received 135 new images over the last year, and we would like to thank all those people who shared their lovely pictures with us.

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QUESTIONS AND QUERIES
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Petersham Cottage. We received a letter from Ken Wood, who remembers Petersham Cottage. He says, "It was at the corner of what is now Petersham Close. Admiral Wonham lived there with his French wife. The cottage was demolished after the Admiral died and Mrs Wonham moved to a flat in a large house in Weymede. She was often seen walking around Byfleet with her little Scottie dog....She was very well liked and respected and stopped to talk to anyone who had the time, especially us kids. She was

indeed a lovely lady."

This is a picture from David Chapman's collection in our archive which is labelled Petersham Cottage. Does anyone recognise either of the ladies in the garden?



Ken also mentions the embankment that "stretched from the entrance (driveway) to the Royston Chase Hotel round the High to what is now Royston Road.

The banking had a retaining wall which is still in place in front of the maisonettes along the High Road. We children used to play among the pine trees/holly bushes/mistletoe on our way home from school."

Does anyone else remember this landmark? Or even better, might anyone have a picture of it? The postcards we have in our archive are sadly all of just the wrong bits of High Road to show it.

If you do, or can remember it, please let us know!

Another family history query from our website:

"My grandmother Mary Carless was listed as working as a Canteen Assistant at 17 Oyster Lane in 1942. I'm trying to find out more about what the building was used for at the time, or who owned it, rented it etc at around the time of the WW2."

This lady is searching for information on her grandfather John Duffy who was possibly in the "Foreign Legion". She would love to hear from anyone who knows about John Duffy, or remembers anything special about 17 Oyster Lane.

If you do, please let us know—either on the website, drop a note into Byfleet Library or give Tessa a ring on 01932 351559.

Thank you.



SOCIETY SNIPPETS

Byfleet Library Event! Just to let members know to pencil in the date Saturday 4th February into your diaries. It is planned to hold a grand opening to mark the commencement of volunteer staff at Byfleet Library. There are still some formalities to be finalised, but everyone should receive a letter giving full details in the next week or two.

Keep a look out for this, and go along and support your library.

Oleograph of the Wey Navigation Canal

Last year the Residents' Association were sad to announce the death of Maurice Goddard, a stalwart of their Committee and a lifelong supporter of the Association. He bequeathed the colourful oleograph of the canal to the Association who, in order that it might be enjoyed by all, loaned it to Byfleet Heritage Society. We have displayed the oleograph in our display cabinet in the Heritage Centre, but just recently it has travelled down the road to The Lightbox in Woking.

The Lightbox are featuring it as part of their "Object in Focus" series, where selected objects are displayed for around 6 weeks.

Why not pop in and have a look. At the moment you can also see the Images of Surrey exhibition. This displays the lovely watercolours of John and Edward Hassell who worked in Surrey between 1820-1833. The exhibition focuses on Woking and the surrounding parishes and is on until February 19th. It is situated in the Upper Gallery and—best of all— is free of charge!



Ten Minute Talks

We are continuing our short meetings in Byfleet Library on a Saturday morning. These are fairly free-form events, starting at 10am on the first Saturday of the month (the same day as the Farmers' Market). Sometimes we have had a speaker on a particular topic, at other times we have had a continuous slide show of old pictures of Byfleet for people to enjoy. So while you are stocking up on goodies at the market, why not pop in and see what we are up to. Everyone very welcome.

Please note: due to the library opening our next talk will be in March.