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

August 2020

www.surrey-constabulary.com
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Surrey Constabulary History 67

Police House, Surrey Constabulary, Brighton Road, Kingswood about 1900, possibly PC Card

Contents

Magna Carta and the Chief Constable's Association AGM 30 May 1918

Robert Bartlett

There are two parts to this paper. The first concentrates on Magna Carta and its perceived impact on establishing the case for ensuring constables "know the law of the land and mean duly to observe it". Secondly, there is commentary around "deny or delay right or justice" with the impact modern law enforcement is having on the British constitution and its failures to meet the requirement of Magna Carta.

At each AGM of the Chief Constable's Association a member of the great and the good would undertake a presentation on a key issue of the time. These presentations were reported at length in the minutes of the Association which survive, by chance in private ownership or at the University of Hull along with a significant collection of ACPO papers, a transferred deposit from the National Archives.[1]

It is most unusual when referring to police history to include reference to Magna Carta as a direct reason why police should be trained. This was the implication of the 1918 presentation. However, what the chief constable did not realise was that the original Magna Carta on which his proposal was based, ran into difficulty and was later reissued without the reference to the clause he used to demonstrate a need for change.

In May 1918 the presentation[2] was given by Chief Constable Charles Haughton Rafter, who read a paper on the desirability of establishing a central training depot for recruits for the 188 police forces, plus Metropolitan Police and City Police; 60 county, 128 Borough forces giving a strength of 35,373 with another 13,500 officers in London.

Paragraph 378 of the minutes shows the disparity of training there must have been with 188 police authorities responsible for police forces with little centralised direction:

8 over 900 establishment
15 400-800
29 200-400
41 100-200
45 50-100
27 25-30
25 under 23

In addition to the 188 authorities in 1918, the Metropolitan Police with 12,000 men and in 1919 City of London Police 1,500. [3] These were far lower numbers than pre-war, which was part of

[1] http://catalogue.hullhistorycentre.org.uk/files/u-dpo.pdf
[2] Chief Constable's Association AGM 30 May 1918 Minutes para 377
[3] https://hansard.parliament.uk/commons/1918-10-24/debates/a5819b48-d4c2-435d-ad5e-5e108f3932fc/PoliceEnglandAndWales

the problem leading to the nightmarish police strikes. The lack of men was compounded by large numbers of police officers having been drawn into the army, placing a greater strain on those left at home. They ended up working a 96-hour week, with leave restricted to one day a fortnight. [4] The Home Front in both world wars was no soft option.[5]

In 1918 A London policeman's wage was comparable to that of an agricultural worker or unskilled labourer. The cost of living had more than doubled during the First World War, but police had received a pay rise of only three shillings since 1914. "We policemen see young van boys and slips of girls earning very much more than we get," said a policeman during the 1918 strike, "and, well, it makes us feel very sore."[6] Two months before the end of the war, in 1918 police officers went on strike for the first time.

Chief Constable, later Sir, Charles Haughton Rafter

Chief Constable of Birmingham, Haughton Rafter had served in the Royal Irish Constabulary where cadetships for inspectors were awarded by competitive examination and training of all ranks was a continuing process, something he found missing from the Birmingham City Police when he took up appointment. In a lengthy presentation to the Association proposals were made for establishing a central training depot for recruits and a place where a police Reserve could be maintained. It was during these times that regions such as No 6 District for the south east were developed. His ideas were never fully adopted though in due course regional training centres for recruits were established.

Surrey hits the headlines (had there been headlines) with the Charter of Runnymede 1215

[4] https://www.oldpolicecellsmuseum.org.uk/content/history/police_history/police_strike_1918-1919
[5] See Robert Bartlett "What Gentlemen They Are" http://www.surrey-constabulary.com/war-time-surrey.html
[6] https://www.oldpolicecellsmuseum.org.uk/content/history/police_history/police_strike_1918-1919

It is very unlikely that the king would actually sit and sign a document – he had specialist staff to do his paperwork no matter how important!

In paragraph 366[7] of the minutes of his talk the chief constable makes a case for police training to become more standardised and professional, quoting a requirement from the earliest times of a need for the special training of constables.

The chief constable's reference was to provisions of Magna Charta (sic) which in Clause 45 establishes [8]:

> We shall not make Justices, Constables, Sheriffs or Bailiffs, but of such as know the law of the land and mean duly to observe it.

The original Latin script:

> Nos nonfaciemus justicciarios, constabularios,vicecomites, vel ballivos, nisi de talibus qui sciant legem regni et eam bene velint observare. [9]

Interpreted slightly differently to the chief constable as:

> We will not appoint justices, constables, sheriffs or bailiffs, other than those who know the law of the realm and intend to keep it well. [10]

Magna Carta is Latin for 'great charter' and the term was first used in 1217 to distinguish it from the Charter of the Forest, a document that also set out limits on the king's administration,

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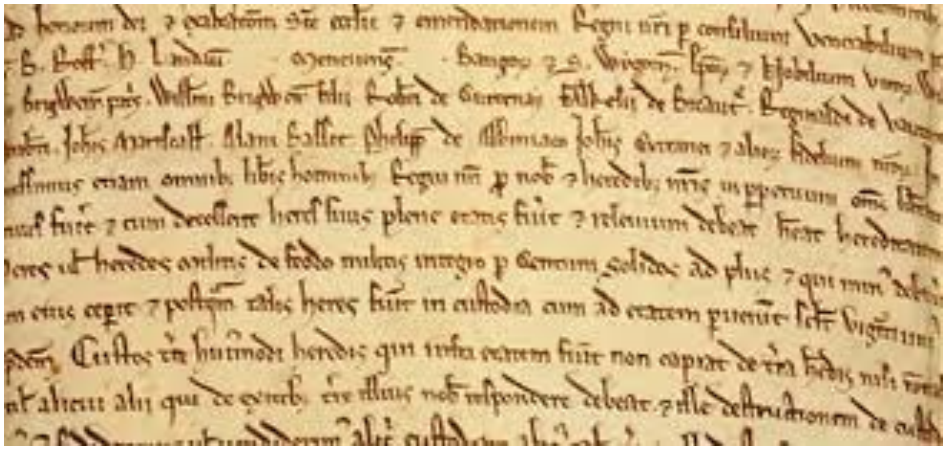
[7] Typo- there were two para 366s
[8] There were no actual numbered paragraphs or clauses in the original documents just one long document without a break.
[9] Dan Jones book "Magna Carta – The making and legacy of the great charter" 2014: page 135 clause 45
[10] Dan Jones book "Magna Carta – The making and legacy of the great charter" 2014: page 135 clause 45

this time of the royal forest, areas of the country set aside for royal hunting and subject to much harsher laws and restrictions. Both charters set out what the king could and could not do. In other words, Magna Carta set out the laws which the king and everyone else had to follow for the first time. Copies of Magna Carta were sent out to be read out in each county of England so that everyone knew of its existence.[11]



There is a danger of over interpretation in that the Charter's reference to constables is of a category of law enforcer so different to the parish constable or the post 1829 police constable. At the time of Magna Carta, a constable was a high officer of the royal court or noble household or possibly the warden or governor of a royal castle or a fortified town. The constable was therefore a senior player in the running of the country at a local level and the concern was that these men should understand the limit and extent of their duties and responsibilities. They had been acting excessively and often for their own benefit.

There were 63 clauses in Magna Carta. For the main part, the clauses do not deal with legal principles but instead relate to the regulation of feudal customs and the operation of the justice system. There are clauses on the granting of taxes, towns and trade, the extent and regulation of the royal forest, debt, the Church and the restoration of peace.[12]

The British Library not surprisingly has a great deal of material associated with Magna Carta including two original charters and full-text translation of the 1215 edition, which is available on the Internet.[13]

The British Library comments that clauses marked (*) were omitted in all later reissues of the charter. In the charter itself the clauses are not numbered, and the text reads continuously[14]*. The translation sets out to convey the sense rather than the precise wording of the original Latin.*

[11] https://www.parliament.uk/about/living-heritage/evolutionofparliament/originsofparliament/birthofparliament/overview/magnacarta/magnacartaclauses/
[12] https://www.parliament.uk/about/living-heritage/evolutionofparliament/originsofparliament/birthofparliament/overview/magnacarta/magnacartaclauses/
[13] https://www.bl.uk/magna-carta/articles/magna-carta-english-translation
[14] Professor John Marshall Johns Hopkins University by email to Robert Bartlett 16 August 2020

> * (45) We will appoint as justices, constables, sheriffs, or other officials, only men that know the law of the realm and are minded to keep it well.[15]

After the death of King John, advisers for underage boy king, Henry, issued Magna Carta in the new king's name (in 1216 and 1217). When King Henry III was old enough, he made a personal commitment to follow the rules set out in Magna Carta. This became the definitive version of Magna Carta, and it was issued by Henry III above his seal dated 1225. Paragraph 45 establishing the need for constables to know the law has been dropped. However there remain a number of articles that much of modern law used by police should be grounded. An example:

> (29) No free man shall in future be arrested or imprisoned or disseised[16] of his freehold, liberties or free customs, or outlawed or exiled or victimised in any other way, neither will we attack him or send anyone to attack him, except by the lawful judgment of his peers or by the law of the land. To no one will we sell, to no one will we refuse or delay right or justice

Why was Magna Carta introduced as it so obviously restricted the activities of a king? It was to avoid civil war. In 1204 King Philip of France invaded Normandy, then English continental territory, and drove the English out. However, it was not until 1214 that King John mounted a significant campaign to reconquer lost territory in France but was badly defeated at the Battle of Bouvines. John had levied a tax from the barons to pay for his campaign in Normandy and generally to swell his coffers. After his defeat at Bouvines he asked the barons for more money for another campaign. They refused to pay. In May 1215, 40 barons renounced their feudal ties to the king. With French and Scottish support, they formed an army (called 'the Army of God') and on 17 May they captured London.

15 June 1215 King John with little room for manoeuvre came under great pressure from powerful families. At Runneymede on the south side of the Thames in north Surrey, John after lengthy negotiation, conceded Magna Carta, accepted on the 19 June with rebellious barons renewing their homage to the king. Within six weeks John had overturned the deal and the war everyone was trying to avoid was sweeping England[17]. During July duplicitous King John wrote to Pope Innocent 111 requesting annulment of the Magna Carta on the basis that it interfered with the rights of the King. The annulment was accepted by the Pope on 24 August, declaring the Charter null and void, excommunicating rebel barons and the citizens of London.[18] King John's war with the barons resumed and the King of Scotland and Louis of France were "invited" by the rebels to invade England to rid them of John.[19]

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15 https://www.nationalarchives.gov.uk/education/resources/magna-carta/magna-carta-1225-westminster/
16 Seized, deprived
17 Dan Jones "Magna Carta – the making and legacy of the great charter" 2014
18 Dan Jones "Magna Carta – the making and legacy of the great charter" 2014 page 179
19 Dan Jones "Magna Carta – the making and legacy of the great charter" 2014 page 180

King John

Prince Louis of France invaded on 22 May landing at Sandwich in Kent and is admitted to the City of London. His forces besieged Dover, Lincoln and Windsor whilst Scottish forces enter England and besieged royal castles. In October 1216, retreating from the French, John lost all his supplies and treasure trying to cross the Wash, the bay and estuary between East Anglia and Lincolnshire.

During these predicaments and difficulties King John developed dysentery and died overnight 18-19 October 1216 to be succeeded by his nine-year-old son Henry 111 with government in the hands of William Marshall, Earl of Pembroke and a council of thirteen.

During May 1217 the rebellious barons were beaten at the Battle of Lincoln by Henry's army led by his guardian William Marshall. A further victory in August against the French lead to the Treaty of Lambeth when the French agree to leave England. In November 1217 Magna Carta is reissued as is a further reduced version in 1225 which Henry 111 reconfirmed, to be enforced by excommunication against those who break it. Further issues of the Charter were made in 1253 and 1265 and is confirmed by the new King Edward in 1297 and 1300 to include additional articles of reform. In 1305 the Pope cancelled Magna Carta.

Henry 111

Only four of the 63 clauses in Magna Carta are still valid today - Clause 1 (a part), 13, 39 and 40.

> Clause 1. That the English Church shall be free from royal interference. "FIRST, THAT WE HAVE GRANTED TO GOD, and by this present charter have confirmed for us

> and our heirs in perpetuity, that the English Church shall be free, and shall have its rights undiminished, and its liberties unimpaired. That we wish this so to be observed, appears from the fact that of our own free will, before the outbreak of the present dispute between us and our barons, we granted and confirmed by charter the freedom of the Church's elections - a right reckoned to be of the greatest necessity and importance to it - and caused this to be confirmed by Pope Innocent III. This freedom we shall observe ourselves, and desire to be observed in good faith by our heirs in perpetuity. "

The first clause of Magna Carta guarantees the freedom of the English Church. This clause was specifically included to stop the king from interfering in what the Church did and gave the Church the right to elect its own leaders, rather than have them chosen by the king. King John and the Pope had fallen out over the choice of the Archbishop of Canterbury before Magna Carta, and this first clause was intended to ensure that these problems did not happen again. The fact that this is the first clause is a reminder of the important part that the Church played in bringing Magna Carta about. It is also the reason that English Cathedrals guarded Magna Carta so carefully over the centuries. The last section of Magna Carta mentions the freedom of the Church again, just as a reminder of what had been agreed.[20]

> Clause 13. To respect the rights and freedoms of the City of London and other towns and ports. "The city of London shall enjoy all its ancient liberties and free customs, both by land and by water. We also will and grant that all other cities, boroughs, towns, and ports shall enjoy all their liberties and free customs."

This clause is the most surprising of the four clauses that are still part of the law. It was intended to ensure that the rights that London and other cities and towns had been granted were no longer taken away by the corruption of King John's reign. One of the rights that was important to the city of London was the right to choose its own mayor. Like the English Church, the people of England wanted to make sure that it wasn't the king that got to decide everything that was important.[21]

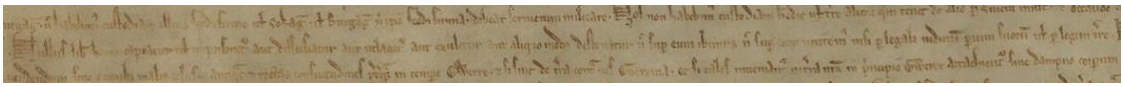
Of enduring importance to people appealing to the charter over the last 800 years are the famous clauses 39 and 40 with updated language:

> Clause 39: "No free man shall be seized or imprisoned, or stripped of his rights or possessions, or outlawed or exiled, or deprived of his standing in any way, nor will we proceed with force against him, or send others to do so, except by the lawful judgment of his equals or by the law of the land."

This clause established the idea that people could only be judged according to the law, and that even the king himself had to follow the law. King John had previously acted as if the law did not apply to him. The other thing that is important about this clause is that it stipulates that a

[20] https://www.salisburycathedral.org.uk/magna-carta-what-magna-carta/key-clauses-magna-carta
[21] https://www.salisburycathedral.org.uk/magna-carta-what-magna-carta/key-clauses-magna-carta

person should be judged by a group of their equals (not by the king or his men). The jury system is a continuation of the idea put forward in this clause.[22]



Clause 39 Magna Carta

('Nullus liber homo capiatur, vel imprisonetur, aut dissaisiatur, aut utlagetur, aut exuletur, aut aliquo modo destruatur, nec super eum ibimus, nec super eum mittemus, nisi per legale iudicium parium suorum vel per legem terre')

Clause 40: "To no one will we sell, to no one deny or delay right or justice."

This is one of the shortest, most significant and most timeless clauses of Magna Carta. It ensures that nobody will be deprived of their rights, or have to pay for their rights, or be made to suffer by waiting for their rights. It was a response to the fact that King John was very corrupt and frequently demanded bribes from his subjects. The delay of justice is still a big problem in many places of the world today – making innocent people wait for years until a court hears their case, for example.[23]

These clauses remain part of British constitution today and provided the basis for important principles in English law developed in the fourteenth through to the seventeenth century, and which were exported to America and other English-speaking countries. Their phrasing, 'to no one' and 'no free man' gave these provisions a universal quality that is still applicable today in a way that many of the clauses relating specifically to feudal custom are not. [24]

By agreeing to Magna Carta, the power of the king had been permanently diminished, and no king of England was ever again unrestricted or 'absolute'. Within half a century, England had a parliament to represent the wishes of the barons to the king.[25]

Commentary – Modern policing and Magna Carta

The chief constable was aware of the 1215 Charter but probably missed that it was soon annulled though later re-issued without his key point He also over interpreted, comparing a constable from the middle ages with one post Peel. However, Magna Carta remains a foundation document establishing a viewpoint for modern policing, particularly Clause 39 and 40 as set out above.

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22 https://www.salisburycathedral.org.uk/magna-carta-what-magna-carta/key-clauses-magna-carta
23 https://www.salisburycathedral.org.uk/magna-carta-what-magna-carta/key-clauses-magna-carta
24 https://www.parliament.uk/about/living-heritage/evolutionofparliament/originsofparliament/birthofparliament/overview/magnacarta/magnacartaclauses/
25 https://www.bbc.co.uk/bitesize/guides/zqgqtfr/revision/3

British policing, many will argue, is suffering because of denial or delay of justice. It can be argued that policing is losing or even lost its way, from the accustomed community-based role where every part of every police area had someone with local responsibility for operational policing. Citizens are denied the right to justice given modern policing priorities and policies around prevention, lack of response and investigation. The last great attempts at achieving traditional policing by Surrey Police were in the late 1980s with Total Geographic Policing and around the turn of the century, Neighbourhood Teams. Love or hate these changes, they were brave efforts at holding back the tide of centralisation and removing police from small towns and rural areas. Then austerity with a focus on vulnerability led by government struck, leading to imposed changes mostly driven by cuts in funding and staffing. Gradually police became disconnected from local contact and approval, where consent is consolidated and local knowledge and cooperation reinforced.

There was no one source or cause for the changes. Legislative, such as Police and Criminal Evidence Act, introduction of Crown Prosecution Service, drive for effectiveness and efficiency as judged by a balance sheet not quality of service meeting public expectations. Concentrating resources came in waves with central cell blocks, centralised telephone answering where the call taker had no knowledge of the area the call came from, no local radio operators, centralised response, concentrated CID, almost complete abolition of Traffic. Then the loss of the family silver, the sale of police buildings which still goes on, concentrating officers in larger towns with others as temporary occupants in town halls at high rents. Promising local public access to police officers at a front counter to have that point of contact removed. This built on the cessation of the formal divisional structure where local "police chiefs" were once recognisable to their communities, socially and professionally, informally answerable to the magistrates, local authorities, media and general public for policing activity – or lack of it. The lack of preventative patrolling is allied to forfeiture of local knowledge and public contact. It is difficult to see where the public's prerequisite for policing fits in to these massive but incremental changes in policing method. The general public do not complain, campaign or protest like special interest groups, so it is on these ever varying and growing issues police concentrate much of their time. "Policing by decibel"; he/she that shouts loudest receives attention above others. All compounded by huge budget cuts and considerable loss of staff.

The role of the Police and Crime Commissioners is an area of disquiet when considering police meeting the needs and concerns of the public. Many would argue the system of magistrates, elected councillors and independent members it replaced was more democratic and responsive to public need than the politically driven contemporary system. The current favoured high-profile public meetings are not an effective way of identifying the concerns and hopes of the general public. There is a requirement to "drill down" into the policing needs of communities and neighbourhoods. There appears to be an imbalance between dealing with "modern" or socially fashionable crime or threats, often relying on officers and staff comfortably sat in a room full of computer terminals, and officers deployed with all its threats on the ground. Justice delayed by ignoring community need remains justice denied.

To add to this complex mix of constant adjustment is cultural change brought about by alterations in working and living practices and a modern mix of police officers and staff. No longer a fused mass of male blue! No one unifying structure but disparate groups, often with their own agendas. No longer one representative body. The destruction of police sport, social activities, housing with other policies such as closing police clubs, has moved the police on from the Job, a way of life, to being just a job, not a life time of commitment. The last twenty years policing has become very different, too different to compare with what went before. However, violence still looks like violence, a threat remains a threat, a dead body looks as it always did, a complainant now a victim. The modern police officer has to be as compassionate as they ever were with large doses of physical and moral courage. Always to do what is right! It is certain that the principles of British policing are rooted in the very distant past and should remain though require careful and sympathetic guarding.

There were significant legislative and policy decisions leading to centralisation and distancing of police from their communities. Not part of a conscious grand strategy for change but incremental drift and adjustment brought about by huge budget and staffing cuts, and possibly more significantly, in the vast increase in volume and nature of demand. Changes are driven by politicians, handed down by PCCs and implemented by senior police officers. A classic example of unplanned change is the appearance of the modern police officer. A uniform of poor quality with bolt on "goodies" to satisfy the demand of the latest pressure group both inside and outside the Job. No one could have planned this is how police should look in 2020 and the effect appearance and inordinately bulky personal equipment have on how the officer is able to respond to events. Once officers were proud to stand tall in their tunics and helmets, the recognisable representation of generations of service, courage and sacrifice. The current uniform, if uniform it is, must be hard to wear with pride and must restrict and dictate the nature of response. Is this appearance reflected in the public attitude towards the police which in turn drives how the police perceive their public?

Police officers frequently in the minority amongst staff, with working days immovable in front of a computer, investigating a wide range of "modern" crimes and offences. To this has to be added the complexity of response where officers are filmed and recorded and everyone is a victim and no longer a complainant. Special interest groups use social media to drive their particular interest or concern, picked up by 24-hour news broadcasting where stories are puffed out of proportion to fill the space. Reality TV shows where cases are packaged for entertainment, where the routine of the past is blown into an "exciting" spectacle and all is aggression and hype. Is this driving officers to go against: "No free man shall be seized or imprisoned ---" Wham, bang – all excitement and drama! Live to the TV image. Did previous generations seek Dixon, Z Cars or the Sweeny as role models?

Can anyone be in doubt that the British style of policing cannot function without the cooperation of the public through their consent and support. If either of those supporting props are kicked away the system cannot operate. Who therefore is guarding the principles of policing? Is anyone safeguarding those principles for future generations or will policing be

nothing but conflict? A contemporary interpretation of Clauses 39 and 40 remains a template for a type of policing best suited for these islands.

"Delay right or justice." Delaying justice was in issue in normal times when cases for trial or inquests can wait for years before being listed. During the summer of 2020, aggravated by Corona Virus, for trial at the Crown Court there was a three-year backlog of 41,000 cases with a remand prison population of 11,400 an increase of 25% on the previous year.[26]

Suspects being deprived of their standing through highly publicised policing operations that come to nothing. The use of force by police is escalating no longer able to work through the continuum of force. Is response and appearance now driven by the threat of knives and guns? Do police resort to weapons because they have them or is the threat increasing? Is restraint training of little value given the stature of many police officers; the physical constraints with so much equipment bolted on to their body armour, much that has to be prevented from being snatched by an assailant.

Whatever the threats, constraints and worries of police management it would be an arrogance and dereliction not to continually have regard to Magna Carta which for 800 years has held a seminal place in our constitution; citizens control over the improper use of power by those set above them. "To no one will we sell, to no one deny or delay right or justice." Those with law enforcement obligations must work to establish public priorities through democratic negotiation, priorities that may vary at local level and within neighbourhoods, a prospect that reinforces the need for community-based policing and courts. Municipal policing meeting local demands needs to be high on the agenda with its place amongst national police units and the continuing development of regional response. The county constabularies have had their time but this does not mean less policing in the towns and countryside but more. Led by local demand parochial policing with responsibility locally for the day to day. Magistrates courts need to return to their petty sessions, their localities where parochial priorities can be applied with the magistracy a part of the solution. The delay or denial of justice is not just an issue for the police. Courts of all types and every part of the criminal justice system need to believe "delay right or justice" is a denial of the rights of the individual.

[26] Private Eye 1528 August 2020

Edward Codd one of the original superintendents of the Surrey Constabulary 1851

Jennifer Tuffs former Surrey Constabulary

Jenny Tuffs right with Debby Boitoult Mount Browne mid 1980s training school being built

Edward Codd Background

Edward Codd was born in the West Indies around 1815, his father being Major General Edward Codd. [27]

1829 15th December Major General Edward Codd died at Brompton. The Gentleman's Magazine published an obituary- Dec 15th at Brompton Major-Gen Edward Codd. He was appointed Ensign 60th Foot,1789, Lieutenant 1793, Captain 1795, Major 1800. During the whole of that period he served with his regiment in North America and the West Indies until 1804, when he returned home on leave of absence. In October that year he was appointed Lieut-Col in his regiment. In 1808 he served in Spain and was engaged in the battle of Corunna. But he subsequently again served in the West Indies, and in 1816 he received the thanks of the Houses of Assembly and Legislative Counsel at Barbados, for the suppression of an insurrection of slaves. He was promoted to be brevet Colonel in 1813, and Major-Gen in 1819, and had recently been appointed Superintendent in Honduras.

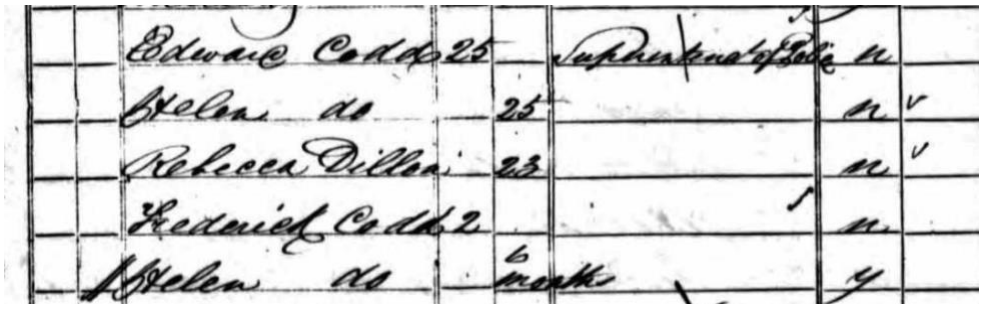
[27] See death notice of 1862

1829 31st December - probate was granted for Edward Codd, amongst his legacies was the sum of £2000 to his reputed and natural son Edward Codd. [28]

1835 29th June Henry Cruttenden Codd makes his will and states he was residing at 34 Sloane Street, Chelsea, with his brother Edward Codd a surgeon. He left a legacy to his mother Elizabeth Ross and the remainder of his estate to Edward Codd, the infant son of his brother Edward, which was to be laid out in public funds until his 21st birthday and if he were to die before this, it was to be shared between his sister Frances Hallam Codd and brother Edward Codd. He died in 1836 in Victoria, Spain and the will was proven on 27th May 1836. (No trace can be found of the infant Edward in records)

1838 1st November Frederick Augustus Codd was born, he was baptised at St George Hanover Square on 25th November, Father Edward Codd, a surgeon and Mother Helen Linzee Codd.[29]
1840 27th November Helen Linzee Codd was baptised at St Mary Magdalane, Newark on Trent. Her parents were Edward Codd and Helen Linzee Codd.

By June 1841 when the census was taken, Edward Codd and family were living in Nottingham. 1841 Census North Muskham, Notts. lists Edward Codd aged 25 years Superintendent of Police, Helen Codd 25years, Frederick Codd 2years all born out of county and Helen Codd 6 months born in county.



1841 16thJuly Stamford Mercury- James Camomile ,keeper of a public house in Winthorpe was charged by Mr. E Codd Inspector of Rural Police, with keeping his house open on Sunday 27th June during the hours of divine service and also charged with abusing Inspector Codd and encouraging a riot in the streets on the same day. He was fined £5 with 9s 6d costs.

1841 10th September Stamford Mercury Affray at Newark Races - Friday Sept 3RD- There was a most numerous assemblage of people on the ground at an early hour, and although the day was gloomy, the beaux and belles made a grand display. We are sorry to say there was a serious affray on the course between a number of rustics and the rural police, who were marched to the ground under Mr Codd ,the Inspector, a fight took place and the staves of the rurals played upon the heads of the combatants until some of them were broken, handcuffs were then exhibited, which led to still greater irritation and the Inspector, Mr Codd was taken by the

[28] Copies held at National Archive
[29] Helen Linzee Giles/Codd

hands and legs and thrown over a hedge. The Newark Police were then called in to assist and peace was restored. Warrants have been obtained against the offenders.

1841 24th December Stamford Mercury Death - On 11th inst. at North Melksham Helen Linzee Codd aged 1year daughter of Mr. Codd Superintendent of the Rural Police

1842 8th July Nottingham Review and General Advertiser. A robbery took place on Sunday night at the Bleach Yard of Mr John Fox, the thieves stole 19 and a half dozen hose, the property of Richard Morley Esq., Mayor of Nottingham. Superintendent Codd and Inspector Potton apprehended James Pearson and George Marshall both of Daybrooke, who were remanded for further enquires.

The incident below was reported in many newspapers throughout the country including Caledonian Mercury 25th August 1842. Nottingham – A mob assembled in the town on Friday afternoon and made a desperate attempt to turn out the workmen at the factory of Messrs Riddle and Birkin of Newford. Mr Sherwin, a county magistrate proceeded to the spot and whilst he was reading the riot act an impudent insurgent tore it from his hand. A Detachment of soldiers was sent for and the crowd speedily dispersed. On Saturday after an unsuccessful attempt to intimidate workmen at Mr Berry's factory into a cessation of labour, the malcontents proceeded to Radfod, with the intention of compelling the colliers at Lord Middletons's pit to join them. The progress of the mob, which was about 500 in number was intercepted by two troops of the Queen's Bays and though they took to flight as soon as they glimpsed the military, 140 were enclosed and , of these 132 have been sent to the county jail and the rest discharged.

During the forenoon on Monday an assemblage of several hundred operatives who had not resumed work took place on Burton Leys and at about 12 o'clock proceeded on Arnold Road to meet a large force coming from Nottingham. At Sherwood three miles from the town the 2000 men from Arnold met the men from Nottingham and they were surprised by the appearance of the magistrates and a strong military force from the barracks. A general fight took place over hedge and field but two of the ring leaders were captured. One mile from town the dragoons filed off to the barracks leaving the prisoners in charge of the civil powers. The two men, handcuffed, walked quietly along, guarded by a constable, Slaney on foot and two Inspectors, Codd and Potton on horseback. On reaching the town a vast crowd assembled and on passing the Plough and Harrow Inn a cry of 'Rescue' was raised. Slaney instantly dragged his two prisoners to the inn door and the inspectors kept off the mob, although assailed by a shower of stones, brickbats, etc until the men were inside and the door secured. The horsemen being furiously stoned galloped off to the town Police Office, and a body of Policemen and two magistrates were speedily at the inn. In a few minutes the military galloped up and cleared the streets. The prisoners along with a man who attempted their rescue, who was also apprehended were conveyed safely to the county jail.

1842 11th February Nottingham Review and General Advertiser - Henry Wombell of Maplebeck was committed to county jail at Nottingham for trial at the next Assizes for committing rape on Mary Ann Henfrey aged 6 years at Maplebeck. The prisoner was

apprehended at Attercliffe near Sheffield by Superintendent Codd. (Wombell later found guilty of common assault and sentenced to 18 months hard labour).

1842 7th October Nottingham Review and General Advertiser. At noon on Monday some scamps descended in the area of the house of John Thackeray Esq, of New Radford and the Misses Stone of Park Side and stole a quantity of plate during the temporary absence of the servants. Superintendent Codd is investigating and no doubt remains in his mind that it was committed by some strangers who abound in the neighbourhood at the present time and are denominated "area sneaks."

1843 Charles Codd was born in Uttoxeter registration district his mother's maiden name was Giles and on 8th June 1843 he was buried at Uttoxeter aged 5 months and 4 days.

Between 1844 and 1850 Edward Codd Superintendent of Police is mentioned several times in Staffordshire Advertiser in the news for Longton

1847 2nd January Stafford Advertiser "A caution to sliders on footpaths" William Jones, a young man was summoned under the provision of the Police Act for sliding on the footpaths at Longton the previous Friday. Inspector Codd stated that in consequence of the practice several accidents had occurred and various complaints made by inhabitants. During the last frost the footpaths were rendered almost impassable by the foolish and dangerous practice of which the defendant and several others had been guilty. He was fined 2s 6d with 6s 6d costs.
1847 24th April Staffordshire Advertiser- Wages – John Hargreaves ,a stone mason employed on the North Staffordshire railway at Longton , summoned Benjamin Jaquis, a subcontractor for 13 days wages ,amounting to £3 11s 6d.The defendant, who did not appear, had, it appeared left the neighbourhood leaving the claims of a number of other workmen unsatisfied. Inspector Codd proved he served the summons upon the defendant in Chippenham, in Wiltshire. The Magistrates made an order for payment, with costs, which in this case, in consequence of the distance travelled by the Inspector, amounted to £4 16s

1848 29th April Staffordshire Advertiser – Prize Fight- Information having been given at the Police Office, Longton, on Monday night, that a fight was fixed to take place on the following morning at Moddershall, a distance of six miles, between a son of Brandrick, the well-known pugilist and Mellor of Fenton for £5 a side. Inspector Codd, accompanied by four men arrived at the spot about five o'clock, and found nearly five hundred persons assembled. the presence of the police dispersed the ragamuffins, who proceeded to Spot Gate, but here also they were followed by the police and again dispersed. The seconds and supporters with their men drove in vehicles in the direction of Longton, but when they got to the Mear they turned to Blythe Bridge and the fight took place behind the church now building. The police being on foot were unable to keep up with them after they left Spot Gate. Brandrick came off victorious, he is but 16 years of age

1849 29th December Staffordshire Advertiser- Longton - Testimonial to Mr Codd. A number of the respectable inhabitants of Longton having decided upon presenting to Mr Codd, the

inspector of the constabulary force in that town a testimonial, as a mark of approbation of the conduct of that officer during his five years' residence in the district, a subscription was accordingly entered into for that purpose, and on Monday evening, Mr Codd was invited to a public dinner at the Eagle Inn Longton, to which about 40 persons sat down. The dinner was of first-rate quality, was highly commended, and reflected the greatest credit on Mr and Mrs Malkin. Mr Weberley, manufacturer, Longton, occupied the chair; Mr Cope of Fenton, filing the vice chair, and after the removal of the cloth, the usual loyal and other toasts were given and responded to. In the course of the evening the chairman rose, and after alluding to the efficient services of Mr Codd, and the satisfactory manner in which all classes in the town(excepting, perhaps those whose practices had brought upon them too frequently the penalties of the law) regarded the discharge of his public duties, in the name of the subscribers presented to that officer a very handsome gold watch and chain. Mr Codd returned thanks in some suitable observations and the evening was spent in the greatest cordiality.

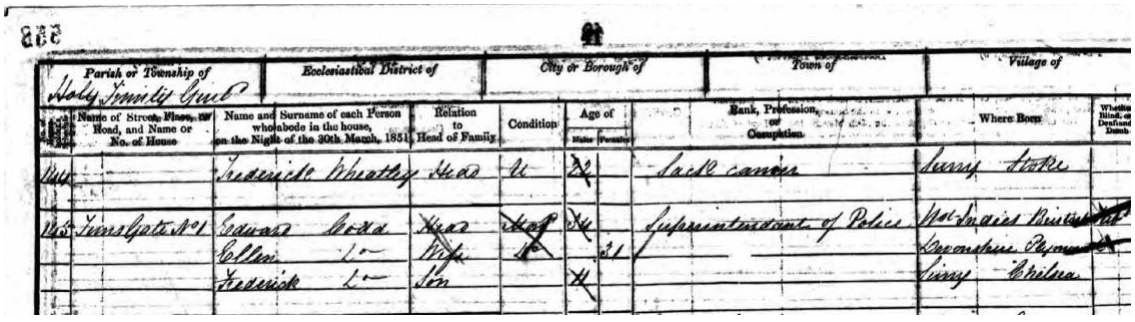
1851 Edward Codd is no 2 on the Surrey Constabulary Defaulters (Enrolment) Register which is held at Surrey Archives. He is described as age 36 years, height 6ft, birthplace Staffs, **(sic)** joined on 9th January 1851 with previous occupations as surgeon and police. He served for 2 years and 9 months Resigning on 31ST October 1853 to take up a new post in Plymouth.

Surrey Constabulary Defaulter's (enrolment) Register

Name and former police force	Rank	No	Age	Height	Place of birth	Date joined	Previous Occupation	Resign	Dismissed	Length of service
Edward Codd Indian Police, City of London, Notts, Inspector Staffs	Superintendent born British Guiana	2	36	6'	Staffs	9 January 1851	Police also surgeon father a major general	31 Oct 1853	Promotion to Superintendent Plymouth	2 years 9 months

1851 South Eastern Gazette 21st January: Appointment of Edward Codd late of Staffordshire Police to Surrey Constabulary. He was one of the men appointed Superintendent at a salary of £85

1851 Census No 1 Tunsgate, Guildford, Surrey lists Edward Codd aged 36 years Superintendent of Police born West Indies, a British Subject, Ellen his wife aged 31 years born Plymouth Devon and Frederick, son aged 11 years born Chelsea.



1851 13th May Sussex Advertiser - Superintendent Codd is at Guildford Borough Police Court regarding two cases of Drunk and disorderly.

By December 1851 Superintendent Codd had moved to Reigate as he attended the incident below which was printed in several newspapers throughout the country.

1852 13th February Evening Mail – At Surrey Quarter Sessions on 11th February, Superintendent Codd was a witness in the case of William Hayes, John Jones, George Crocket, Charles Mallet and James Welsh regarding a Prize Fight which had taken place on Burstow Common on the confines of the counties of Surrey and Sussex. The defendants were all found guilty fined £5 each and had to severally enter into their own recognizance of £200 to keep the peace for 2years

Part of the newspaper report includes details of the number of police in the Reigate district
Edward Codd, Superintendent of the Surrey Constabulary for Reigate district, stated that on 2nd December he received information of an intended prize fight and went with Inspector Benham and a constable to Burstow Common which is about five miles from Reigate. He arrived at 2 o'clock. The Brighton Railway had a station at Horley about two miles from the spot (it had previously been stated that these affairs had been much facilitated since the introduction of the railways). There was a crowd of about 300 persons and the men were fighting in a circular ring formed by ropes. Hayes and Jones were nearest to him. Crockett was acting as second to Jones and Mallett appeared to be the umpire. He got into the ring and asked them to desist in the Queen's name, They continued fighting and Mallett stated if a magistrate was present he would have desisted. He considered Mallett wanted to interfere with him in his duty, as he had a menacing attitude, he assured Mallett he did have authority and repeatedly told them to desist but they did not. The bystanders then rushed into the ring flourishing sticks and then fists so he thought it prudent as there were only three of them to retreat.

When cross examined Superintendent Codd said he went to the outer ring and looked on, he did not send for anybody, the fight terminating a little after 5 o'clock. The common, he believed, was about three quarters or a mile from the Sussex border and partly enclosed. There was a beer house about a quarter of a mile off and some labourer's cottages about a hundred yards off, Reigate was about five miles off and the railway station about two. He did not hear anyone say they were not in Surrey but Sussex He said there were only nine men and an Inspector in the Reigate District and he was the only mounted one. His nine men were located in different places some ten miles from Burstow Common. At Reigate he had one man and an Inspector as this was the head station. He was himself stationed at Redhill. His district extended for nine or ten miles and the next man might be a mile and a half off. Inspector Benham of Reigate district stated he had accompanied Mr Codd to the common and the part where the fight was in Surrey.

1853 10th May Sussex Advertiser - Reigate - Two men were advertised in the Police Gazette of the names of George Christie and John Smart, for having stolen a mare and brown pony from Swindon Wiltshire on 16th April last. Christie was apprehended soon after and a reward

was being offered for Smart, our active Superintendent, Mr Codd succeeded in apprehending him on Sunday last, the 8th at the Bats and Balls Public House, Reigate, whilst he was at dinner with his female companion, a woman travelling the country with him. Smart's dress was very much attired from the description given. On his being questioned by Mr Codd about his name, he denied it being Smart and said it was Smith. Mr Codd told him he should take him into custody on suspicion of the above and he admitted his name to be John Smart. He will be taken to Swindon to undergo examination.

1853 17th September Westmorland Gazette appointment of Superintendent of Police for Preston. The Watch Committee cut the list of final candidates to three, one of which was Mr E Codd of Reigate.

1853 15th October Exeter and Plymouth Gazette Edward Codd Superintendent of Surrey County Constabulary at Reigate has been elected by the Watch Committee to the office of Superintendent of Police at Plymouth.

1854 26th April Western Courier Superintendent Codd and his men attended a fire at the timber yard of Mr Stitson in Sussex Street Plymouth.

1854 September Frances Hallam Codd made her will leaving the residue of her estate to Edward Codd late of Sloane Street Chelsea and now residing near Reigate, Surrey. **(2)**

1854 15th September Royal Cornwall Gazette- Plymouth - Extraordinary Case - On Monday, the Syren, a fine yacht of 67 tons put into the port of Plymouth and a couple of sailors landed and went to a public house in Castle Street, the landlord of which they particularly pressed to inform the police that there were on board the yacht two young ladies, who had been clandestinely brought from Cherbourg , and were kept there against their will. Mr Codd, the superintendent of police, on hearing these facts, manned his boat with a part of the force and went on board on Friday morning with Inspector Thomas. He there saw Mr Moore, and upon making known the object of his visit, was permitted to see the ladies. One of was a lady about twenty-four years of age and the other her sister was aged about seventeen or eighteen. Mr Codd told them what he had heard and asked the eldest lady whether she was kept there against her will. She said, "Not exactly that", and that Mr Moore was a man of honour. Mr Codd asked her whether she wished to leave the yacht. She hesitated, then declined, upon which he told her that his duty was at an end.

He was then about to leave, but after he got in his boat, the elder of the two ladies came and said they would like to leave also, and they were accordingly taken to the boat, brought ashore and lodged at the Royal Hotel, Mr Moore undertaking immediately to communicate with their friends ,some of whom resided in Plymouth. It is said that Mr Moore obtained possession of them by taking the two young ladies along with their mother and a friend for a cruise, that he subsequently landed the mother and friend at Cherbourg and then set sail for a further trip, but instead of re-landing the young ladies, brought them on to Plymouth. Mr Moore, who is a resident of Weymouth and a member of the Royal Irish Yacht Club appeared to be very much

attached to the eldest of the ladies. They are daughters of an English General Officer and it was the intention of the party to have gone up the Straits of Gibraltar, but to do so it was necessary to get the seamen to sign articles, which the men refused to do, saying that they would not sail while there were two young ladies on board, who were clandestinely withdrawn from their friends. They had left Cherbourg on Sunday week.

This case was reported in newspapers throughout the country.

1855 27th January Edward and Helen had a daughter Emily Linzee who was baptized at Plymouth St Andrew on 11th April 1855

1856 Hangings at Bodmin Goal. William Nevin was convicted of the murder of Major Benjamin Robinson on 1st June 1856. Nevin was a corporal under Robinson on a prison ship Runneymede anchored in Plymouth Sound. When Robinson ordered him to locate a missing prisoner, Nevin fired his musket at him, killing him on the spot. The killing was witnessed and Nevin was arrested at the time. At his trial on 28TH July 1856 at Cornwall Assizes he claimed it was an accident but the jury found him guilty in 10 minutes. He was hanged at Bodmin Jail atop the gate house on 11th August. The London Evening Standard of 4th June 1856 has full details of the coroners enquiry and states Mr E Codd, Superintendent of Police went to the ship Runneymede on 1st June regarding the musket used, two were shown to him one sound, one broken, one unloaded but had recently been discharged, the percussion cap being recently exploded and the other having blood on it.

1856 20 and 27th September Exeter and Plymouth Gazette – A £50 reward was offered by the distressed parents of a man missing from Stonehouse Plymouth since 27th July. All information to Mr E Codd Superintendent of Police at Plymouth. 11TH October the same newspaper under the heading "Young man missing." Stated the reward of £50 lately offered with a reference to Mr E Codd Superintendent of Police Plymouth has been withdrawn and £10 only is now being offered for the information desired.

1858 17th September Sheffield Daily Telegraph Edward Codd who had been Chief of Plymouth Police for 5 years was one of 43 persons to apply to become Chief Constable of Sheffield. He did not make the last six who were called for interview.

The Plymouth and West Devon Electoral Register for 1859 and the Rate Register for 1860 both list Edward Codd at 19 Portland Square Plymouth

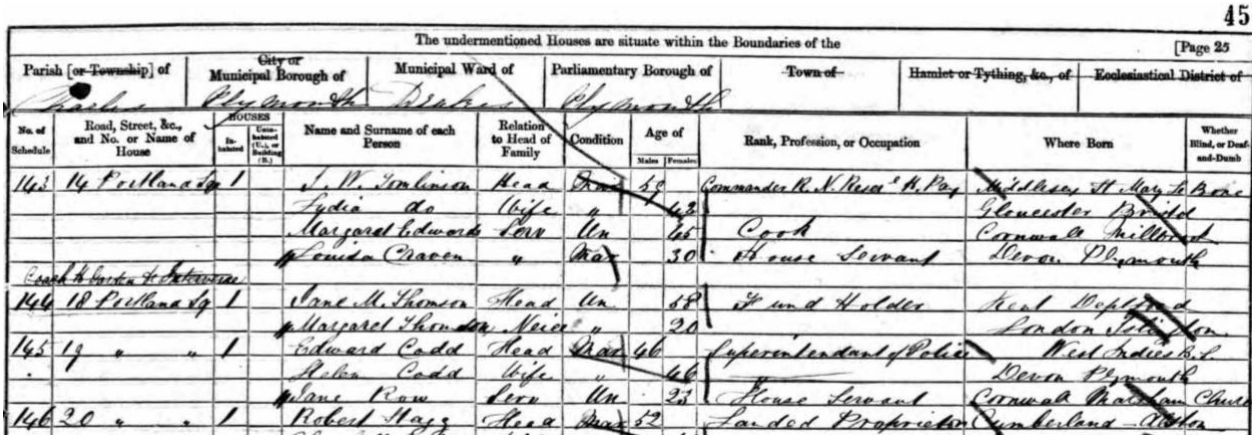
1861 22nd February Jersey Independent and Daily Telegraph - Rather more than two years ago the Island was invaded by an enterprising corps of romantic gipsies. They (like accomplished oyster-eaters) "took in the natives" to a considerable extent. They "read the stars" to such good purpose that from feminine innocent alone, they obtained, if we remember correctly £20 and with other prize money decamped taking passage for Plymouth. Unluckily for them, the Telegraph was (for a wonder) not out of order and the Plymouth Police had due warning both of the gypsies' coming and the following gentleman in blue close upon their heels.

The star-readers were brought back to the Island. On being brought to trial Mr Edward Codd, Inspector of the Plymouth Police attended and gave evidence. Naturally the Inspector looked for his expenses and Mr PJ Simon advanced the sum of £7 to meet Mr Codd's demand, on the formal promise (so we are told) of Mr Constable Aubin that he should be reimbursed immediately, the promise being given in the presence of the Bailiff. When Mr Simon subsequently applied for his money, he found that repudiation was the order of the day. Philip sent him to John and John sent him to Philip until his patience was worn out and he put the functionaries named into the Small Debts Court. Of course, one or the whole will be condemned and it is hoped they will be able to pay, at least at the rate of 10s per month so that Mr Simon may obtain his money in not much more than a year as it would be a distressing calamity for the Authorities to be (sold up) before the Sheriff to realize the sum of £7.

1861 20 March Western Morning News – Strange discovery of a quantity of bad money at Millbay - Yesterday morning a very strange discovery of bad money took place at the Millbay lime kiln. While some youths were amusing themselves by playing about the spot they saw a respectably dressed man cautiously approach the lime kiln and after taking 'observations' as to whether anyone was watching his proceedings, and having apparently satisfied himself that such was not the case, stooped down and deposited something in the lime, after which he walked hastily away. But the cunning of the adult was not equal to the perception of the juveniles, and with the enterprise peculiar to their knowing class, they immediately went to the lime to find out what had been put there. Upon searching they found a tin box containing £3 7s in silver money and at a short distance another parcel with some more. They gave the information of the circumstances to the police, and the box with its spurious contents is now in the hands of Mr Superintendent Codd, of the Plymouth police, whose well known detective abilities will doubtless soon trace out something as to the intentions of the gentleman who thought proper to deposit the 'coins' in the lime.

During 1861 Superintendent Codd and his men attended several fires in Plymouth including a fire at the premises of Mr Madge, upholsterer and cabinet maker in George street (Western Morning News 20th September) and a rick of wheat in Jubilee Street (Western Morning News 21st August)

1861 Census 19 Portland Square Plymouth Devon lists Edward Codd aged 46years Superintendent of Police born West indies, British Subject, and Helen his wife aged 46 years born Plymouth also with them was a servant. Emily, their daughter is listed as a visitor at the home of Sarah Rawle 39 Park Street Plymouth.



The undermentioned Houses are situate within the Boundaries of the [Page 25

Parish [or Township] of | City or Municipal Borough of | Municipal Ward of | Parliamentary Borough of | Town of | Hamlet or Tything, &c., of | Ecclesiastical District of

No. of Schedule	Road, Street, &c., and No. or Name of House	Houses Inhabited	Houses Uninhabited (U.), or Building (B.)	Name and Surname of each Person	Relation to Head of Family	Condition	Age of Males	Age of Females	Rank, Profession, or Occupation	Where Born	Whether Blind, or Deaf and Dumb
143	14 Portland Sq	1		J. W. Jenkinson	Head	Mar	59		Commander R.N. Retd 2 B. Pay	Middlesex St Mary le Bone	
				Lydia do	Wife			43		Gloucester Bristol	
				Margaret Edwards	Serv	Un		46	Cook	Cornwall Millbrook	
				Louisa Craven		Mar		30	House Servant	Devon Plymouth	
	South & Forts & Batteries										
146	18 Portland Sq	1		Jane M. Thomson	Head	Un		58	Fund Holder	Kent Deptford	
				Margaret Thomson	Niece			20		London Islington	
145	19 " "	1		Edward Codd	Head	Mar	46		Superintendant of Police	Kent Bodiam R.S.O.	
				Helen Codd	Wife			46		Devon Plymouth	
				Jane Row	Serv	Un		23	House Servant	Cornwall Maker Cham	
146	20 " "	1		Robert Hayz	Head	Mar	52		Landed Proprietor	Cumberland	

1861 10TH September Western Morning News: Superintendent Codd's attention was drawn by the Bench sitting at Plymouth Guildhall to omnibus drivers who stopped in the middle of the road causing other road users to go around them sometimes using the pavement and also stopping to change horses in the street. Superintendent said he would pay attention to the matter.

1862 August Western Daily Mercury

SKARDON AND SONS
Will SELL BY AUCTION, on THURSDAY next, the 14th AUGUST, 1862, at No. 19, Portland Square, Plymouth, the whole of the Handsome and Modern

HOUSEHOLD FURNITURE;

Chimney Glasses, in Burnished Gold Frames; Cases of Stuffed Birds, in fine preservation; Piano, in Rosewood Case; Alabaster Ewers; Superior Brussels Carpets; Cut Glass and Ormulu Gasliers; Handsome Hall Lamp; Oil Paintings; Superior Feather Beds, &c.

The Property of Mr. E. Codd, leaving the Neighbourhood.

May be viewed the Morning of Sale, which will Commence at Eleven o'Clock.

Globe Fire and Life Insurance Offices, 11, Bedford-St., Plymouth, August 7th, 1862. 923b

The retirement of Mr Codd – The following report of the Watch Committee was brought up and read; Committee Room Guildhall August 21st 1862 - The Watch Committee desire to bring to the notice of the Council the position of Mr Codd, the late Superintendent of the Borough Police, who has been compelled to resign from the service through the state of his health, before attaining a period which would entitle him to any benefit from the superannuation fund, to which he has been a contributor. The Committee have recorded their approval of nine years faithful service on the part of Mr Codd and have passed a resolution continuing his pay from the date of his attack to 29th September, when his successor will enter his duties. The Committee think, however that Mr Codd's service give him a claim to some further consideration and they have therefore agreed , subject to the approval of the Council to award ,as a further gratuity that he be permitted to draw his salary and allowances for an additional quarter of a year, terminating on 25th December next.

Mr Le Corney asked whether Mr Codd resigned of his own accord or was requested to do so. The Clerk said it was a voluntary act. Mr Le Corney suggested that the amount intended to be given to Mr Codd was not sufficient. In the Civil Service it was the custom to give one month's pay for each year's service, which would entitle Mr Codd to receive nine month's pay. Mr Skardon moved, and Mr Channens seconded that the report be received and adopted.

1862 22nd August Western Daily Mercury - Proposed Testimonial to E S Codd Esq. In Consequence of severe illness, E S Codd Esq, has been compelled to resign his post as Superintendent of Police for this borough, in which capacity he has served for the last nine or ten years. Great sorrow is experienced by members of the force, and the inhabitants of Plymouth generally.at the resignation of one who, by his great urbanity and kindness has won the affection and esteem of all who knew him. The members of the force of which he was superintendent have determined to present him with some more substantial proof of their esteem for him and have purchased a handsome silver cruet stand (six bottles) from the stock of Mr Elliott, silversmith, George Street Plymouth. The testimonial bears the following inscription – "Presented to E S Codd, Esq, by the officers and men of the Plymouth Police Force, on his resignation, August 20th, 1862". It is supposed that the testimonial will be presented to Mr Codd today, at his residence, in consequence of his inability from his present ill state to attend any public meeting for that purpose. Mr Codd, we understand is now suffering from severe indispositions so much as to excite the alarm of his medical attendants for his recovery

1862 31ST October Royal Cornwall Gazette, Death - At Falmouth on 22nd October of congestion of the brain brought on by mental anxiety – Edward Codd Esq. late Superintendent of Plymouth and son of Major General Edward Codd Governor and Commander in Chief of Barbados in his 84th **(sic)** year.

He was buried at Ford Park Cemetery Plymouth on 27th October, his address being 17 Middle Terrace Falmouth and his age given as 48 years.

15TH November 1862 his will was proven - Edward Codd late of Falmouth Cornwall who died 22nd October 1862 at Falmouth will proven at Principal Registry Office by the order of Helen Linzee Giles of Falmouth, spinster and one of the executors, Value under £1500.

Helen Linzee Giles was born 3rd August 1810 and baptized 12th August 1810 at Stoke Damerel Plymouth, her parents were Samuel and Rebecca Linzee Giles. On 2nd April 1817 three of Helens siblings were baptized at Stoke Damerel, Rebecca Linzee Giles born November 1812, Samuel Hood Linzee Giles born 3rd June 1814 and Charles Shea Giles. Their parents were Samuel, a purser in the navy and Rebecca Linzee Giles. These baptisms confirm that Helen Linzee Giles changed her year of birth for the census.

No marriage can be found for Helen Linzee Giles and Edward Codd. When Edward died in 1862 probate was given to Helen Linzee Giles, spinster yet when she died in 1880, she was

Helen Linzee Codd spinster. She had also taken several years off her age until after Edward died then she gave the correct year of birth. It would therefore seem that they never married. 1871 census Helen Codd is visiting her sister and brother in law who is a Clerk in Holy Orders in Renfrew Scotland her birth year given about 1809 in Plymouth. In 1871 Emily Codd is a pupil at Bolham School Tiverton Devon.

1872 April 3rd Emily Linzee Codd of 179 Finborough Road, West Brompton married Henry Robert Wallach at St Pauls Church Kensington, her father being given as Edward Codd MD. Sadly Emily died in 1873 and was buried at Brompton cemetery, a grant for burial being given to Helen Codd, mother, widow of 179 Finborough Road.

1880 8TH January Helen Linzee Codd is buried at Brompton cemetery, her birth year given as 1811.In the same grave is her daughter Emily Linzee Wallach and her son Frederick Augustus Codd who was buried 19th August 1881.

The probate of Helen Linzee Codd states she was a spinster and it was proven by her brothers Samuel Hood Linzee Giles and Charles Shea Giles.

11th November 1916: Two policeman stop to talk under a signpost in Banstead

Both Metropolitan Police – Z Division

Surrey Constabulary Woking Division officers – uniform very similar 1919

PC Gerry Phillips with Sergeant Paul McElroy in 1981

Shamley Green, Cranleigh Section 1977

1	CC	Peter Matthews	HQ
2	PC	Ken Dixon	Cranleigh Section?
3	Det. Sergeant	Ian (Fred) Page	Drug Squad
4	Det. Constable	Tony Luff	Drug Squad
5	PC	Colin Bridger	Underwater Section
6	WPC	Louise Born	
7	Superintendent	Peggy Sandford	Training Dept.?
8	Det. Sergeant	Ken Lynn	Scenes of Crime Officer
9	Det. Sergeant	Brian Carroll	Dept.?
10	Sergeant	Charlie Dobinson	Photographic Dept.
11	Det. Constable	David Hart	Fraud Squad
12	Det. Sergeant	Keith Portlock	Fraud Squad
13	Inspector	Bob Young	Civil Defence
14	PC	Leslie Gillingham	Traffic Dept.
15	Inspector	John Tyrrell	Dog Section
16	PC	Peter Morley	Dog Section
17	Chief Superintendent	David Harding	Incident Commander
18	PC	Keith Worger	Traffic Dept.

19	Sergeant	Bernie Buck	Traffic Dept.
20	PC	Derek Nash 822	Traffic Dept.
21	PC	Martin Hart	Traffic Dept.
22	PC	Geoff Larkins	Traffic Dept.
23	PC	David Bowden	Traffic Dept.

PC Percival Austin Edwards Surrey Constabulary

Paul Beards

I am trying to find out some details about Percival Austin Edwards who joined Surrey Constabulary between 1924 and 1932. The below is what I know about him thus far.

Percival Austin Edwards 1907-1956. I have obtained a Kings Crown long service medal issued to Percival Austin Edwards of the then Surrey Constabulary. Percival was born in East Cowes, Isle of Wight, on 16th April 1907. He was the fifth child of seven of the marriage of Richard and Mabel Edwards. At the age of 17 he entered military service when he joined the Royal Marine Light Infantry (Portsmouth Division) on 23rd September 1924.

At some point between 1924 and 1932 he joined the Surrey Constabulary. The Surrey Electoral Registers show that in 1932 he was stationed at Farnham Police Station. In the third quarter of 1934 he married Eileen O'Hara in Godalming. The 1935 and 1937 registers show he and his wife were living in Walton-on-Thames. The 1939 Register has him as a police sergeant living at 5 Owen Road, Godalming with his wife. I have been unable to establish where he was stationed after 1939 or when he was promoted to Inspector. It has also not been possible to establish when he retired. Percival died, in Reading, Berkshire, on 17th February 1956.

Given that Percival was only 48 when he died, I am curious as to when he left Surrey Constabulary and why. I have been unable to establish his cause of death and have been unable to trace any probate details as of yet.

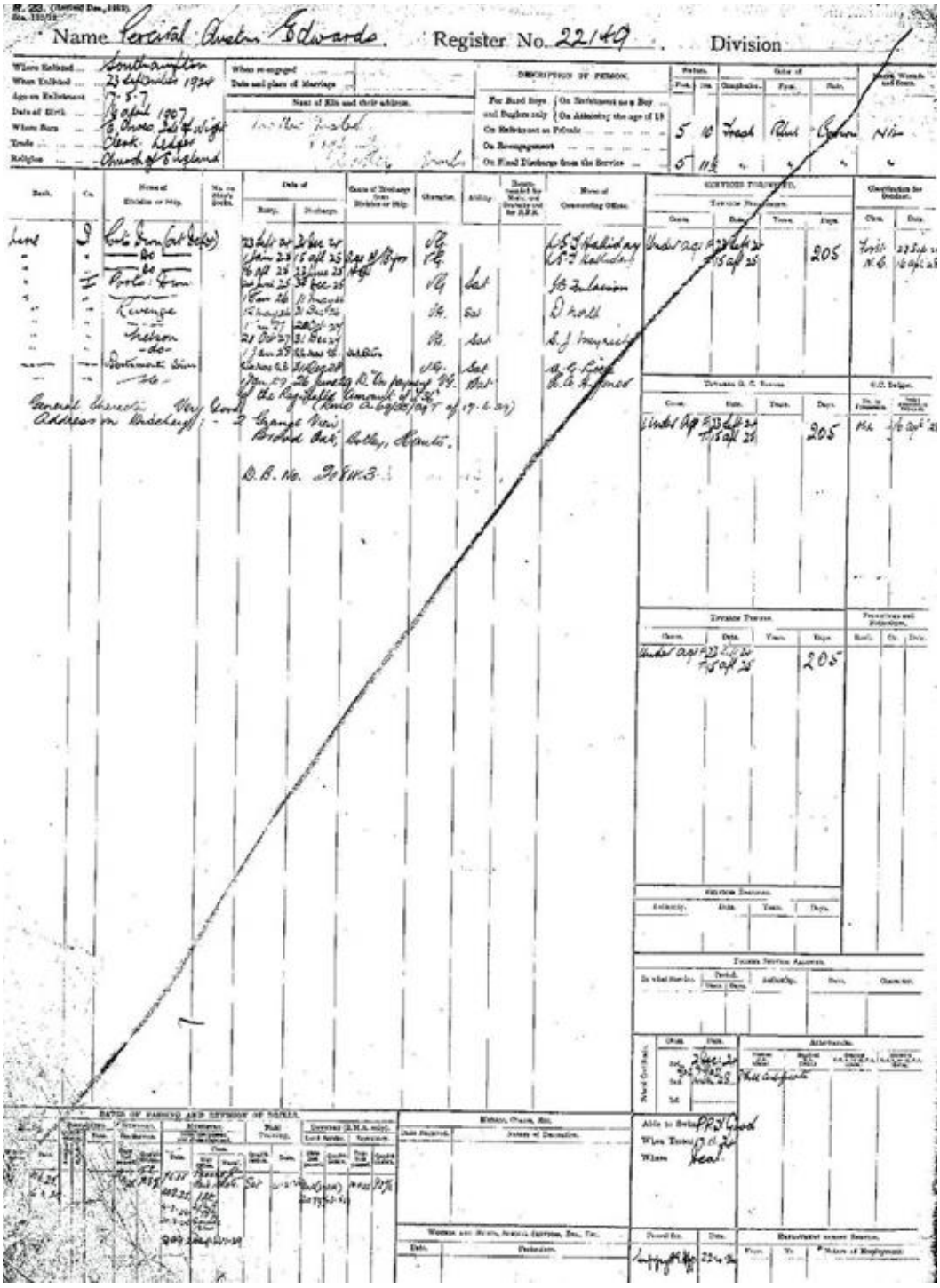
Did he die whilst still a serving inspector? Was he ever promoted beyond the rank of inspector and if so, what was his rank at retirement or death in service? If he served beyond 1952, he would have been issued with the Queen's Crown.

Editor: The archive reports that they have re-opened to researchers for 3 days a week – all the details are here - https://www.surreycc.gov.uk/culture-and-leisure/history-centre/visit

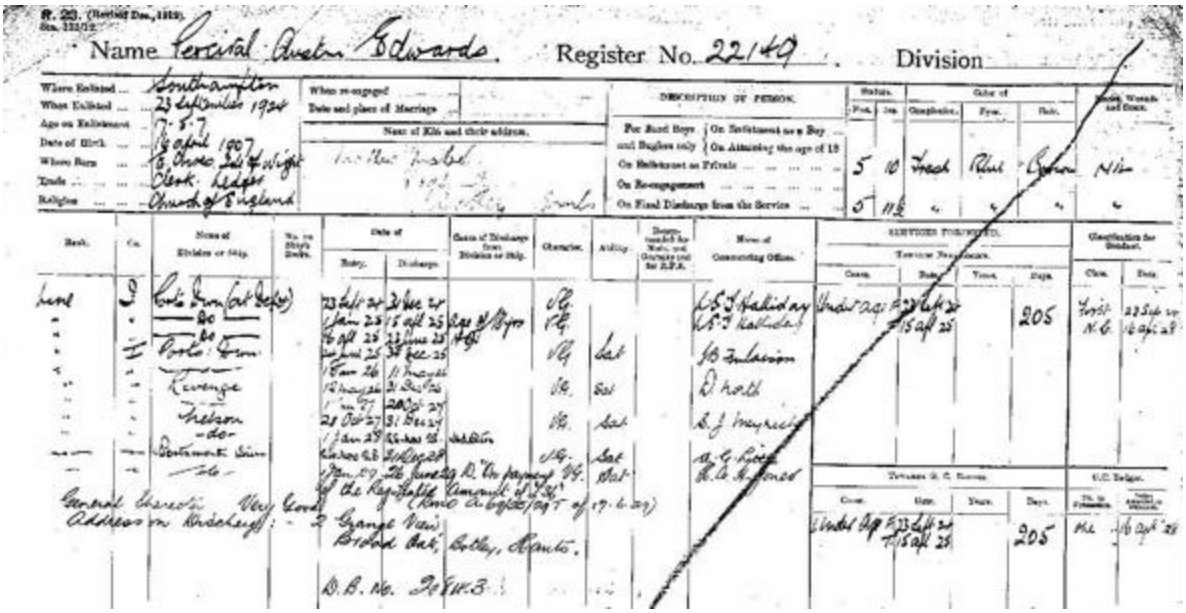
They still have the appointments books which give service details and 9152/1/2/1/4, which covers 1911-1931 should provide the information about Percival Edwards. The date range given is for dates of appointment and as these are more than 75 years old, the book is available to view, and Paul Beards is welcome to visit us to look at it, by following all the booking details

on the ‘visit us’ page on our website. Alternatively if he contacts us we can give a quote for providing the information as part of our research service (charges are listed on this page https://www.surreycc.gov.uk/culture-and-leisure/history-centre/visit/fees-and-charges)

From the National Archives via Battlefield Tour Guide and military historian Barrie Friend of Brockham. NA Refence adm/159/201


Name Percival Austin Edwards. Register No. 22149. Division

Shewing military service including ships served on



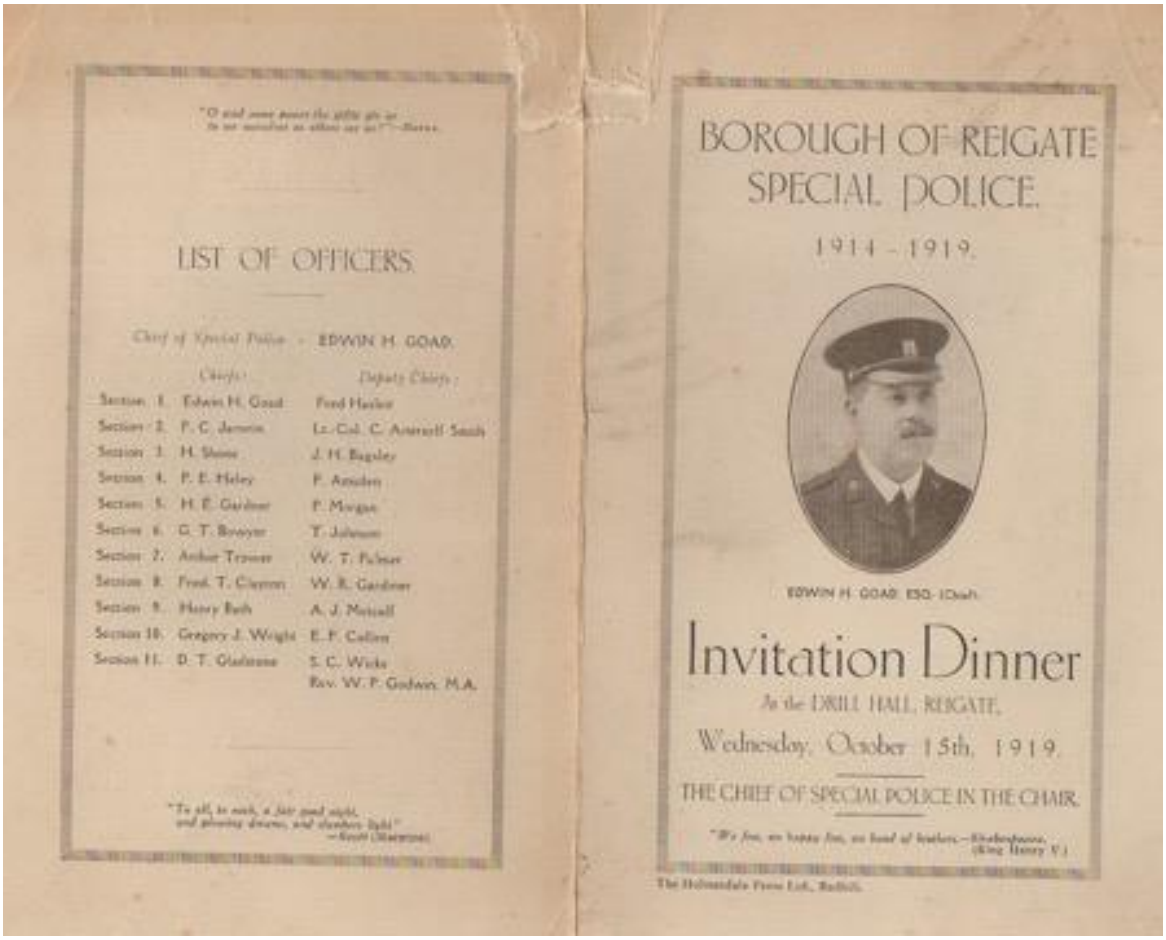
Name Percival Austin Edwards. Register No. 22140. Division

A larger version of the above

Roger Chamberlain

Roger Chamberlain Chelmsford Driving School

Traffic Department Burpham at Mount Browne about 1991



LIST OF OFFICERS.

Chief of Special Police - EDWIN H. GOAD.

	Chiefs:	Deputy Chiefs:
Section 1.	Edwin H. Goad	Fred Hasler
Section 2.	F. C. Jenvin	Lt.-Col. C. Antrobus Smith
Section 3.	H. Shaw	J. H. Bagsley
Section 4.	P. E. Haley	F. Amsden
Section 5.	H. E. Gardner	F. Morgan
Section 6.	G. T. Bowyer	T. Johnson
Section 7.	Arthur Trower	W. T. Fulker
Section 8.	Fred. T. Clayton	W. R. Gardner
Section 9.	Henry Bath	A. J. Metcalf
Section 10.	Gregory J. Wright	E. F. Collins
Section 11.	D. T. Gladstone	S. C. Wicks
		Rev. W. P. Godwin, M.A.

BOROUGH OF REIGATE
SPECIAL POLICE.

1914 - 1919.

EDWIN H. GOAD, ESQ. (Chief).

Invitation Dinner

At the DRILL HALL, REIGATE,

Wednesday, October 15th, 1919.

THE CHIEF OF SPECIAL POLICE IN THE CHAIR.

1919 Reigate Borough Police Special Constabulary

Surrey Police Male Voice Choir, early 1990's, Roger Chamberlain, Joey Hoey, Dave Morris, Fred Craigh, Mike Blencoe, John Gladwell, Paul Holt, Gerry Lewer, Terry Bawden. More names required!

MY TIME WITH THE SURREY CONSTABULARY
Edited version of Part 1

John W Hoyle

PC 793 John Hoyle on his Matchless 650cc, G.12 motorcycle in 1964.

I served with The Surrey Constabulary (Surrey Police) from 1st September 1957 to 29th March 1990 a period of 32 years, 4 months, 2 years and 3mths as a cadet. At the time of writing I have been retired from the Force longer than I served as a police officer.

In 1951, at the age of 11 years, my father Police Constable 372 Harry Hoyle of The Surrey Constabulary, was posted from a quiet little village called Englefield Green, situated near Windsor Great Park, to Merstham, situated on the southern border of the Metropolitan Police. The reason for our move was that London County Council had built at Merstham, an estate of 5,000 houses to house those Londoners, mostly from East London, who had unfortunately lost their homes in the Blitz of World War Two.

Looking back, I feel that it was significant that of the five Constables and a Sergeant who were posted to live on that estate, were all over six feet tall, and having served in a Guards Regiment or the Military Police. (My father served in both)

I applied to become a police cadet in the Surrey Constabulary. I took the entrance examination consisting of English and Maths and passed. I was offered a post at Reigate police station as Cadet No. 25. Police cadets in those days were known as "Boy Clerks" (There were no girl cadets at that time) There was no formal training, it was just seen as "work experience and an insight into the work of a police officer)

Although there was no official training as such, cadets were required to attend night school in their own time for English Language and Typing. As far as typing is concerned, although I learnt how to set out work correctly, I could not master speed typing. There was also the added distraction, in that out of a class of 20, there were 18 young ladies.

As a cadet you were required to run errands, for example take court papers to the magistrate's court, filing, switchboard duty, and of course, making endless cups of tea. There were three of us when I started. One lad left to be called up for National Service. I often wonder if I would have liked to have been called up. Upon reflection, I think I would have managed, but as it happened, I was not old enough and it did not happen.

For the first three months as a cadet you were not issued with a uniform. I suppose that they were not going to waste money on uniform, if they didn't consider you were up to it.

I used to travel to work on my bright green Raleigh Sports bike with drop handlebars. The handlebars were covered in white tape. Very smart. I also used to wear white socks. One morning, before I received my uniform, the station inspector, a rather fierce, rotund man, with a Victorian attitude, saw me arrive at work and immediately gave me a right dressing down for wearing white socks.

He was so incensed that he rode his bicycle, in full uniform two miles to a crossroads in Redhill High Street where my father was doing traffic duty. He then gave him a dressing down for allowing his son to travel to work wearing white socks. My father, being born on Tyneside, who was never shy of putting his view, firmly told the inspector what he could do. Nothing more was heard about the incident.

I successfully passed my 3-month probation period and was given a uniform. The uniform consisted of a dark blue battledress jacket and dark blue trousers, three light blue shirts and 1 black tie. The head gear was a peak cap with a blue band thereon and the Surrey Constabulary badge.

Part of the cadet's duty was to take Day Book daily to the superintendent. This was a large book into which every message, complaint, or report was entered. On the righthand page were entered details of what action had been taken and the result if any.

The superintendent would initial each entry using a red pencil, depending on his temper that day, the imprint on the page ranged from 1 sheet to five plus. If it was a No.5 , invariably, the

cadet would be instructed to find the officer mentioned and tell him to report to the superintendent immediately.

Towards the end my cadet service I had a number of periods of duty on a more permanent basis i.e. 3 months at a time. One in the Divisional Office and one period in the Prosecutions Office.

In the Divisional Office the duties consisted of handling the incoming and outgoing post, including records of the stamps used. This of course meant accurate records. Also. The handling and recording of lost and found property. Aliens records, (Foreigners resident in UK at that time) The sergeant in charge at this time later became assistant chief constable of Surrey. It was he who presented my retirement certificate in 1990.

In the Prosecutions Office, the cadet learnt how to prepare cases for summons etc. This experience was put to very great use in later years.

Cadets in 1954

The Reigate Division at that time consisted of three towns, Reigate, Redhill and Horley. The towns of Reigate and Redhill were originally part of The Reigate Borough Police Force, which ceased to exist when it was amalgamated with The Surrey Constabulary in 1946. (11 years previously). Therefore, the staff at that station were a mixture of officers from both forces.

When the amalgamation took place, a new property had to be found for a police station, because the old Borough offices situated at the town hall could not be used. However, the cells at the court could be used, and at Redhill the old Borough police station with its cells, had been acquired in the deal.

The premises chosen for The Reigate police station was a Georgian House with large grounds and stables next to the parish church. Being next to the church, Tuesday evening, being bell practice, the noise was deafening. The house was called "Churchfelle" and was most probably the old vicarage. The stables became a garage for the only two vehicles, a large brown Commer Van used for prisoners and equipment and the Hillman Husky run around which we used to collect the boy from the remand home.

Cherchevelle Police Station

Neither vehicle was signed or fitted with a radio. The only other vehicle was a motorcycle, again no radio or police sign. This machine was a 500cc Triumph Speed Twin and was used solely by one officer who was a giant of a man, who instead of turning the machine round, would merely pick it up and reposition it.

It was this station that I returned to after training as a Police Constable.

Shortly before Christmas 1959, I attended police headquarters at Guildford, to be issued with my constable's uniform. It consisted of two sets of an open necked tunic, and trousers, three shirts with detachable collars, a black tie, and black gloves. The shirts were later replaced with collars attached, and later issued in white. The ties were replaced by clip-on black ties, to prevent officers from being strangled. In addition, you were issued with a serge cape, colour black, fastened at the neck by a small chain, with 2" lion head "clasps". Note, not the black waterproof capes that you often see in old films. In later years the cape was replaced by a Gannex raincoat, and for very cold nights, an overcoat.

To complete the ensemble, you were provided with a helmet with the Surrey Constabulary Badge thereon. The helmet had a chin strap attached, but this was always worn tucked up inside, unless on parade or during adverse weather conditions.

Also issued at the time was a truncheon and a pair of handcuffs. The truncheon was made of a heavy hard wood, possibly ebony, and a leather strap was attached, to wrap around your wrist.

It was carried in an especially made pocket in the righthand trouser leg. At times it could be uncomfortable when sitting down. You had to make sure that the truncheon was out of way when sitting, otherwise you sat on the truncheon, which could be painful. Those on motorcycle or CID duties were issued with a leather truncheon. You can imagine the damage that could be caused if you fell off a motorcycle, falling on the truncheon.

The truncheon was officially carried as a weapon of defence, but it did have other useful purposes, harmless things like, banging in pins on a noticeboard, breaking walnuts etc. To my knowledge It does have two other uses. Firstly, although you are not allowed to hit anybody, unless in self -defence, if you put the truncheon up your sleeve you can poke somebody with it to prove your point. Secondly it has proved a useful tool to eject somebody from a building. If you approach the person from behind, put the truncheon between their legs, and holding the truncheon in the centre with your right hand, it forms a "T bar". You can then lift the subject off his feet. It only needs to be a few inches off the ground, and even most sure footed would feel unbalanced. This is not listed in the official handbooks.

The handcuffs issued were old and heavy, rather like shackles, and most probably dated back to the time of Robert Peel. They were difficult to put on a difficult prisoner, because you had to hold the thing together whilst screwing the key in. There was no holder provided for the handcuffs, you simply carried them in in your hip pocket.

Also provided was a whistle and chain. My whistle was obviously a re-issue, because it was inscribed "ARP" (Air Raid Patrol – a left over from World War 2.) Although, in this modern time, the idea of a whistle, seems absurd, it must be borne in mind that in 1959, the only communication available to an officer on the beat, was a telephone, if he could find one. If he was in trouble, at least he could blow his whistle with the hope that somebody could hear him. The chain was useful to attach the handcuff key to, and in fact in later years, I used to have a traffic light key on my chain. This was so I was able to control traffic lights by hand if necessary.

I was also issued with a thick leather wallet which had two pockets and secured by a pencil through two loops. In one side was your pocketbook, and in the other cards with instructions therein. This wallet was carried in the breast pocket of your tunic.

Finally, my "collar number" 793 was fitted to the shoulder straps of my tunics and on the cape. The term collar number dates from the pre-war years when officers wore high necked tunics with their numbers attached to the collar.

In Surrey you are issued with a number that stays with you until you leave, retire, or are promoted to inspector..

I am now ready to attend the Training School. Although I am now officially police constable 793, at this point, I am still paid as a police cadet, as I cannot be a constable until I am 19 years of age (16th March 1960)

I arrived at the training school, situated at Sandgate, near Folkestone, Kent on 2nd January 1960. The building was a large, converted country house, situated in its own extensive grounds, in an elevated position overlooking The English Channel. It had been previously used as a convalescence home, a Star & Garter Home for veterans of The First World War. We were very quickly told that it may have been a rest home, but it certainly was not one now. It also had its own ghost called "George". The accommodation was in dormitories of 24 men, the rooms had served as wards in the old home. Mealtimes were of a formal nature. Held in a large dining room. Students and Instructors eating together.

The day started off with a morning parade, including inspection, held on the parade ground. (Formally the tennis courts). A church parade was held once a month in the chapel within the grounds.

The course lasted 12 weeks, and there were three courses running together, starting four weeks apart. A, B and C Courses. Each course consisted of two classes, with their own sergeant as a class instructor, and there was a course inspector responsible for each course. In addition, there were additional sergeants, plus a drill sergeant and a physical training instructor, (PTI), who instructed in, exercise, unarmed combat, and life- saving. His nick name was "Punchy", and needless to say, he fitted his name to a tee.

Our class instructor was a sergeant from West Sussex, (In those days Sussex was divided into: East, West and the boroughs of Brighton, Eastbourne and Hastings. Now of course, it is all one force, with combined duties with Surrey). The course inspector was from Kent Constabulary, although a broad Yorkshireman, by birth. His favourite expression was "You're not a bad lad, but you just don't think"

A 1959 Course at Sandgate

All forms of police law were covered. Demonstrations were given in dealing with a drunk, arresting a person and, dealing with a road traffic accident etc, with the necessary props such as an old car to be pushed into position and a life- sized model sheep, to be used when dealing with an accident involving an animal. Instructors would dress up and act as members of the public, being helpful, and not so helpful when required. There was also a court room set up to practice giving evidence in court, and, also being cross examined. Members of the class often acted as officers of the court etc.

Practical lessons were interspersed with sessions with the PTI and the drill sergeant.

The day started with a parade so one had to be taught how to march etc. Of course, many of the class had previously served in the armed forces, but we ex-cadets had to be taught from scratch. I am sure that the others regarded us ex-cadets as cocky know-alls, but of course we knew very little. I was fortunate in that my ex-service colleagues willingly assisted me with "bulling boots" and, gently corrected me if I was not standing correctly etc. The drill sergeant was an officer from Kent, having previously served in The Irish Guards. He had a friendly side to him. He would often say when he dismissed us for a comfort break "be careful. Don't pee on your boots, it plays havoc with the polish."

I am sure that all PTI 's are born with a mean streak in them. This one was no exception. He would delight it taking us on long runs, most of which started or ended up running along the shingle beech. I can assure the reader that it is very tiring.

One certificate that you had to obtain before passing out, was The Life Saving Certificate. You had to successfully dive for a brick in about 10 feet of water and tow a drowning person for 25 metres. With some effort I managed to obtain my certificate. Our swimming sessions took place in The Marina Indoor Pool, in Beach Road, Folkestone, near the entrance to The Lifts. The Pool and building were demolished some time ago, but even when we used it, it was not in constant use. In fact, I remember the water was green and very cold.

At the end of very course there was a pass out parade on the Saturday and a pass out dance on the Friday night. Wives, girlfriends, and family members were invited to attend. The first pass out dance for our class was on the last Friday in January. It was here that I met a beautiful young lady called Pauline. She was present at the dance because, at that time she was a member of the staff. Suffice it to say, that this the moment that changed my life. 19 months later we were married and, at the time of writing we are looking forward to our 59th Wedding Anniversary.

A 1959 pass out parade at Sandgate

As far as free time is concerned, students were allowed out each evening and at weekends. Some who could not go home at the weekend could stay at the centre. Folkestone at that time was a lively town with four cinemas and numerous pubs and bars. It was a garrison town and vary busy. If you did not want to venture too far, there was a bar at the centre, or pubs in Sandgate, the most popular being The Providence Inn. Of course, I now had other things to do with my time.

Having successfully passed out, I returned to Surrey to commence my career. Sometime later, Pauline left the Centre and commenced employment elsewhere.

After a short "Induction Course" at police headquarters, Guildford, recruits attended Guildford Magistrates Court to be sworn in as constables. Before attending my police station at Reigate, I had to ensure that I had purchased a cycle suitable for duty. Afterall, I couldn't ride my sports cycle on duty. However, it did mean that I was now issued with a cycle allowance of 5p per week.

I was no longer allowed to live at home with my parents at Merstham, as my father was still serving, and lodgings were found for me in South Park, Reigate, about three miles from the police station. The lodgings, which, were with a widow and her teenage son, were very comfortable. The lady had had police officers lodging with her before, and she was well used to the odd hours kept.

She was a lovely lady, a real motherly sort but, she had some strange ways. I came back to my lodgings late one night, to find my landlady in the kitchen, on her knees with her head in the gas oven. Naturally, I was horrified, I grabbed her by the hips and pulled her out of the oven, as she screamed, "Leave me alone, I am only drying my hair."

My first day's duty at Reigate was on a Saturday. The morning was spent directing traffic

because the traffic lights had failed. Quite nerve racking when you haven't done it before. The afternoon was spent at a large house in Reigate, guarding the house and wedding presents, whilst everybody was at the church and reception. I later discovered that this type of duty is usually arranged as a private arrangement and the client pays the Police Authority for the officer's time, the officer carrying out the duty is paid at overtime rate. I certainly did not receive extra money. I wonder if anybody did. I was still a little naïve then. Hopefully I have improved since.

After two days off, I started duty on the Tuesday night to complete a full week of nights. I defy anybody to say that they were not a little apprehensive when setting out on their first night duty. I like to say that I am a pretty confident guy, and not afraid of going up to someone unknown and to ask them what they are doing, but when you are on your own at night, after everybody has gone to bed, and you have only the odd cat as company, I have to admit feeling a little strange and alone.

In this modern day and age, the police officer is in constant contact with his station, either by mobile phone, or radio. In 1960 all you had was your whistle. Having said that, in the Old Reigate Borough of Redhill and Reigate Towns you still had the "Pillar System". Set out at strategic points throughout both towns, cast iron pillars, about six feet in height were situated on street corners. These pillars had a blue light on top and a bell. Situated below the bell, was a box, with two doors, one for the public and one for police use. On the police side you used a key to gain access to a telephone, and on the public side they just opened the door and spoke. During the daytime when somebody at the police station wanted to contact you, they rang the bell, and put on the light. During the daytime, often a member of the public would come up to you and inform you that the bell was ringing for you. At night only the blue light was put on.

Outside the area covered by the pillar system, your communication with the police station was via the various telephone kiosks. When you commenced your "shift" you were instructed as to which beat you patrolled. You were given a list of "points" where you had to be at given times throughout the shift. You had to remain at that point for at least 5 minutes in case somebody needed to contact you. Sometimes a sergeant or the inspector would meet you there. Before leaving you, he would instruct you to "Book me 5". This meant that you had to enter in your pocketbook that you met Inspector …… at Church Kiosk for 5 minutes. He might sign your entry there and then or, at a later time. Not all points were at a pillar or kiosk, it may be a private house. Sometimes, members of the public, for various reasons, would ask whether or not, a police officer could patrol their area. This was agreed to on the understanding that their telephone number, and address, would be placed on a list, in case the police station needed to contact the officer, or that a police officer needed to contact the Police Station. Often these addresses were situated some way from the police station, and it was not unheard of for a sergeant to make a constable travel the extra distance to make the point. Especially if the sergeant regarded that constable needed to be "stretched".

You had to make sure that you made your point, or at least had a very good reason for not being there. A colleague of mine failed to keep his "point" because he was elsewhere having a cup

of tea. Realising that he had missed his point he stopped the first car coming along, so that he would have an appropriate entry in his pocketbook. To his amazement, the car that he had stopped was stolen vehicle and he ended up making a very good arrest.

If you had to make a telephone call from a kiosk and did not have any money, you had to resort to "Trickery". The handset in the old telephone boxes sat in a cradle. If you lifted the handset and very quickly tapped out the number on the bar, and the person the other end answered quickly, you had just enough time to say for example "Church Kiosk" before the telephone went dead. The officer at the Police Station could then ring you. Fortunately, the number of Reigate police station was 2211. A quick number to tap out.

If the town area was your assigned beat, then you were considered responsible for everything that happened during your shift. You were required to try every outer door of a property. If sometime happened during the night, for example a burglary, and you had not discovered it, when it was discovered the next morning, an officer would be dispatched to your lodgings, to establish when you checked it.

Looking back, it is hard to imagine just how quiet towns were at night. There was so little traffic around that if you saw a vehicle that you didn't recognise, for example the local taxi, you had to make a note of its number, and at the end of the shift submit a "Vehicle Seen at Night form During a week of night duty you would be lucky to submit no more than 5 or 6. such forms.

Although I had a reasonably quiet time at Reigate, in those days, I did have a very good arrest. I received a complaint from a newsagent that he suspected that the man who assisted him in the early hours of the morning to mark up the paper rounds, was stealing cigarettes from him.

I arranged to meet the newsagent at his shop after closing, and then with a pin, made a small hole on every pack of cigarettes on his display. The newsagent had already bored a small hole in the partition behind the display, so that I could observe matters. The following morning, at the unearthly hour of 5am, I arrived at the shop, and was let in by the newsagent. I then positioned myself behind the display and awaited the arrival of the suspect. He arrived about 20 minutes later and commenced his job of marking up the papers. After about a quarter of an hour the newsagent left the shop to put the kettle on. No sooner had he left the shop, than the suspect took two packets of cigarettes from the front of the display and put them in his pocket. I waited for him to complete his work and as he left the shop, I challenged him outside. He immediately admitted his guilt and was duly arrested.

Whilst at Reigate, I dealt with my first fatal road traffic accident. It involved an elderly female pedestrian and a local taxi. It was a simple case, and there were a number of witnesses to say that she had stepped out into the road in front of the taxi, without looking. The taxi driver could not have avoided it.

For continuity sake, I was required to attend the mortuary to identify the body and witness the

post- mortem examination. My problem was that she did had not died immediately but had lasted for another five weeks. There was no way that I would be able to recognise a person that I had only seen at the scene for a few seconds, before she was taken way. When I arrived at the Mortuary there were about five other bodies ready for examination, luckily only one was female, so it had to be her. (Of course, she had already been identified by her family.)

By now I was approaching my first annual appraisal report. It was apparent that my sergeants felt that it had been a huge mistake to post me straight from training school to a police station that I had been a cadet. Although I had done well, I had not been active enough. They were right of course. It is essential that a young officer be inquisitive and eager. It is difficult to be inquisitive if you are at a police station where you were stationed for three years and, in an area that you grew up in.

It was mutually agreed that I needed a move to give me a "kick-start". I was therefore posted to Camberley where I arrived sometime in the middle of March 1961.

Camberley Police Station

I was found lodgings approximately a mile from Camberley police station. They were comfortable, and again the landlady was well used to police officers and their odd shifts.

Camberley in those days, was an old Victorian Town, with a number of large three- and four-story houses situated close to the town. The town was closely associated with The Royal Military Academy at Sandhurst. The main A30 ran through the town, making it busy in the Summer months, with holiday traffic going to and from the West Country. The town itself was made up of two distinct areas, the top half adjacent to the Royal Military Academy and further down the road towards the Hampshire Border was York Town. To the North was the Berkshire Border, and just within its border, Broadmoor Mental Hospital, noted for its dangerous inmates.

Shortly after arriving at Camberley, I was once again on night duty. The town "beat" included the residential area off the town centre, and at approximately 3am, the town being very quiet, I was patrolling Park Street, when I heard screaming, and then saw a lady, of about 50 yrs. of age, running down the middle of road towards me. She was dressed only in her nightdress and had no shoes on.

She virtually ran into my arms. I took my cape off and covered her modesty. She agreed that, the best thing to do, was to make our way to the Police Station where she could get warm and compose herself.

At the Police Station, she explained that her and her husband had purchased a large Victorian House in Park Road, Camberley, with the intention of converting it into flats. They were living on the ground floor, with the other three floors empty. For several nights previously, they had heard strange noises coming from the empty floors above. Thinking it may be rats, they had spread French chalk on the floors, to see, whether or not, there were footprints left to be seen the following day. There were no such footprints. That night, the husband decided to take a golf club to bed with him, with the intention of facing up to this "ghost", or whoever was making the noises. They heard the noises once more, and the husband reached out for his golf club, to find that it was not there, it had disappeared! The lady of the house, his wife, immediately ran out of the house and out into the street, where she met me.

Having related her story, the sergeant, a kindly gentleman, if not a "Ladies Man", suggested that she go back home, and the following night a police officer, me, would be outside her house all night. The idea being, that if she or her husband heard the noises again, they were to shine a torch, I would see the light of the torch, and go to the front door and listen through the letter box.

It rained all night, and one lonely constable, got very wet. No light was shone, but the sergeant did come out in a car, wound the window down a few inches, and said "Everything OK?" "Book me 5 ".

I understand that the local priest, a few days later, performed a service at the house to "Exorcise the Ghost"., and on revisiting the site, some years later, I found that the house had been demolished and a block of flats had been built in its place. Experts on ghosts have suggested to me that you have to believe that ghosts exist, otherwise they do not appear. Some years later, an incident occurred that made me rethink that theory.

Being new to this town, I was indeed inquisitive. I started to look at parked vehicles, and motor vehicle in general, in a different light. Upon examining the motor vehicle excise licence of a parked van, I noticed that it appeared that the index number on the licence had been rubbed out and a new number inserted. This resulted in my first arrest at Camberley on suspicion of theft. The driver was later convicted of theft and fraud. Similar offences followed, and it got to a point where my colleagues would say to me, "It's OK officer, my tax disc is OK."

Camberley, unlike Reigate, had a car for use as a patrol vehicle. One night, I and another officer were patrolling the Frimley area of Camberley. We were driving around a small housing estate when we came across two men unloading a van outside a house. We saw them carrying into the house, large cardboard boxes., so we decided to ask some questions. Upon questioning, we found that the driver of the van was employed by Kraft Foods, and there was fiddle going on, where he would find that his vehicle was carrying more goods than on the manifest. The other

person involved was a friend, who was assisting him with storage of the extra items, before he could arrange sale of them. In this case there were approximately, 20 boxes of "Kraft Cracker Barrel Cheshire Cheese" (About 100 kilos in weight). They were both arrested and charged with theft and receiving stolen goods.

The case was heard at Surrey Quarter Sessions, situated at Kingston-upon-Thames, Surrey some months later. We had returned most of the cheese to Kraft Foods but had retained one box for evidential purposes. This we had kept in a disused cell at Camberley police station. I duly entered the witness box and gave my evidence. During which, the Judge said, "Officer, I think that we should open the box, to ensure that the cheese is in it.". I followed his instructions and opened the box. Immediately, there was an awful stench of decaying cheese, so much so, that the Judge ordered the court room cleared immediately, and the case was adjourned for about an hour.

1961 is marching on, and we are getting very close to our wedding on 9th September 1961. What is now required, is to seek the chief constable's permission to marry. It is necessary to complete the application form which, contains not only my details and that of my proposed wife, but also, details of her father and mother, complete with dates and places of birth, so a Criminal Record Check could be done. I hope that this practice has now ceased. When my mother and father got married in 1938, my father, not only had to supply the same sort of details as me, but he also had to show that he could afford to get married. He therefore borrowed £500 from a friend and put it into his Savings Bank Book. He produced that book as proof. The £500 was quickly returned to his friend afterwards.

We received the necessary permission and were duly married. After our honeymoon, I took my bride to Camberley to start our new life. Under normal circumstances a police house would have been found for us to live in, but at that time there was a shortage of police housing. We were found, as temporary measure, a shared accommodation. It was a semi- detached house on a small housing estate at Vale Road, Camberley. We had our own living room, and a bedroom, but shared the kitchen and bathroom. Not very satisfactory, with both women trying to get an evening meal together for their respective husbands at the same time, but it was only a temporary arrangement.

We had only been at this address for a few days when one evening, The Broadmoor Hospital Siren went off, indicating that a patient had escaped. The procedure at the time was, that when the siren went off, every uniform police officer was required to attend The Police Station, to be assigned a duty, for example roadblocks, or patrol. My wife was very anxious about being left on her own at a time like this, so I gave her my truncheon for protection. I was assigned duty on a roadblock, near to the Berkshire/Surrey Border. In the early hours of the morning, whilst alone at the roadblock, I suddenly realised that I had given my only means of defence to my wife. Fortunately, the escapee was quickly apprehended and returned to the hospital.

Our stay at Camberley was due to be cut short. Within a few weeks, on 31st October 1961 my wife and I were moved to Ripley, my third move, and still within my probation period of two

years. The move to Ripley was a move of mixed blessings. The area covered by Ripley Section, ran north from the borders with Guildford to the borders of the Metropolitan Police at Cobham. It included the villages of Send, Ripley, Ockham and Wisley. It had the Wey Navigation Canal running north from Guildford, on its way to the Thames, with locks and mills on route. At Wisley, there were The Wisley Lakes, and the Royal Horticultural Society Gardens.

Ripley office with air raid siren on pole

A lovely area to work and live in. The sort of area to retire in, but not really a suitable posting for a young probationer constable, who has been advised to be more inquisitive and active, to further his career.

The A3 London to Portsmouth Road ran through the village of Ripley, which could be busy in the summer months, with day trippers on their way to the coast. In those days it was a single carriageway road. These days of course, the A3 is dual carriageway and completely bye passes Ripley.

The team at Ripley, consisted of a sergeant and six constables. The Sergeant and three living at Ripley, and the other three constables living at Send. The other constables and the sergeant lived in standard police houses, however, we were allocated “The Police Quarters”.

The building was built in about 1900, and as the name suggested it contained the office, as well as residential accommodation. To gain access to our front door, you had to enter the main door. This led into a small corridor, with the office on the left and the cell block on the right. In front of you was our front door, which led into another corridor, with our front room on the left and the bathroom on the right. The bathroom had only a bath in it, the toilet being outside, in a porchway, accessed via the rear door. Access to the kitchen was via the living room. At the end of the corridor, was a staircase to the three bedrooms. The main bedroom was situated above the police office. The building was dark, mainly because there were no windows in the back of the property. There was a small rear garden, and this was bounded by a high brick wall, behind which, was the cemetery. In front of the building was a large area of lawn, edged with flower beds. It transpired that this “front garden”, although the frontage of the police office, was my responsibility to maintain.

The building itself was dark and cold. The only heating was a coal fire in the living room, and as far as décor is concerned, it could only be described as "appalling". The kitchen was two-toned green, light green on top portion of the wall, with dark green on the lower portion, with a two-inch black band between the two colours. In the living room, corridor, and staircase, half the wall was panelled with wood, which had been stained brown and varnished. In addition, the previous occupier had been a police dog handler, and it was apparent the dog on occasions, had been locked in the living room, because there was numerous scratching on the living room door.

A gas boiler had been fitted in the kitchen, to supply hot water to the kitchen and bathroom, but the copper water tank, had long ago lost its cover, resulting in a green fungus all over the tank.

This was our first home as a married couple. The only saving grace was that it was rent and rate free. Allowing us to manage on my £8.5s (£8.25p) per week.

Shortly after we had moved in, my father made an unexpected visit and he was so appalled at the state of the place, that he immediately sought out the deputy chief constable, whom he had known for many years. Fortunately, at the time, he was attending a dinner dance nearby. I was not present at the discussion, which from all accounts, was a little heated. It ended with the deputy chief constable saying, "Your son is lucky to get a property to live in". However, the discussion appeared to have an effect, for, the next day, two retired Police Officers, employed by the Surrey Constabulary to carry out emergency repairs and redecorations, attended and gave the property a "lick of paint." They were referred to as the "Chang Gang". We were to live in this property for the next 19 months.
The area was patrolled using the "point" system, the points being kiosks in the villages and selected houses throughout the area. It was a long time before radios were issued. You travelled to those points on your pedal cycle. Distance between points could on occasions, be in excess of two miles. The worst journey was from south to north, or visa verse, south to north, along the single carriageway A3 London to Portsmouth trunk road.

Attempting to stop a vehicle, to carry out a routine check, or to deal with a driver for a traffic offence, was out of the question.

At this time, the chief constable had drawn the attention to us all, of the traffic offence of crossing a double white line. He likened it to the offence of dangerous driving and instructed that attention should be paid to this offence. So, in obedience to his commands I positioned myself near a set of double white lines situated on the A3. and duly took down index numbers of vehicles, drivers of which were committing this offence. Being unable to stop these vehicles, I had to apply for the owners' details, and then send off a "Notice of Intended Prosecution", which had to be served by post on the owner of the vehicle within 14 days. After this, I then had to write to the police station, nearest to the driver's address and arrange for an officer to interview and report that person for summons if necessary. Although I was doing my job, if I

instigated too many of these enquiries, I would not be too popular with other officers. In fact, the sergeant did indicate to me that I should slow down a little.

The sergeant at Ripley at this time, was a true "Community Policeman". He knew everything about his area, and everybody knew him. So much so, that local criminals would never do anything on their own "doorstep", because they knew that he would get to know. Crime in the area was very low. A fact that was often commented upon at our monthly Divisional Parade held at Woking. The superintendent would read out the crime figures for the division, and when he got to Ripley Section, he would say " I see that crime is low in Ripley, but I also notice that the lost property figures are up!." It was a known fact that a theft at Ripley was only recorded as such if the sergeant was convinced that the property had in fact been stolen.

He also had his own way of inspecting public houses in the area. These monthly inspections were done in civilian clothes. He would call you up at a "point" and tell you to come in and get changed. You would then accompany him to the public houses concerned. No drinking took place. Although drinks were offered, they were politely refused. Often, when carrying out a public house check in uniform, somebody in the bar would call out things like, "He's over here officer "or "Look out Lads, the Law is here". In civilian clothes you could enter quietly, observe, and also speak to the landlord without obvious interruptions.

I very soon realised that this "Community Attitude" encouraged by the sergeant, was a two-way thing. We had not been at Ripley more than a few weeks, when one morning I opened our back door and a pheasant fell in on the mat. Somebody, unknown, during the night had propped a dead pheasant against the back door. It was the first one I had seen.

Not knowing what to do with it, the wife and I took it to the local butchers. He exchanged the bird for one that was ready for the oven, and he instructed us how to cook it.

A few days before Christmas, I was off duty when the Sergeant called me into the front office to assist in "The annual share out of gifts ". During the previous week or so, I had noticed that a number of parcels had arrived at the office. The "Gifts" turned out to be bottles of alcohol, boxes of chocolates and cigarettes. Neither my wife, nor I, smoke, so the cigarettes were of no interest to me. As far as the alcohol was concerned it was evident that the amount could not be shared equally into 7 portions. I was therefore instructed to find 7 clean, empty milk bottles to assist in dividing the alcohol up. Whilst the alcohol was being divided up, the officer who had been instructed to keep an eye open, in case somebody called at the office unannounced, suddenly shouted "the chief inspector". In a flash, the offending articles were hurriedly placed in a filing cabinet out of sight. What we could not disguise, was the strong smell of whiskey.

The chief inspector, whom I would describe as a very tall, upright sort of fellow, a little prim and proper in demeanour, came into the office. He demanded, why was everybody present. I had a good excuse, being off duty. I had called in for my mail.

He then said, "Sergeant, what is that smell?" The sergeant replied, "Smell, Sir? I cannot smell

anything, but there again I do have a cold." He received, a similar reply from everybody, he then signed the "Day Book" and left. We then continued where we had left off.

Some people reading this will be aghast. The idea of police officers receiving gifts from the public. It should be borne in mind that this occurred at a village police station over 50 years ago. Most of the gifts were given anonymously, and certainly not given as a reward for favours or, for not carrying out a duty. It was the public showing their appreciation and it was common practice at the time. During the next few years, the practice ceased, and there were occasions where, if the donor was known, the gift was returned, causing great offence, and embarrassment.

Life continued as normal into the new year, but I was getting a little frustrated at the slow pace and decided on a course of action. Once I had completed my probation period in March, I would seek a transfer to The Traffic Department. The only thing was that, at that stage, my only experience with a motor vehicle was my 150cc Lambretta Scooter.

Having received my car licence, I decided that I would like to be a police motor cyclist, but I could not take a police test for a motor- cycle, if my only experience I had, was riding my scooter. I discussed this with the sergeant, and he came up with the following plan: On the Section we had a spare motorcycle. It was a Triumph 500cc Speed Twin. It had no signs on it and was only occasionally used by the sergeant. It was an old machine, in fact so old that it had a "Test Certificate" (In those days a vehicle was not required to be tested until it was 10 years old). It could well have been the very machine that my father, as a divisional police motor cyclist was issued with in 1948.

He suggested that he rode the machine to Pains Hill Park, a large country house in extensive grounds. I would cycle there, and whilst he was having a cup of tea with the domestic staff at the house, I could ride around the grounds to get experience on the machine. This occurred about three or four times, until I felt confident enough to apply for a test. I failed the first test because the examiner, who was following me, lost sight of me. However, I retook the test on another occasion and passed.

A little while later I applied for a test to drive a police car. I attended a "Standard Car Course". This involved a course lasting five working days, with an instructor and two other students, in a plain car. The instructor on this course, had a novel way of dealing with students who "rolled back" at a junction, or on a hill. He would say to them, "Give me your watch" They would ask why, and he would reply "I will place your watch under one of the rear wheels, that will stop you rolling back "

My transfer to Traffic" did not materialise for some months and life continued as normal.

One evening, I was making my last point of the shift at a telephone kiosk in Ripley when the inspector arrived. He informed me that my application to Traffic Department had been successful, and I was to be a Traffic Motor Cyclist in W3 Area, to start the following week.

However, for the time being, I was to operate out of Ripley Police Office until such time that the new Traffic Centre at Farnham, together with housing, was completed in May 1963.

This was a remarkable achievement for such a young officer. In those days. Officers would wait for up to 7 or 8 years to become Traffic Officers.

I am now a "BLACK RAT". The name refers to all members of the Traffic Departments throughout the country, although the term appears to have originated in the Metropolitan Police in the early fifties. It is not clear how the name came about, but some people feel that it most probably started when an officer, not on a Traffic Department was reported for speeding, and feeling aggrieved, he referred to the reporting officer as a "RAT".

As a police motor cyclist, I had to be "kitted out" with my new uniform. New, is probably not the correct term, as I am sure that most of it was army surplus, dyed black.

First, was a pair of jodhpurs, the type usually worn by the cavalry. However, high length boots were not supplied, instead you supplied your own "doc martens" and over the lower part of the leg you wore leather gaiters. For protection against the weather you were issued with a long "riding mackintosh", again, similar to that supplied to the cavalry, or army dispatch riders, but dyed black. As the motor- cycles in those days were not fitted with panniers, you were supplied with an ex-army haversack, again, dyed black, to carry paperwork etc.

The crash helmet was the "Corker Helmet", and as the title suggests, it was made of cork and leather, and had a badge at the front, over a peak. These helmets were later exchanged for a full- face helmet with visor, as the "corker" did not provide protection for the neck, face or jaw. Until the new helmets, with visors, were issued, you had to make do with ex-RAF goggles, which used to "steam up". You were supplied with mitten type gauntlets, which you had to take off to write down anything. Personally, I used to wear ex-RAF silk gloves underneath, like those worn by pilots. Finally, you were issued with a leather truncheon filled with lead.

This was the uniform for a motorcyclist – 1950s but did not change until 1970s.

My first machine was a Triumph 21, 350 cc., colour maroon. It was light in weight, and reasonably easy to handle. It was sufficiently fast enough for the task. It was a smart looking machine, with a cowling over the rear wheel. It had a dual seat, but the rear half had been cut away to make room for the radio. The controls for the radio, and the handset, were mounted on the petrol tank. In other words, between your legs. Although I never had an accident with the machine, I can imagine the damage that could be caused to one's undercarriage, if you did come off. The machine did have a windscreen, with an apron beneath it, upon which, was the word "police". However, there were no blue lights or two-tone horns. But, at least, it did have a radio, so not only could you be contacted, but also, you could contact somebody for help if required. My call sign was "J" Juliet 52. The Surrey Constabulary call sign was M2HJ.

Although based at home, every day I had to attend Burpham Traffic Centre, near Guildford to ascertain my duties. My sergeant and inspector had offices there. I was one of four Traffic motor cyclists, operating out of there.

Burpham Traffic Centre

Within a few weeks I had attended a fatal road traffic accident. It occurred on a Sunday afternoon, in Chertsey Road, Byfleet, when a young lad, aged about 8 years old, rode his pedal cycle out of a side road, into a passing motor car. He was killed instantly. It was my duty, as the officer dealing, to inform his parents of his death.

Informing a relative that somebody has died has got to be the worst task that a policeman has to undertake. There is no correct way of doing it. Fortunately, I did not have to undertake too many of these tasks during my career, but I was often surprised by the reaction I got when I delivered the message. The recipient is naturally in shock, but on this occasion, the father immediately went into a rage, "The stupid boy, I have always told him to be careful" etc. Two days later, when I saw the father at the mortuary, where he had to identify his son, he was naturally devastated.

Some years later, I had to deliver a message to an elderly lady to tell her that her husband had died, and her reply was "Thank God for that! ". On another occasion, I had to tell a very wealthy lady, that her husband, had committed suicide by putting a shotgun in his mouth, and she replied, "He didn't use one of Purdies did he?" (A Purdy Shot Gun is a very expensive gun, handmade and measured to fit the user.)

Within the first few days with Traffic Department, I attended the police garage at Ladymead, Guildford, to receive instruction on the various aspects of a motor vehicle, for example brakes, steering, common faults etc. It was not long before I had a chance to put what I had learnt into practice. Bearing in mind, that vehicles in in sixties, were primitive and somewhat basic.

I attended a road traffic accident on a roundabout on the Woking Road, where a "brand new" Austin A35 van had overturned on the roundabout. The vehicle concerned had been completely written off with less than 10 miles on the clock. The driver stated that he had approached the roundabout in the normal manner. On turning to the right, and then intending to exit left, the steering locked. Turning as hard as he could to the left, he could not change direction of the vehicle and it overturned.

By the time I had the chance to examine the vehicle it had been removed to a breaker's yard. I had to use what tools were available. I used the "pillar jacks" from the crashed vehicle and another wreck. (The jack fits into the chassis of the vehicle, on either side, and the vehicle when raised, stands on two pillars, one each side of the vehicle. Having taken off both front wheels, I found that the steering rack, which went through two holes on the inner wing, was catching on the edge of a hole, which had been miss aligned, thereby jamming the steering. Within seconds of discovering the cause, the vehicle "wobbled "on the jacks, and the front of the van came to a crashing halt on the ground. Seconds earlier, I had been laying under that vehicle. Another lesson learnt.

One of the advantages of being a police motor cyclist, is that it is your choice as to what and whom you stop. It can be for any reason, for example, speeding, traffic sign offences, erratic driving, or other traffic offences. One such vehicle, which was always worth "a pull" was a vehicle bearing a trade plate. These are white plates with red lettering on, used by the motoring trade when a vehicle does not have a current vehicle excise licence. There are of course, a number of restrictions on their use, for example "non-commercial use". The saying at the time was "red on white, stop on sight".

In those early days, the only way of checking speed was, either by a stop- watch over a given distance, or by following the vehicle and checking his/her speed against the speedometer fitted to the police vehicle. The real danger, and this was very often challenged by the defence in court, was what is referred to as "catch up speed". Having seen a vehicle that you consider is speeding, you have to catch it up, and then when you are sure that both of you are travelling at the same speed, then that, is the speed you record. The recording prior to that is "catch up speed".

To ensure that the speedometers on the police cars and motor- cycles are accurate, we used to gather on a Sunday morning on the "Compton Straight" to check the speedometers. The Compton Straight is a long straight road, between the village of Compton, off the A3 and the Guildford to Godalming road. Two posts were situated a half mile apart, and as the vehicle drove passed the first post the watch was set, and as it passed the second post, the speed was

recorded. A record of the test was kept for use in court if necessary.

As a police officer, the duties are so varied that you never know what you will be doing from day to day. One morning, I was instructed to go to a location, miles off the beaten track, in the area covered by Haslemere, to the scene of an aircraft crash. It was in the days before off-road vehicles became the norm in the Police Service. The purpose of me attending was to provide radio cover at the scene. (Personal Radios and Mobile Telephones were not available in 1962.)

The aircraft was a single seat Military jet, a Hawker Hunter. The pilot was a Frenchman, on secondment to the RAF. He had got into difficulties and had tried to eject, using the injection seat. The seat had worked, but the canopy had not opened. His headless body had been found, still strapped in the seat, but there was no trace of his head.

By the time I had arrived at the scene, a number of officers had made it on foot and were trying to set up a perimeter, as a number of the public were arriving as well. I remember one man arrived at the scene, with a small child on his shoulders. He became aggressive when I told him to stay clear of the debris, so I calmly told him that he may be treading on evidence, particularly the pilot's head. He immediately calmed down, turned a very pale grey and retreated at speed.

Riding around all day on a motorcycle is great, if the sun is shining. It is not so great, when it is pouring with rain. The water is running out of your boots and dripping down the back of your neck. Neither is it great when the temperature drops, and you can hardly feel your fingers. The winter of 1962 -1963 has arrived.

To my mind, the winter of 1962-1963 was the coldest and longest that I have ever experienced. Some people regard the winter of 1946-1947 as the worst winter. I remember the winter of 1946, but I was only 5 years old. I do remember that there was a lot of snow, and I have vivid memories of, with my father P.C.372 Hoyle, pulling my sledge through Royal Park, from Virginia Water to Englefield Green. Loaded on the sledge was a Christmas tree, given to us by a colleague of my father. I do not know the origin of the tree, but I have distinct impression that the tree may have had "G R" stamped on it somewhere.

In 1962, the first indication that my wife and I had that the weather had turned cold, was that our toilet, being outside, froze up from later October, and remained like that until well into the New Year. We had to use the cell toilets. This was all well and good, when the office was closed. When it was open, I had to stand guard whilst my wife used the toilet.

The next indication that there was ice around, was when I wheeled my machine out of the garage at the commencement of duty. