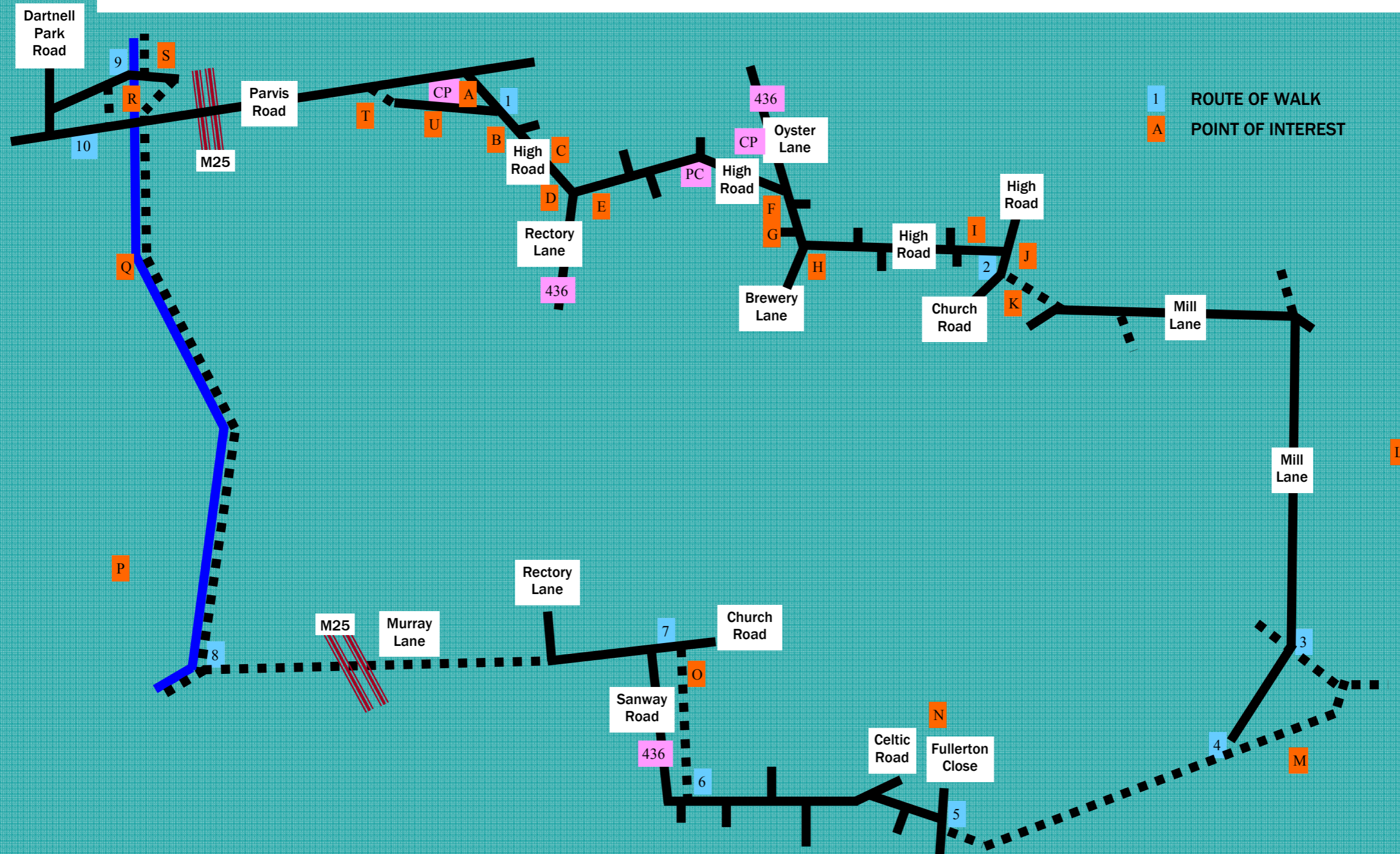


AN OUT & ABOUT HERITAGE WALK AROUND BYGONE BYFLEET



1 ROUTE OF WALK
A POINT OF INTEREST

436 BUS ROUTE - 436 WOKING TO WEYBRIDGE - Stops in Rectory Lane, Sanway Road and at The Plough (Mon-Sat only)

PC PUBLIC TOILETS

CP There is limited on-street parking elsewhere, but please do not block entrances or drives, and note any parking restrictions

