Surrey Constabulary History
'An in depth history of policing in Surrey'

April 2025
www.surrey-constabulary.com

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Surrey Constabulary History 124

Burpham Traffic Department at HQ 1992

Contents

Traffic Division
Mount Browne 1971/1972

Andy Killick From the number plates three of the cars at least, are from HTG. So, my guessing we have HTC (Chertsey) as well. The middle car at the back looks as if it is Roger Renie on the left with Ray Searle the other side. Next to Doug Buckman and the front on the right looks as if it is Bob Cooper's brother Derek of HTB (Burpham). As for the motorcyclist sadly, none stand out to me.

Mr and Mrs Killick in retirement

Serious Disturbance at Horley

1988 June 17: Horley Town centre: The centre was pedestrianized and this attracted loutish behaviour by local youths which culminated when fifty young men congregated and **attacked police officers** causing injury and damage to their vehicles. During the following Saturday

afternoon at the local carnival arrests resulted in the police station coming under attack. That evening 80-100 young men gathered in the precinct and there were further outbreaks of violence. Officers again suffered injuries when the group was confronted and arrests made.

Stuart Read former Special Constable 411 and retired Police Constable PC 1299.

In the last edition of the history journal there was a piece on youths causing violent disorder in Horley. I was one of the Specials that was spoken about in the newspaper article, before I joined full time in 1991. I remember the whole incident very well and the offenders involved.

It all started on the Friday evening as I remember and then spilled over on to the Saturday, which was the Horley carnival day. It kicked off at the carnival as some of the youths tried it on with one of the officers on duty, who promptly arrested one of the troublemakers whom his mates tried to rescue. The youth was taken to Horley police station followed by his friends who tried to get him out They threw a brick at the front of the police station breaking the window. WPC Julia Rust was on the front desk and got showered in glass causing a cut to her cheek. The youths ran away I hastened to add!

When the Carnival had finished, we all went back to the police station where Inspector John Beavis asked all the Specials that could, to stay on as he felt it was going to kick off again later. I volunteered to stay on and was paired with Special Constable Golder to walk the town. Everything was fine and it must have been around pub closing time we were walking along Victoria Road to the junction with Massetts Road, turned right towards the precinct when I could see approximately 80 to 100 youths at the far end of the town by the railway foot bridge.

When they saw us, they started shouting “Kill, kill, kill the bill” and proceeded to throw coins at us. I got on the radio and explained to Reigate control what was going on and said they needed to get in touch with Gatwick to get more officers as this was going to go badly. I think the controller thought it was an excited Special who was possibly exaggerating the situation.

By this time the youths had moved closer in to the precinct, so when the first Police car arrived and got showered with coins, they called for every available unit to attend including Gatwick. When sufficient units had arrived, we were ordered to push the youths back and disperse them, whereby they all ran down Albert Road into Consortway. It all then kicked off with fists, boots and helmets everywhere, with the main offenders arrested, including one by me.
I remember returning to the nick to be met by Sgt Graham Buchanan who asked if I had been injured, I advised him that I hadn't and he said good, because you have a lot of paperwork to do now. Several of us were put up for commendations, which I received from the Chief Brian Hayes.

Horley about 1985

Back row John Wright, Dave Waller, ?
Second row - Mick Johnson, Ian Ball, Nick Paneth, Nick Boorman, Adrian Neylan, Ian Lessels, Andy Crabb, Norman Lewis
Front row - Ailsa Quinlan, Colin Green, Nick Bush, John Beavis, Joe Wingham, Larry Neill, Alison Allen.

Jenny Tuffs sixth from right. 1971 issue of new uniform. Jenny has undertaken considerable research into the history of the Surrey Constabulary.

1987 15 October: Hurricane strikes the south of England

1987 15 October: Hurricane strikes the south of England with massive damage to buildings and trees with numerous roads blocked. Hundreds of calls received overnight in the Operations Room including calls transferred from other overwhelmed police forces. The paper messages written that night are lodged in the County Records Office. **Gales** swept over the south of England closing many roads with Guildford and Farnham hardly accessible. The westbound A31 Hogs back was closed for almost a week.[1]

Dick Crockford: Hurricane of 1987. I missed it as I was asleep and was surprised that I had to walk to work!

Phil Dunford: I was first aware that something wasn't right when we went to pick up a patrol car left at the top of Wrecclesham Hill, Farnham, having brought in a prisoner, late evening. As I walked across the road, I saw a fallen branch a few yards away. Dragged it onto the side of the road and was walking towards the car when the branch appeared again having come over me and landed a few yards in front. Then the night kicked off... Most alarming was Whiteways Corner at Runfold. Several vehicles were trapped there by numerous oaks across the A31 between Runfold and the Hog's Back. It was very strange hearing, above the howling wind, massive trees falling but not being able to see where. At one stage we took cover beneath an articulated lorry. By dawn the following day we closed the A31 leaving the Shepherd and Flock roundabout. It was amazing to see the wind lifting a car fully extending the suspension on the offside. We had a difficult couple of hours trying to convince motorists that they had to turn

[1] Annual Report 1987

back – including a pilot trying to get to Gatwick. Most people were completely unaware that there had been any adverse weather overnight.

John Donnelly: I was working the crime car at Addlestone at the time on a day shift. The night before I had slept through the hurricane! I was living in Chertsey and went to work (not far) and myself and Andy Mansbridge (382) Gary Sumner (68) and Callum Kirk went to a local hire shop at New Haw and hired a chainsaw and spent the rest of the day under the direction of PS Mick Foster (spent the day in a Landrover overseeing (won't mind me saying that) basically cutting paths through the roads.