A. WAR MEMORIAL

Although the parish of West Byfleet was formed in 1917 (and the church there has it's own memorial), all of the men of the Byfleet area who died in the Great War are commemorated here. The memorial (or cenotaph) was paid for by public subscription and was designed by the architect Gerald Warren. It was built by local builder, W G Tarrant and unveiled in 1928. There are other memorials in the village, notably at St Mary's Church where some of the original grave markers from France were brought back



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Notes & Illustrations based on the Heritage Walk around the village on the 12th August, 2018, (starting at the War Memorial at 2pm).
(c) Iain Wakeford, 2018

after the war as a tribute to all those who died. There is also another memorial within the church and a number of graves in the churchyard of men who died. Finally, at Byfleet Primary School is the memorial for the 'old boys' of Byfleet's Church of England School (now the St Mary's Day Centre).



B. FORMER FIRE STATION
Byfleet's 'volunteer' fire brigade was started in the 1870's by Sir John Whittaker Ellis apparently after a fire at his home, Petersham House (which was evidently rebuilt in 1879). Three of his gardeners were given three lengths of hose and a hand pump that was later



mounted on a cart and kept in the potting shed. In 1885 he built a new fire station opposite the house and in December 1893 the local parish council took over the running of the brigade, renting the equipment from Sir John for £10 per annum. In 1902 the council purchased the site for £310 and in 1908 the brigade was provided with a new steam powered fire engine. It was apparently financed mainly by contributions from Mr F.C. Stoop and Mr H.F. Locke-King (more of whom shortly). In 1923 Chertsey Rural District Council provided a new motorised Dennis Fire Engine, adapting the old building so that it could cope with the new machine. After the Second World War there were plans to build a new fire station in Oyster Lane, but they never materialised and on the 30th September 1960, after seventy-five years of service, the old station finally closed as it no longer met 'national standards'.

C. PETERSHAM HOUSE (LLOYDS BANK)

Now Lloyds Bank, Petersham House is thought to have been built in about 1859 for John Whittaker Ellis, who became Lord Mayor of London in 1881 and made Baronet of Byfleet in June 1882.

In 1884 he was elected M.P. for Mid Surrey in a by-election, but as the seat was abolished the following year he stood for (and was elected) to represent Kingston.

The house was built on (or near) the site of Breaches Farm which was owned by Maitland Maitland esq (after whom Maitland Close is named) and farmed by William Reynolds at the time of the Byfleet Tithe Award (1843).

D. BYFLEET NATIONAL SCHOOL (ST MARY'S DAY CENTRE)

The original St Mary's School (now the Day Centre) was opened in June 1856 as a 'National School' with 146 children on the register. The school consisted of one large hall 60ft long x 20ft wide, divided by curtains for the infants and boys and girls classes.

The cost of building the school, including the land and the schoolmaster's house, totalled £994. 15s. 1d., but it was not long before the school had to be extended with two infant rooms being added in 1877, and further alterations taking place in 1884. By 1902 there were 385



children on the register, and in 1905 the schoolmasters house was demolished to make way for a larger hall and two classrooms to be added.

The school closed in the 1970's after the new St Mary's School, in Hart Road, was opened in April 1967 and the new Manor Infants School opened in Sanway Road in 1970.

It was converted into a Day Centre in 1986, being officially opened by Princess Diana in March that year.

E. VILLAGE HALL

The idea of building a village hall for Byfleet came out of a meeting held in May 1897 to suggest ways of celebrating the Diamond Jubilee of Queen Victoria.

Mr F.C. Stoop, of West Hall, suggested that he would be prepared to pay for the erection of a hall for the village providing that a suitable site could be found, and Byfleet's other major landowner and benefactor, Mr H.F. Locke-King, then volunteered to provide the site not far from the village school.

All the villagers had to do was to raise the £300-£400 to furnish the hall—and to pay for the maintenance of the building thereafter.

It is not recorded how much the land was worth, but the hall apparently cost about £2,200 to construct.

St Mary's School soon before it closed in the 1960's.





F. PLOUGH

The original Plough public house was apparently situated next to Plough Bridge, but in the early 1840's the landlord was so fed up with the property being flooded, that he decided to transfer the licence to a new building on a drier spot in the High Road (at its junction with Oyster Lane).

G. SITE OF BYFLEET BREWERY & SANWAY LAUNDRY

The houses of The Willows occupy the site that was once the Sanway Laundry, and before that Byfleet's Brewery.

The Brewery was originally owned by a gentleman called Henry Dennett in the late 1830's, but it was taken over by the Holroyd



The staff of the Sanway Laundry in the early 20th century.

family of Byfleet Mill, who grew the business, eventually merging with the Healy Brewery of Chertsey in the 1890's and then the Friary Brewery at Guildford.

The Friary, Holroyd and Healy Brewery Company decided to close the Byfleet premises in 1908 and soon afterwards a laundry that had originally been established in the Sanway area of the

village took over the buildings - remaining on the site until the early 1960's.

The Brewer-master's house still remains, but the old brewery buildings have been demolished - Brewery Lane being the only reminder of the former industry in the area.

The former Brew-Master's home still survives.





H. SITE OF VANNERS FARM

Until the early 1960's an old 16th or 17th century, timber-framed farmhouse used to stand on the corner of Brewery Lane and the High Road . Sadly Vanners Farm was not preserved and the parade of shops that bears its name is all that is left to remind us of its history.

I. THE BLUE ANCHOR

Formerly known as 'Hollydays', it is thought that there was an inn on this site from at least the 1780s. The present building dates from the early part of this century.

One of the most famous murders to have occurred in this area, was the Blue Anchor Murder of 1924.

Several books have been written recounting the events leading up to the murder (notably John Janaway's 'Surrey Murders'), but you can not talk of the Blue Anchor without mentioning the murder and I make no apologies for recalling some of the events here.

Early in 1924 Mrs Mabel Jones, the wife of the Blue Anchor's landlord - Alfred Jones - went on holiday to France. Whilst there she met (and apparently had an affair with) a french wireless 'expert' - Jean Pierre Vaquier (below)



When Mrs Jones returned to Byfleet on the 8th February 1924, Vaquier followed, booking into a hotel in London on the following day.

Within the next couple of days Jean Pierre visited Byfleet and on the 14th February (Valentines Day!), when Mr Jones was away, Vaquier turned up once more claiming that he was unable to pay his London hotel bill and asking to stay at the Blue Anchor Hotel.

Mrs Jones not only allowed him to stay free of charge, but also apparently paid his London bill. Nothing untoward happened for more than a month.

If Mr Jones suspected anything, he said nothing, and on the 28th March a party was held at the Blue Anchor at which Jean Pierre was present. After the party Vaquier stayed downstairs in the bar, refusing to go to bed.

In the morning Mr Jones came down to the bar to take his usual morning 'pick-me-up', a dose of Bromo-salts. Moments later he suffered from violent convulsions and was dead.

Whilst this was going on, Vaquier apparently appeared from the shadows and removed the bottle of salts to the kitchen where he proceeded to wash the bottle out.

Unfortunately he was not as thorough as he should have been, and with the local doctor suspecting poisoning, the bottle was taken away for examination.

Three weeks later Vaquier (who had moved out of the Blue Anchor to The Railway Hotel in Woking - now called The Sovereigns), was arrested and put on trial for murder.

He pleaded not guilty, but the evidence against him soon mounted. Traces of strychnine were found in the body of Alfred Jones and in the bottle, and evidence was produced showing that Vaquier had bought such a substance (under a false name) whilst he was in London.

On the 5th July he was found guilty of the murder of Alfred Jones at Guildford Assizes. He appealed, but lost, and was eventually hanged at Wandsworth Prison.



J. CLOCK HOUSE

This Grade II listed building dates from the late 18th century and early 19th century. The balustrade is said to have come from the old Waterloo Bridge.

In the early 1800s the house - owned by Robert Bowyer - was the site of dissenters meetings, with a Sunday School in the portion nearest Mill Lane.

The house was also used as a 'Dame School' in the 1820s, before the National School was opened at the other end of the High Road.

By the 1960's the house had been converted into a retirement home run by the Fellowship Trust (Queen Elizabeth the Queen Mother officially opening the renovated home in November 1967), with extra accommodation later provided by The Beechcroft Foundation in the early 21st century in the Coach House and along Mill Lane.

K. WHITE LODGE

White Lodge is thought to be on the site of a former lodge gate to the deer park of Byfleet Manor - Byfleet Park.

The present building (Grade II listed), is thought to date from the 1820s.

L. BLUEGATES HOLE & BYFLEET MILL

Once a popular place for local swimming, the stream flowing into the River Wey at Bluegates Hole is part of the mill-leat of Byfleet Mill (unfortunately not visible from the road as it is on a private 'island').

There has been a mill in Byfleet since saxon times (presumably on this site), with a corn mill being recorded here in the Domesday Survey of 1086.

In 1284 Geoffrey de Lucy held the mill from Chertsey Abbey at an annual rent of 12d., and from this and other documents we know that the mill was always attached to the manor of Byfleet.

In 1673 the mill - then known as the 'Kings Mill' - was producing paper, and when John Evelyn visited five years later he recorded in his diary that the mill was run by William Sutton.

In 1692 Sutton leased the mill to the Company of White Paper Makers, but by 1703 the paper mill had closed and it had been converted into a brass and iron mill.

Messrs. Coulson & Co., manufactured small iron articles at the site from 1775-1790, but in 1808 the wheel had turned full circle when it reverted

back to a corn mill with Thomas Rhyde as the miller.

A report of 1822 noted that there were four stones in operation at the mill, which by then was run by the Holroyd family (who later went on to run the village's brewery).

The Holroyd's stayed at Byfleet mill until the early 1890s, when George Holroyd sold the property following an accident at the mill which

killed his son.

The mill was bought by Messrs Hall & Davidson, who continued to run the corn mill at Byfleet until its closure in 1930.

Byfleet Mill is a grade II* listed building and dates from the mid 18th century (with 19th century extensions).

The Mill House is also mid 18th century and is a grade II listed building.





M. MANOR HOUSE

When the first manor house was built at Byfleet we do not know, but in 1267 (when Geoffrey de Lucy held the manor from the Abbey of Chertsey), there was apparently a deer park here as John de Fraunceys and others were accused of breaking into the park and stealing 'bucks, does, pigs and horses'.

In 1297 Henry de Labourne took possession of the manor and in 1302 he was arrested for holding an illegal jousting match at 'Biflet'.

In 1308 the manor reverted to the crown and was granted by Edward II to one of his favourites - Piers de Gaveston - and later, in 1327, to Queen Isabella (the mother of Edward III). She surrendered the manor to the king in 1330 who then granted it to his brother - John. When he died in 1336, the manor once more reverted to the crown.

From 1337 until his death in 1376 Byfleet was held by Edward III's son, Edward the Black Prince. His registers record work at Byfleet including repairs to the kitchen at 'Byflete' in January 1347 and 'repair of the defects of the houses' at Byfleet 'and making of new houses'.

In the late 14th century Geoffrey Chaucer (of Canterbury Tales fame) was appointed Clerk of the Works at Byfleet as well as other royal manors in the area!



The Manor House at Byfleet has been rebuilt and modernised on a number of occasions. The original house was given to Anne of Denmark in 1616 and the following year work started on totally rebuilding the property. She died in 1619 and the house was completed by Sir John Fullerton. The house was apparently built to the design of a Wendel Detterlein, a famous German architect, and the gate pillars are believed to be some of his work.

During the Commonwealth the manor was sold to Thomas Hammond for £3,079.0.6d, but upon the restoration the manor was granted to Barbara Villiers, the Duchess of Cleveland.

In 1685 the manor was let to William Sutton who was given permission to rebuild the house as it was considered too large, Sutton being allowed to erect 'a new brick house of four rooms to a floor' and dispose of the surplus material to help pay the costs.

It is this house that forms the central part of the present property with small side extensions added in the late 19th and early 20th centuries.

N. MANOR FARM ESTATE

Many of the past owners or occupiers of Byfleet Manor are commemorated in the road names of the Manor House Estate, constructed in the

1950's and 60's on the fields around Byfleet Church.

O. ST MARY'S CHURCH

Although the Domesday Survey records a church in Byfleet in 1086, the oldest part of the present structure dates from the late 13th or early 14th century.

Inside the church can be seen early 14th century wall paintings (above the north door), and a brass depicting Thomas Taylor, the Rector of Byfleet from 1454 to 1489.

The South Aisle was added in 1841, the Transept in 1864 and the Vestry in 1881.

The Tower was restored in 1868 and the whole church underwent repairs in 1924.

The church is a grade II listed building, but there are two other listed 'buildings' in the church yard - both early 19th century tombs.

One is dated 1818 dedicated to Mrs Elizabeth Shrapnell, the other is the tomb of Harriet Cooper dated 1828.

Also in the churchyard can be found the grave of Parry Thomas, the racing driver who died on





Pendine Sands in Wales in 1927 whilst trying to break the World Land-Speed record. George Smith, a wealthy Victorian writer and publisher, is also buried here. He was editor of several Victorian magazines and a regular contributor to The Times and Encyclopaedia Britannica. He wrote biographies of Shelley, Gladstone and Robert Peel, but from a local historians point of view his most famous contribution to society was his founding of the 'Dictionary of National Biography'.

The War Memorial in Byfleet Church, with the crosses recovered from the battlefields, above.



P. WEST HALL

Built about 1890 by Frederick Cornelius Stoop, West Hall takes its name from Richard West a previous owner of the site (rather than the fact that the house is to the 'west' of the village of Byfleet).

A deed dated 1777 records Richard West as owning 6 acres of 'tenements, barns, stables and gardens', but this was soon added to so that by 1789 (when 'West Lodge' was owned by Robert Sparkes), the estate totalled between 200-300 acres.

Robert Sparkes died in 1812 leaving the property to his bother-in-law, Thomas Ticknell, who appears to have sold the property to a James Sparks in 1817 for £3,990.

By 1862 West Lodge was owned by Robert Hay Murray, J.P. (hence Murray's Lane and Bridge), a local benefactor who supported the restoration of St Mary's Church with the founding of what

became 'Parish Day' in the grounds of his house in 1865.

His philanthropic activities were continued by the next owner, F.C. Stoop, who bought the property in 1890.

A Dutch national by birth, he apparently made his fortune in the newly merged Shell and Royal Dutch Petroleum Companies.

As well as helping fund the Village Hall (mentioned above), he also supported the Church of England Waifs & Strays Society's homes at Pyrford and the building of St John's Church at West Byfleet (as well as the Byfleet Boat Club, as we shall see in a moment).

F.C. Stoop died in 1933 and during the war the house was used as a hostel for land girls and then for Latvian refugees.

Later it was used for a short while as a hotel, by Vickers at Brooklands, and eventually by the Swiss Bank as offices, before being taken over in



1964 by L.G. Mouchel & Partners, consulting engineers. Recently the house has been sold and developed as a care home with four blocks of modern apartments surrounding the old house which now houses an indoor pool, gym, treatment rooms and a restaurant for the residents.

Q. WEY NAVIGATION

The Wey Navigation was the brainchild of Sir Richard Weston of Sutton Place. In the early 17th century he devised a scheme to make the River Wey more navigable by the use of pound locks, but because of his support of the Royalist cause during the Civil War, the scheme was promoted by Guildford Corporation at the time of the Commonwealth Government.

Much of the funding (and materials) came from the Weston family estates at Sutton and Clandon, the latter having to be sold by the family (to the Onslow family) in order to pay the debts incurred from the Navigation's construction.

Sadly Sir Richard Weston did not live to see the work complete, dying just a couple of year before it was complete in 1653.

Almost two-thirds of the waterway was new, man-made channels - the longest being the stretch from Walsham Gates at Pyrford, bypassing weirs and waterfalls at Wisley and Byfleet, to reach Weybridge, just short of where the river enters the Thames.

The waterway was mainly used to carry agricultural produce, although in the 18th and 19th centuries Gunpowder from the mills at Chilworth was transported by barge from Shalford to London, and the produce of the iron mills at Byfleet no doubt found their way onto the waterway as well.

In 1964 the Navigation was given to the National Trust by Harry Stevens.



R. FORMER GRIST MILL

The buildings next to Parvis Bridge were once 'Grist Mill's probably date from the mid 1770's when there were up to six buildings on the site producing animal feed.

The Surrey Grist Mills Ltd were operating the site into the 1930's at which time the main building was extended upwards to provide a second floor store-room. It is thought that about that time the middle building shown in the picture, right, was demolished (although the foundations can still be traced). The 'barn' on the right is thought to date from about 1800.

Now it is used as a chandlery with the workshops carrying out a variety of engineering work, mainly associated with the waterway.

S. BYFLEET BOAT CLUB

The original boathouse was on the opposite bank of the navigation (now replaced by a house), and was originally for the sole use of the owners of properties on the Dartnell Park Estate. It was built in the late 1880's or 90's by F.C. Stoop

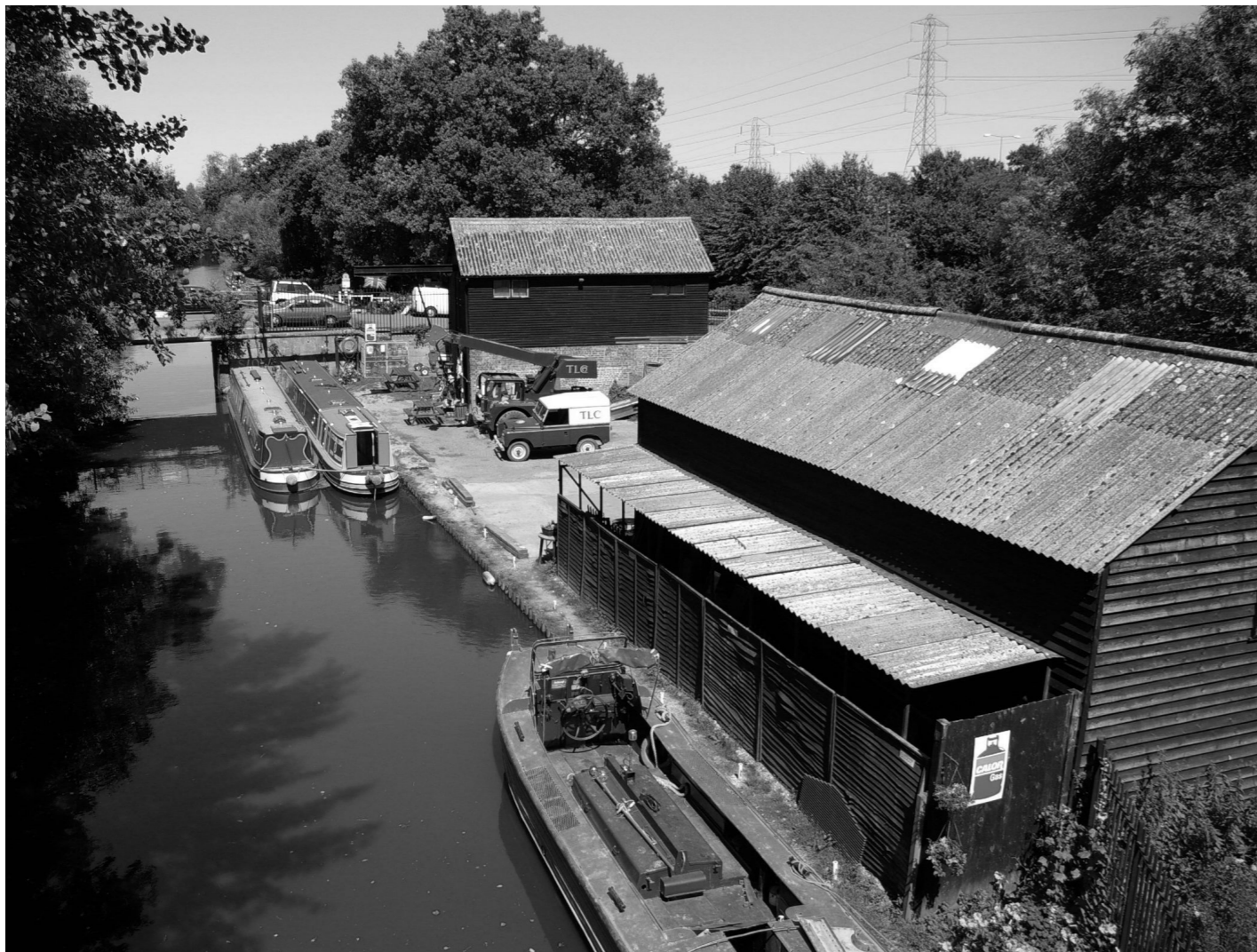


(whose wife was apparently the heiress of the Dartnell Park land) with the boathouse and a tennis club being just one incentive for prospective purchasers of the new houses.

As well as providing a mooring for private craft, Stoop's idea was to provide punts and other boats for hire and by the early 20th century it was clear that the 'Dartnell Park Club' and hire boats needed more accommodations so negotiations were begun with Mr H.F. Locke-King to secure the land on the opposite bank for a new boat house to be built. It was completed in about 1911-2 to house the hire boat business..

After the First World War, as a mark of gratitude to those who had fought to free his native country, Stoop started a club for the villagers in the new boat house, eventually handing it over to the Parish Council to run.

Later still, with the abolition of Byfleet Parish Council, the ownership passed to Woking Borough Council and in 1977 to the Byfleet Boat Club Ltd, who continue to hire out boats from the site.





T. QUEENS HEAD

There was a public house on or near the site of the Queens Head in 1847, known as the Leather Bottle, but by 1855 George Chuter is recorded as the landlord of the Queens Head, with a Mr Minnett taking over by 1870.

George Chuter was also a carpenter and evidently a well-respected resident of the area (at least by most people). On the 12th January 1888 he was brutally murdered in the kitchen of his cottage in Chertsey Road, Byfleet - a reward of £100 being raised by local to encourage the capture of the culprit (who unfortunately was never apprehended).

In the late 19th and early 20th century Robert Flint was the licensee, with the clientele in 1892 being described as 'mostly labouring class and working men', with a survey of licensed premises in 1903 recording that it was tied to the Friary, Holroyd & Healy Brewery 'for beers only', and served 'tea, coffee, food and minerals', with accommodation for three and stabling for two.

U. FORMER DERISLEY'S SHOP

Although the house and upper part of the 'shop' remains, the entrance archway into Derisley



Close has, unfortunately, wiped away what was once one of Byfleet's best known (and loved) butcher's shops.

The shop was built in 1897 by Lloyd Derisley who before then travelled around the district selling meat produced on his brother's farm in Wisley. It was one of the first in the area to have cold storage and the shop was especially designed to face north, so that the sun did not spoil the meat hanging in the windows.

In 1936 Lloyd Derisley retired and the shop was taken over by his son, Lloyd Reginald, who in the early 1920's had brought the first herd of Highland Cattle to the Byfleet farm after befriending a group of Scottish soldiers during the First World War.

The shop ceased trading in 1980 and remained unaltered until 2008 when the new estate was built.