Dick Johnson: I was on night duty county cover Traffic sergeant on the night of the hurricane in October 87. It started as a routine night shift, i.e., some paperwork and then I took out on my own, the fairly new 4.2 Jag that we had, a useless beast except in a straight line! I decided to first visit the crews at Godstone and the motorway room. En-route down the M25 I noticed that the car was wandering from side to side and thought that the wind must be getting up a bit. Having met the crews and had a cuppa at the motorway room I decided to call in at HQ Ops. Whilst there we started to get reports form PCs on the street of trees down and blocked roads. These were only a few at that time. Then all the power was lost in HQ and the emergency generator didn't cut in. The place was completely black. I said I would get the search and rescue lamp from my car in the car park out front but couldn't get out as the front door had an electric lock. I knew I could get out by the door by the gym and had to feel my way down the long corridor from reception. I now know what a black hole looks like! Once the torch was in hand it was off to meet the house manager and between us, we managed to get the emergency generator started. Back in the control room I assisted in answering 999 calls and as time progressed it was obvious that the situation was rapidly escalating and I made a decision to leave in order to try to get back to HTC. I was unable to get down Sandy Lane as it was completely blocked by fallen trees. I managed to leave down the back hill past the houses and turned left towards Guildford. The wind by this time was really strong and I wondered how far I would get. On the gyratory, a burned-out pub since demolished had plywood hoardings around it guarding the site. As I passed one of these was blown into the car, thankfully with no damage. I amazingly managed to get as far as the six crossroads roundabout before encountering further problems. A man on a Honda 90 or similar came up from Woodham Lane and told me that Woodham Lane was completely blocked. I knew that Byfleet and Chobham were also no-go areas and tried going towards Ottershaw, the most direct route. Just past Durnford Bridge there was a huge tree completely across the road. Oh well I thought, let's try Martyrs Lane. That road is completely tree lined but amazingly I got through. I couldn't see the road surface for leaves and other debris but reached Woodham Lane and turned left towards Addlestone. There my troubles really started. I hadn't gone a few hundred yards when the road was again blocked. In the boot of Traffic cars in those days we kept an axe and a small bow saw. So, it was out with those and to try to cut my way through. I suppose it must have been around 2am by this time. I must say that I have never been so scared in my life. I was completely on my own, in a howling gale in pitch-blackness with trees and branches crashing all around me. I couldn't see them I could only hear them and several times I made a dive for the "safety" of the interior of the car. Suffice it to say I managed to hack my way through and by taking the car over terrain more usually associated with 4x4's. It took me nearly 1.5 hours to get to Addlestone, a distance of about two miles.

I was concerned for my house and family in Addlestone as there was a huge tree in next-door neighbour's garden. When I arrived, the tree was still standing much to my relief. (It actually came down on my house and garage in the storms of 1991). I then saw movement at the end of the cul-de-sac where I live. I drove down and was met by several families and a scene of destruction. Several large old oak trees had come down on four of the houses and caused considerable damage. The trees had taken out the corners of two of the houses and in one of them a baby had been asleep in its cot. Thankfully he was uninjured although I don't know how. There was a strong smell of gas and HJ1 couldn't get through to the gas board and the Fire Brigade. My HTC night car managed to bang on the door of Chertsey fire station, and they attended. There was little more that could be done until daylight.

On returning to the traffic centre, I phoned my wife to tell her not to go to work, or to take the children to school and she said why? She had slept through the whole storm! Once home after leaving work, I got a double handed felling saw that I have had for years, neighbours got hold of chain saws, my father-in-law came up and we worked until about 3.30 pm that day trying to clear the debris from the bottom of the road. We uncovered five cars and managed to clear most of the trees apart from the trunks so that at least some of the residents could get into their houses. The couple whose baby so nearly was crushed had to live in hotel accommodation for several months until their house was re-built. They are still there to this day, although I am told that the house still isn't "right". Sorry that this is so long, but it is burned clearly into my memory. I have faced as many others in the job, quite a few potentially dangerous situations, but I can categorically and quite honestly state that I have never been so scared for my safety as I was that night.

Ian Ewence: 1987. At the time I was living in the police house at no 1 Ash Close, Pyrford Woking. During the night there was a huge crash and Helen my wife said what that was? I ran outside and found five huge pine trees across our back garden one of them had crashed into the roof above the bathroom damaging a large number of tiles and rain pouring in. shortly afterwards, there was another big crash and my daughter said, "Dad a tree has fallen on top of our car on the driveway." When I looked out of the window this huge pine tree about 80-100 ft tall had fallen right across the boot of our car causing the front wheels off the ground. Before the night was over more trees had fallen in the front garden. The next day most of the locals were taking photographs of the damage. Because the telephones were down, I had to contact Woking police station by landline from a telephone kiosk.

Surrey Advertiser

Friday, October 23, 1987

GREAT STORM SPECI

Great Storm coverage by Douglas Aikman, Nicky Blackburn, Jonathon Carr, Joanne Checkley, Graham Collyer, Ann Dent, Pamela Edwards, Terry Ha James Hamilton, Simon Hardy, Jane Garrett, Catriona Marchant, Ch Napthine, Kay Newnham, Dorothy Odhams, Jo Richardson, Janet Russell, Sherwood.

BATTERED!

Hurricane-force winds carve a trail of devastation across county

CASUALTY: A house in Beech Lane, Guildford, that suffered serious damage in the storm.

BATTLE TO TURN ON THE LIGHTS

Nick Hemmant: I was night turn patrol sergeant at Woking when the storm started. I recall the start of the storm as I was going out to assist the beat officer at Chobham who had just been assaulted and had his nose broken. Then the alarms started and I recall a showroom window blew in down the Goldsworth Road. I ended up at Woking leisure centre where trees had fallen down against the building. The storm was unbelievable and something I'd never experienced. I managed to make my way back to the police station. We had no Inspector that night (Inspector Kendall) was off. Aware that "trees down" were our biggest threat I called a mate of mine who ran Hire Services Southern, Manor Way, Old Woking (I used to have a tea stop there when I had the Old Woking beat). By this stage trees were coming down virtually every minute and the switchboard was jammed He agreed to turn out and I got the entire rota down there which numbered about 10 of us and he issued us with chainsaws giving us a 5-minute safety briefing. I've never seen more excited cops as they exited the store armed with a chainsaw.

The next challenge was to get petrol for the chainsaws. The only petrol station that was open was in the Goldsworth Road and we got there just in time to fill jerry-cans as the electricity suddenly went out shutting down the pumps together with all the streetlights. Frankly I suddenly thought, “what have I done" as the officers went their separate ways to attend the mountain of calls. No doubt the Health & Safety department if it had existed in those days would have had issues with my decision-making process! We all spent the night clearing roads with the chainsaws. We remained on duty and carried on working through the morning until the early afternoon. The team were brilliant that night and it is fair to say a fair bit of bravery was shown. Happily, and much to my relief they all came back with their arms/legs intact! Importantly we had really made a difference freeing people from their houses, clearing the roads and working with the Ambulance service helping to get them to their emergency calls.

When I got back to Woking, I counted all the chainsaws back in, however it suddenly struck me we had not paid anything for them which had not been on my agenda. I went "cap in hand" to the Chief Inspector and explained my predicament but he smiled and told me that the local authority were keen to take them off our hands and were "footing" the bill. As a post-script we even managed to charge and remand the offender who had inflicted Actual Bodily Harm on the Chobham officer.

Colin Foster: I remember sleeping through it, as I was still in Ashford at the training college from where we had to cut our way out otherwise, we were staying the weekend!

Annette Noble: I remember the night well as I was on nights at the time. We started off driving from tree down to tree down just saying 'yes road blocked' and then we were given the order to return to the station (based at Oxted at the time). During the early hours of the morning, we received a call to intruders disturbed at a house in South Godstone. I can remember driving there very slowly, spotting a couple of lads walking up the A22 and trying to get the car door open and myself out without having the door blowing back and breaking my legs! As it turned out we arrested the two lads who had come down from Croydon for 'Going Equipped' and they later admitted in interview that they had come out not expecting there to be any police out and about. What also sticks in the mind is working a 4-12 shift in the station office the following evening, working by kerosene lamp and the number of members of the public (including lots of farmers and even a couple of army personnel who were unable to get back to their barrack) who turned up armed with chain saws offering to go out and chop up trees. And we don't even mention the pint of milk that sat on the outside windowsill of the bedroom of a certain resident of the section house at Oxted and only when he opened the curtains to get his milk for his early morning coffee did he realise there had been a bit of high wind (no trees left standing on Master Park) as he had slept through the lot!

Helen Root: I was working nights with Pete O'Sullivan and can remember being sent to Seven Hills Road in Weybridge and listening to the trees crashing around us..... seem to remember being blocked in by falling trees and having to wait for a guy with a chainsaw to clear the trees so that we could get out

Mat Verdoorn: I had just started my police career. Having finished my initial training, I was posted to Godalming in May 1987. Although I had a room in the Section House at Guildford, I rarely stayed there, preferring the commute to my folk's house in Sunningdale where I was much better cared for. I was on my 'Earlies' week and as usual tried to have a reasonably early night in readiness for the 4.45am rise and 17-mile drive. I don't recall the weather disturbing me during the night but it was alarming by the time I set off for work. I now know that I drove my Fiat 128 'Biscuit Box' through Chobham, Brookwood and into Guildford pretty much at the height of the storm. Amazingly I made it safely to Meadrow in Godalming where I found my route properly blocked by several very large trees. I decided to park in the car park of 'The Manor Inn' and walk the rest of the journey. I was horrified as it was apparent, I was going to be late for work, which in those early days was unthinkable. I jogged most of the way. A lot of the town was affected by power cuts and this combined with the storm, gave an apocalyptic feel to the morning. I arrived at the oddly dark police station very hot, sweaty and soaked from the rain. I was a good 15 minutes late. I lurched into the unlit briefing room blurting out apologies for being late to be confronted by virtually no one.

Rather than a light-hearted telling off and an immediate request for a dozen 'Iced Chelsea Buns', I remember a torch-lit Sgt Dave Miller greeting me with much praise and surprise that I'd made it all the way from Sunningdale. I don't remember who made it in that morning, but a lot of my rota didn't. Instead, officers stationed at other police stations who could make it to Godalming slowly appeared over the next hour or two, a pattern which was, I gather, being repeated across the county. As a probationer at that time, I spent 99% of my time walking, but I remember, to my delight, being teamed up on a car with a non-Godalming WPC, Jan Humphries (She later went on to the Dog Section). Our call sign was Whisky 57 or 58. We spent the day checking roads for fallen trees and basically trying to assist the control room with mapping routes. The one big event of the shift was escorting an ambulance containing the obligatory 'heavily pregnant woman' who was just about to give birth, to the Royal Surrey County Hospital. We collected her in Godalming and eventually found a convoluted route through Farncombe and off into Guildford. It took ages and was miles longer than the normal route. I think it all ended well for them both! I finished late, about 5 or 6 I think. I'd been taking note of the roads on my route home that were open or closed and by that time, most were open again. The drive home took me a little longer than usual and involved a few minor diversions.

What did alarm me slightly was that just about all the roads I had used that morning had evidence of large fallen trees. I think that they must have quite literally been falling behind me as I drove past. If I was a cat, I'm reasonably confident I'd have lost a life in the early hours of 16th October 1987. As a postscript, I took some annual leave a day or two after this event. A friend and I purchased a chain saw and planned to earn some extra beer money clearing the gardens of friends and neighbours. The evening after I bought the chain saw I was taken to hospital with appendicitis. My garden clearance career and dreams of my first £ million ended before they began. There's also the Not-Quite-As-Great-Storm of 1989 when I found myself instructing a tree surgeon to fell a tree that was just about to fall, onto some 'phone lines', which turned out to be power lines, and which subsequently caused a huge firework display and power cut to most of Alfold. But that's another story.

Jim Findlay: I was section sergeant at Byfleet at the time of the storm. PC 1007 Dallison was working a 6-2am shift. I was woken by the storm, not sure of the time but after midnight. I heard a tree come down in a neighbour's garden. The Byfleet Office was part of the police house so I went to the office and rang Woking. They told me Alec (Dallison) was in West Byfleet but on foot as trees blocked the Parvis Road. They told me a large tree had come down in Dartnell Park onto a house.... possible casualties. Alec was heading towards from West Byfleet. I got dressed and drove over Parvis Bridge to be confronted by a huge fir-tree across the road. I parked up and went into Dartnell Park. The noise was frightening. Branches were breaking off and falling onto cars, the sound of another tree falling. There were a few people standing in the roads considering that was the safest place. I had to climb over several trees across the road before I found another group of people some of which came from the house hit by the tree. The injuries prompting the call were cuts from window-glass that had shattered the bedroom windows when the tree fell but although a huge branch had pierced the roof it had only destroyed an empty bedroom. Neighbours were treating the cuts so I cancelled any further emergency attendance. The storm still raged so I made my way back to the car and met with Alec. I had been away from the car about 45 minutes and in that time another fir had fallen

behind the Police car...trapping it between trees. The trunk was over 3ft in diameter! I'd had a lucky escape. Later that morning we 'broke-into' Surrey Tool Hire shop and 'borrowed' all their chainsaws (about 15 of different sizes) and dished them out to Woking Borough Council employees sent to try and clear the roads. Unfortunately, one of the enthusiastic workmen had never used one before and nearly cut his leg off when he started one up and dropped it across his thigh.

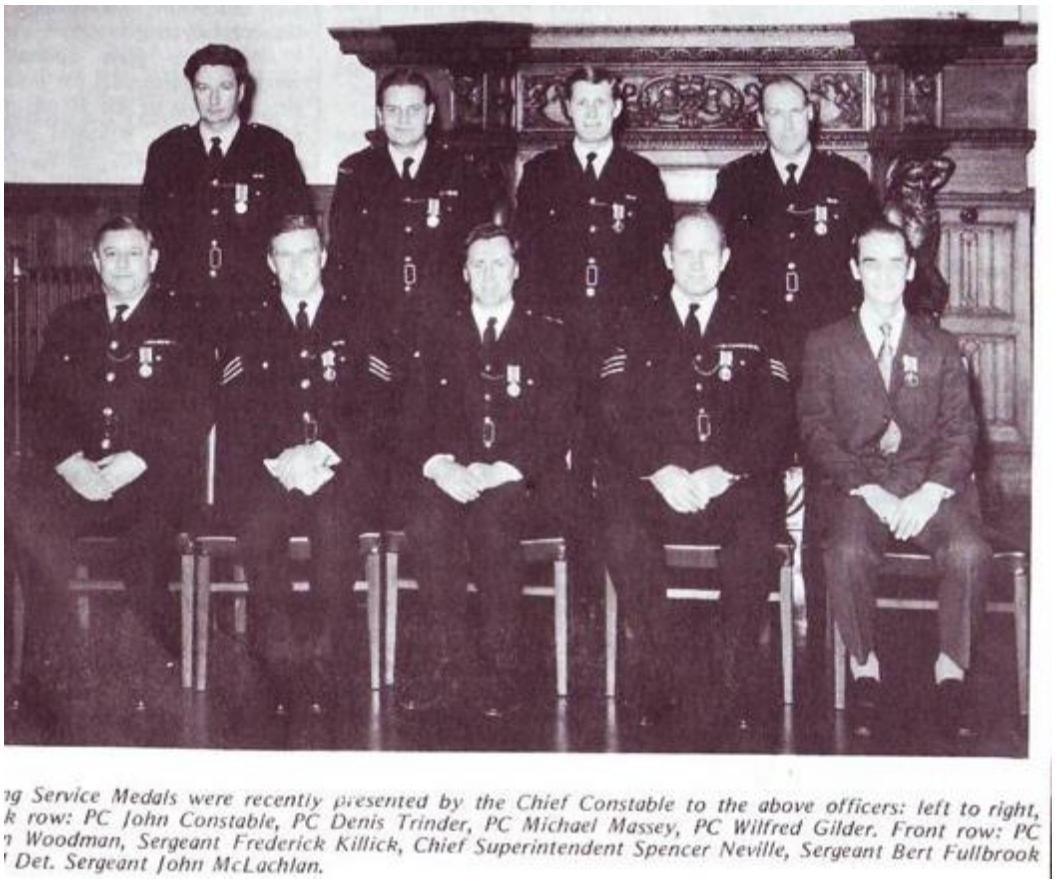
The Woodman Brothers

Ray Woodman 1972 SOCO DL

D.C. Barry Foote (Left) and P.C. Cliff Woodman in the Scenes of Crime room. Barry Foote has spent 3½ years in CID and has also served on Traffic at Godstone and at Lingfield. He is married with 1 son and 1 daughter. He plays golf at the Copthorne course and has a handicap of 24.

Cliff Woodman, one of the Forces famous four Woodman brothers is the Scenes of Crime officer for Reigate. He joined the Force in 1957. Married with 2 sons and 3 daughters, Cliffs wife Pam works part time. She has a very unusual job painting 'skeletons' which go for study purposes to hospitals – she has done this work for 2 years. As a hobby Cliff plays Bowls for the Division.

Off Beat 1974



ng Service Medals were recently presented by the Chief Constable to the above officers: left to right, k row: PC John Constable, PC Denis Trinder, PC Michael Massey, PC Wilfred Gilder. Front row: PC n Woodman, Sergeant Frederick Killick, Chief Superintendent Spencer Neville, Sergeant Bert Fullbrook Det. Sergeant John McLachlan.

1974 Constable, Trinder, Massey, Gilder, Don Woodman, Killick, Spencer-Neville, Fullbrook, McLachlan

Bomb Ockley Aug 1976 Ray Woodman 500kg German bomb from a crashed Heinkel

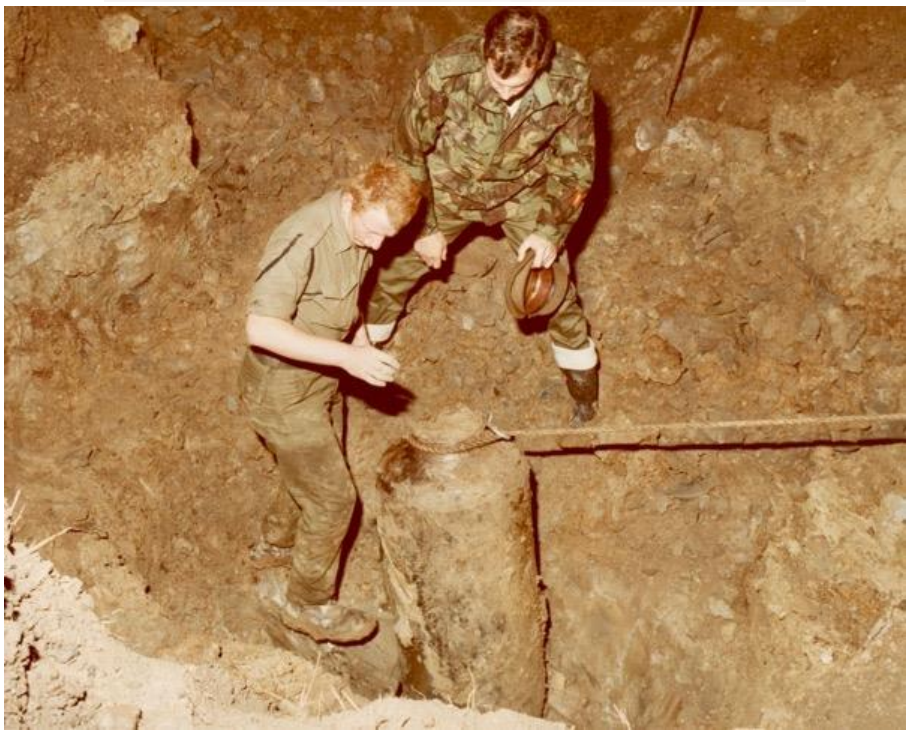
Hello Bob,

Enclosed are the photos of the bomb found in Oakley. This was in August 1976. A German Heinkel Bomber crashed into a field south of Oakley on the border with Sussex. A local aircraft group were digging for the remains of the aircraft when they ran across a tail fin for a bomb. An Army Bomb Disposal team were called in. Using a digger they found the 500kg Bomb about 10 feet down. I was allowed in the hole to photograph it before it was made safe. All the civilian personel had to go to the local Public House while they made it safe. In the photos is the late DC Ray Woodman who was the S.O.C.O. for Dorking/Leatherhead area.

I have a spare set if you want to put this set in the Archive at Woking.

Email
jjcoombes@aol.com

Jerry Coombes



WOODMAN'S HIT THE HEADLINES

The famous Surrey Woodman brothers hit the headlines in a big way recently in the Daily Mail and local papers. It must be unique having four brothers in the police force – but when three of them are SOCO's!!

They are all seen here – back row, Cliff, Don – in uniform and Vic, and in the front Ray. (We wish Don 'all the best' – and hope he returns to work shortly after an illness).

Off Beat 1975

1989 Shortage of transport? Daily mileage allowance? There are probably Surrey Constabulary, Metropolitan Police and Kent vehicles in the photograph. Even in the halcyon days of Traffic they did not have this many out and about! Divisional cars and dog vans

1989 July 20: Dick Johnson: The M25 J10 photo was taken by a Metropolitan Police helicopter India 99 at 1402hrs 20 July 1989 when I just 'happened' to be in the right place to stop a car full of criminals who had raided at jewellers' shop in Kent. They were pursued at high speed along M20, M25 on hard shoulder through the road works, into MPD via Leatherhead and back down the A3 where they collided with my Vauxhall Senator and were immediately surrounded by Police vehicles. I believe they eventually went down for 12 years.[2] The witnesses to my "polac" said that the police vehicle was driving round the roundabout under J10 when the other car came down the slip road and didn't stop and collided with the nearside.

Correction Page 8 March Journal - Taverner - You pair York Town with Bagshot.

Geoff Todd

To avoid confusion this is not the case. York Town is part of Camberley - the last mile of the A30 going west to the Hampshire border. It extends down the Frimley Road to about the railway bridge stretching west towards the River Blackwater. Where the A321 meets the A30 is/was The Duke of York Hotel, almost opposite the entrance to the Royal Military Academy Sandhurst (RMAS). I'm sure Ken Clarke might be able to put you right as to where Frimley Street was. Most probably the A325 as it reaches Frimley Railway Station, the rail bridge and the River Blackwater, county boundary.

P34 - photo of staff at Camberley. DC Dan Hobbs (far right) was Detective Inspector at Oxted in 1955 and for some years thereafter. He was a good bowler.

Amy Muncaster Sydney, Australia

My name is Amy Muncaster (Granddaughter) of Joseph Ronald Muncaster, who died in battle in 1944, who has also served as PC 235 in Surrey.

I recently came across your newsletter, as I have been trying to locate my family for years and now that my father has passed away it is more important than ever. During my 20s I served as an Army Reserve Air Dispatcher in the Australian Army to pay homage to my Grandfather and the ones that had fallen.

I requested my grandfather's medals and have visited his war grave in Santerno Valley, Italy. I have really struggled trying to find any other information as my father had never met Joseph as he was born in 1943 and then Joseph was killed in 1944.

I was hoping you might be able to help me find some more information or point me in the right direction.

Any information or help would be very appreciated.

[2] From Richard Johnson to Robert Bartlett 11 March 2021

PC235 JOSEPH RONALD MUNCASTER
Surrey Constabulary
17 Field Regiment, Royal Artillery
Second World War

26 September 1916 Preston, Lancashire
Killed 4 October 1944 Italy

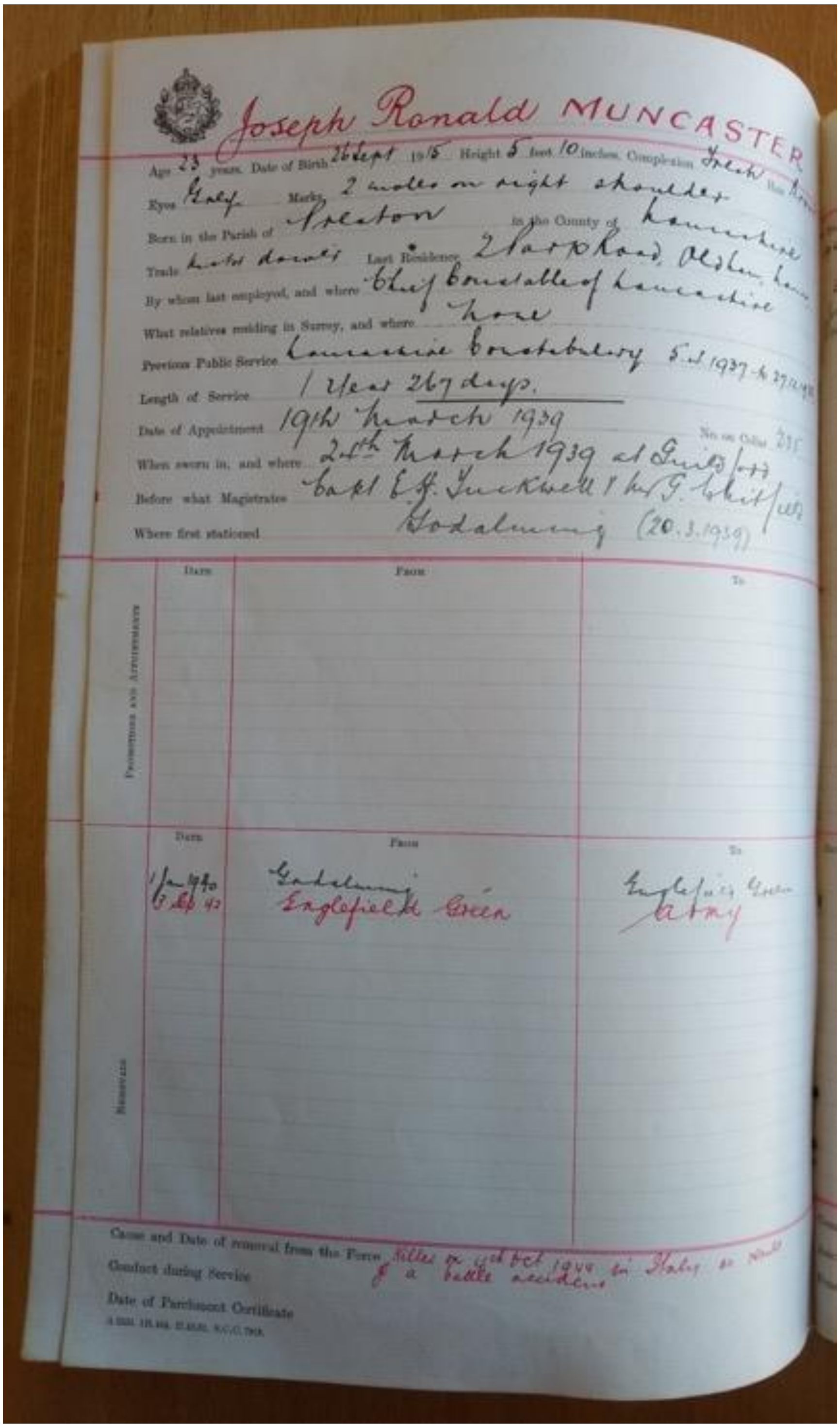
Killed in a "battlefield accident" i.e. normally "friendly" fire[3]

Occupation - Police Constable with Surrey Constabulary

Married in 1939 to Mary A Stones (on the marriage register – but on the 1939 Register it shows her name as Anderson) ! They were living at 2 Police Cottages, Godalming, occupation Police Constable.

Joseph Ronald Muncaster from the appointments book (9152/1/2/1/5)

[3] Surrey Constabulary appointments book (9152/1/2/1/5)



Joseph Ronald MUNCASTER

Age 23 years. Date of Birth 26 Sept 1915 Height 5 feet 10 inches. Complexion Fresh Hair Brown

Eyes Grey Marks 2 moles on right shoulder

Born in the Parish of Preston in the County of Lancashire

Trade Motor driver Last Residence 2 Park Road, Oldham, Lancs

By whom last employed, and where Chief Constable of Lancashire

What relatives residing in Surrey, and where None

Previous Public Service Lancashire Constabulary 5.?.1937 to 27.12.1938

Length of Service 1 Year 267 days.

Date of Appointment 19th March 1939 No. on Collar 315

When sworn in, and where 20th March 1939 at Guildford

Before what Magistrates Capt E. J. Tuckwell & Mr G. Whitfield

Where first stationed Godalming (20.3.1939)

Promotions and Appointments

Date	From	To

Removals

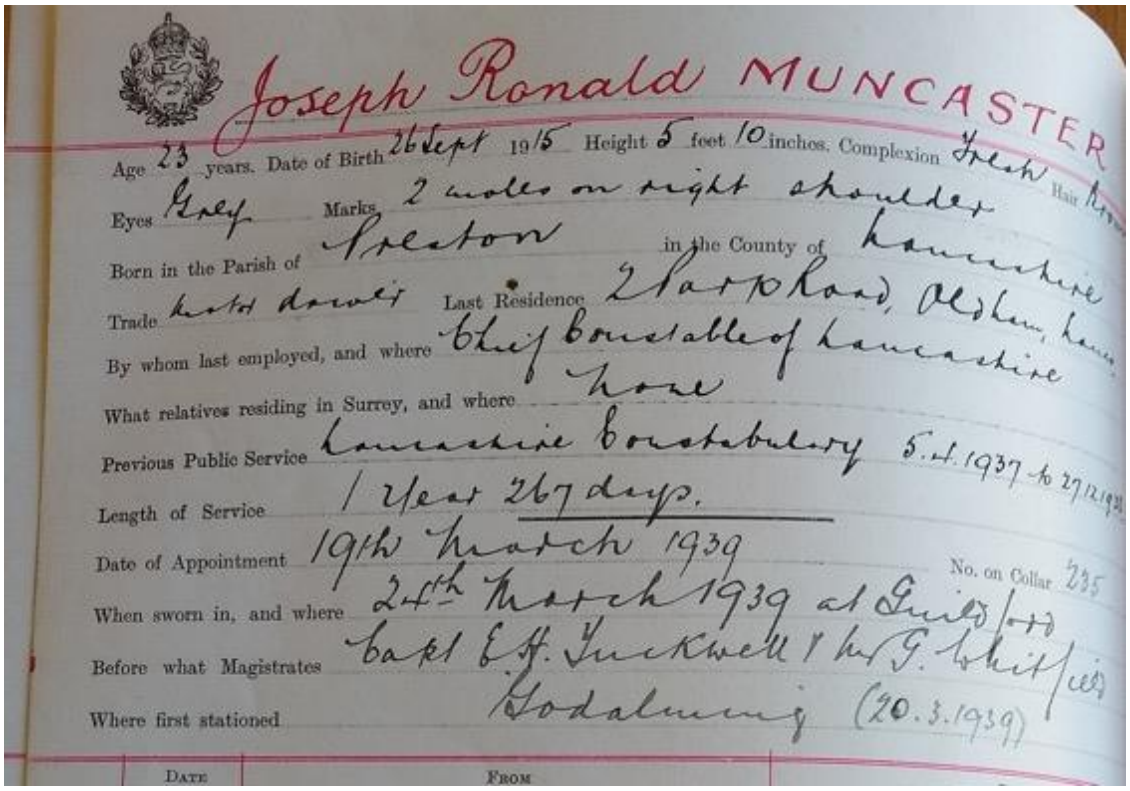
Date	From	To
1 Jan 1940	Godalming	Englefield Green
3 Sep 42	Englefield Green	Army

Cause and Date of removal from the Force Killed on 13th Oct 1944 in Italy as result of a battle accident

Conduct during Service

Date of Parchment Certificate

Joseph Muncaster far left probably with brothers. (Photo from Amy, granddaughter March 10 2025)



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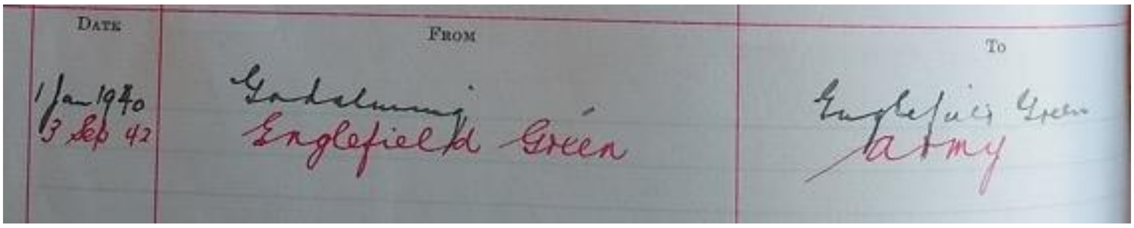
When sworn in, and where 24th March 1939 at Guild

Before what Magistrates Capt E.H. Tuckwell & Mr G. Whitley

Where first stationed Godalming (20.3.1939)

DATE FROM



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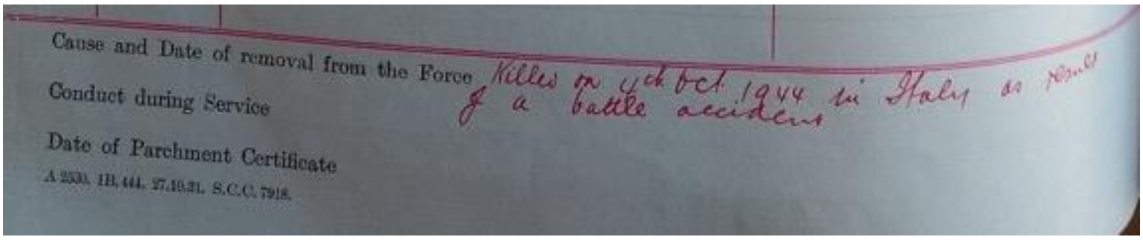
1 Jan 1940	Godalming	Englefield Green
3 Sep 42	Englefield Green	Army



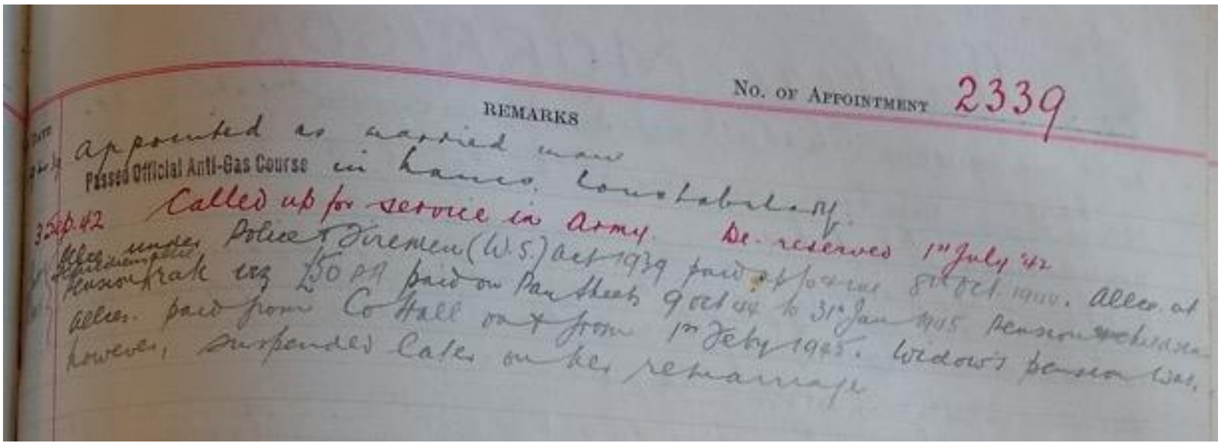
Cause and Date of removal from the Force Killed on 4th Oct 1944 in Italy as result of a battle accident

Conduct during Service

Date of Parchment Certificate

A 2530. 1B. 441. 27.10.31. S.C.C. 7918.

Joseph Ronald Muncaster from the appointments book (9152/1/2/1/5)



No. of Appointment 2339

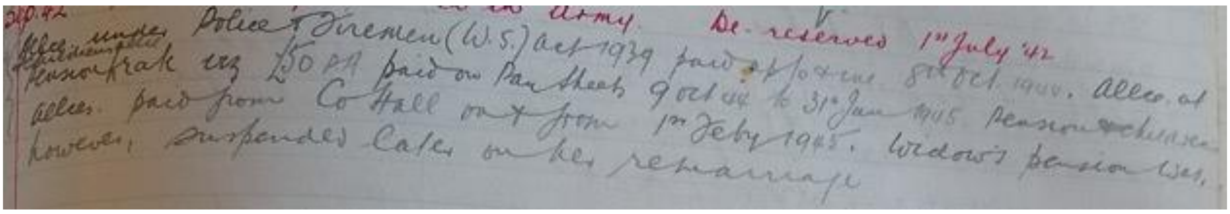
Remarks

appointed as married man in [illegible] Constabulary.

Passed Official Anti-Gas Course

3 Sep. 42 Called up for service in army. De-reserved 1st July '42

Allce under Police & Firemen (W.S.) Act 1939 paid [illegible] 8th Oct. 1944. Allce at [illegible] paid on Pay Sheets 9 Oct 44 to 31 Jan 1945. Pension [illegible] Allce paid from Co Hall out from 1st Feby 1945. Widow's pension was, however, suspended later on her remarriage



Received police pay in the army – differential between army pay and police pay made up paid by county hall – cut 1 February 1945. Widows pension later suspended on her remarriage.

Surrey Advertiser 24th May 1939 --- Godalming News

NOT TO GO TO THE PICTURES

A 14-years-old Godalming boy appeared at a juvenile court on Monday on two charges of stealing, on May 3rd and May 5th, from the refreshment hut on the Godalming Recreation Ground, 2s. 2d. in money and an ice cream, the property of Reginald J. Wherrell, caretaker.—P.C. Muncaster said when he interviewed the accused at his home at 11.50 p.m. on May 5th he admitted the offences. Defendant's father said his son was a good boy. In reply to the Bench, the father said the boy was in the habit of going to the pictures twice a week.—The magistrates placed the boy on probation for a year and barred him from attending a cinema for six months. The father was bound over as a surety for the boy's good behaviour.

Surrey Advertiser 24 January 1940

THEFT OF TOYS

TWO LADS IN COURT

Two evacuee boys, one aged 11 and the other 12, were summoned at a Juvenile Court at Godalming on Monday for being concerned together in stealing on December 18th two toy motor cars and two toy typewriters, value 2s. 6d., the property of Field Bros., 24, High-street, Godalming.

P.C. Muncaster said he told the elder boy he was making inquiries regarding some toys stolen from a shop in the High-street. He replied, "I have hidden them in a wall." Witness accompanied him to Moss-lane, where the lad produced two toys from behind a loose brick in the wall.

War Reserve P.C. Dibden said on December 18th he was called to 24, High-street, where he saw the younger defendant detained by Mr. Field. When questioned the boy said: "My pal encouraged me to do it."

Joseph Field said while the boys were in his shop, which was almost full of customers at the time, he saw them put something into their pockets. He saw them place something else in their pockets. Witness asked the younger boy if he wanted anything. He replied, "No, I am just going." Asked if he had paid for what he had in his pocket, he said he had not got anything. Witness then said, "What about that motor car you have got in your pocket?" When the boy refused to give his name and address witness said he would call a policeman.

The father of the younger defendant said there was no necessity for him to take anything; he had a good home both where he came from and where he was billeted.

The elder boy's mother said his father had given him a good talking to.

The boys, who admitted the offence, were warned by the Chairman (Mr. E. D. Brown) that pilfering often led to serious consequences. In dealing leniently with them by dismissing the cases under the First Offenders Act, and binding the parents over in £5 to be responsible for the good behaviour of the defendants for two years, the Court hoped they would take this as a warning.

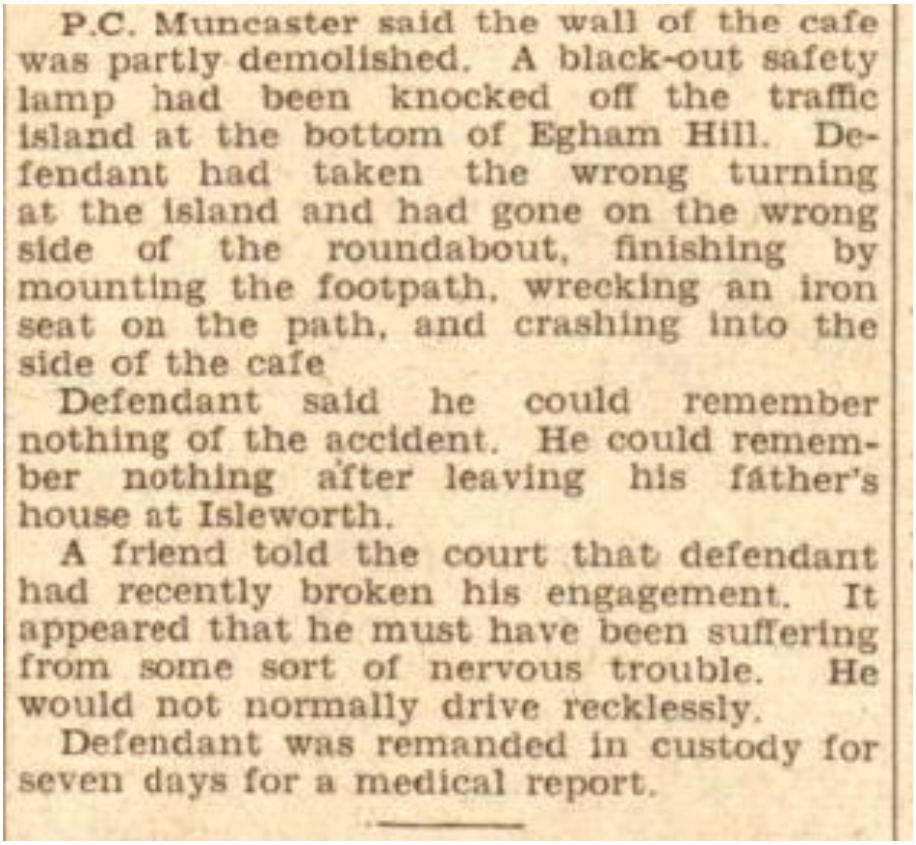
Surrey Advertiser 24 August 1940

MOTOR CRASH SEQUEL

DEFENDANT REMEMBERS NOTHING OF ACCIDENT

At Chertsey Police Court on Wednesday, Roy Herbert Frederick Baycock, of 39, Harvard-road, Isleworth, appeared on a number of summonses for motoring offences, including one of dangerous driving. He pleaded not guilty to all of them.

Clifford Joyce, of Cooper's-hill, Englefield Green, said he was walking from Station-road towards Egham Hill when he saw two bright car lights, which went out. A car went by at a terrific speed, and he then heard a smashing of glass, and the next he knew was that the car was in a cafe.



P.C. Muncaster said the wall of the cafe was partly demolished. A black-out safety lamp had been knocked off the traffic island at the bottom of Egham Hill. Defendant had taken the wrong turning at the island and had gone on the wrong side of the roundabout, finishing by mounting the footpath, wrecking an iron seat on the path, and crashing into the side of the cafe

Defendant said he could remember nothing of the accident. He could remember nothing after leaving his father's house at Isleworth.

A friend told the court that defendant had recently broken his engagement. It appeared that he must have been suffering from some sort of nervous trouble. He would not normally drive recklessly.

Defendant was remanded in custody for seven days for a medical report.

WORLD WAR CASUALITY LIST 1939-1945

J.R. Muncaster

Rank	Gunner
Military No:	14266479
War:	World War 2
Regiment:	17 Field Regiment, Royal Artillery
Death:	4th October 1944
Place:	Italy

Santerno Valley War Cemetery

On 3 September 1943 the Allies invaded the Italian mainland, the invasion coinciding with an armistice made with the Italians who then re-entered the war on the Allied side. Following the fall of Rome to the Allies in June 1944, the German retreat became ordered and successive stands were made on a series of defensive lines. In the northern Apennine mountains, the last of these, the Gothic Line, was breached by the Allies during the Autumn campaign and the front inched forward as far as Ravenna in the Adriatic sector, but with divisions transferred to support the new offensive in France, and the Germans dug in to a number of key defensive positions, the advance stalled as winter set in. The cemetery was started by the British 78th Division during the fighting in the Apennines towards the end of 1944 and was later added to

by bringing in burials from the surrounding region. Santerno Valley War Cemetery contains 287 Commonwealth burials of the Second World War**. (CWGC site)**

Lancashire Daily Post October 4th, 1945 and October 4th 1946 - In Memoriam

MUNCASTER.—In loving memory of Gunner J. R. MUNCASTER, killed by accident in Italy, Oct. 4th, 1944. Now lies to rest in Santerno Valley.
He planned a wonderful future,
For it only to end in a dream.
—Always remembered by his Father, Mother, Sisters & Brothers, 4, Old Vicarage, Preston.

Granddaughter and great granddaughter living in Sydney, Australia in March 2025

PC Robert Lawrence Reigate Borough Police Memorial

Robert Lawrence Memorial 30 October 2019 Mayor's Parlour Reigate Town Hall

Those attending presentation of the memorial – including Casper

The following photographs and guest list have been reproduced following contacts with Casper with a sincere thank you for all they as an organisation contribute to retired officers and the life of Surrey Police. Whenever they turn up, whenever they are on parade the event receives a lift and pride in the past becomes a strong emotion.

Robert Bartlett
Life Vice President
Surrey Police Retired Comrades Association

Cllr Keith Foreman	Mayor of Reigate	
Gavin Stephens	Chief Constable	Surrey Police
Lady Louise O'Connor DL	Deputy Lord Lieutenant	
Sir Denis O'Connor CBE	Former HM Chief Inspector of Constabulary	Former Chief Constable Surrey
David Munroe	PCC	
Kevin Morris QPM Former Chief Superintendent Reigate	Chairman Surrey Police Retired Comrades Association	Chairman Surrey Branch National Association Retired Police Officers
Tony Suter	Volunteer Treasurer and Welfare officer	Surrey Police Retired Comrades Association
Jean Pelham	Assisted with the research	
Henry Pelham	Assisted with the research	Direct descendant Inspector Donaldson killed on duty 1855
Barrie Friend	Assisted with the research	Battlefield Tour Guide
Dee Hutchison	Assisted with the research	Secretary Friends of Surrey Infantry and Queens Royal Surrey Regiment
Richard Callaghan	Assisted with the research	Royal Military Police Museum Curator
Robert Bartlett Former Chief Superintendent Reigate	Police Historian Retired Surrey Police officer	Life Vice President Surrey Police Retired Comrades Association
Casper	Surrey Police	Standard Bearer PC3100 Glenn White
Casper	Surrey Police	Standard Bearer Rtd Police Sergeant Christian Duckett
Tony Forward Former Chief Superintendent Reigate	Retired Surrey Constabulary police officer	Life Vice President Surrey Police Retired Comrades Association

Tony Davie	Retired Surrey Police officer	Held up in traffic did not arrive
Mrs Shirley Morley	Former staff member Surrey Police	Unwell did not attend
David Morley	Retired Surrey Police officer	
Harry Sales	Retired Surrey Police officer	
Francesca Sales		
Ken Hewitt	Retired Surrey Police officer	East Surrey welfare representative
Samantha Paris	Mayor's Office	
Paul Danbury	Mayor's Office	

Standard Bearers PC3100 White and retired Police Sergeant Christian Ducket Chief Constable Gavin Stevens and the Mayor of Reigate Cllr Keith Foreman


SURREY

Chairman of Retired Comrades Kevin Morris and Lady Louise O'Connor

Undated – late 1980s -Sant Cup final at Mount Browne [30 overs each side] Guildford Division

Back Row - Dave Harding, Alan McArthur, Peter Cairns, Mark Hampshire, Dave Hancock, Pat Faull, Colin Walke, Graham Charman
Front Row Eric Hunt, Dave Durrant, Peter Wickens Phil Moss, Dixie Dean

Some names with help from editor Old and Bold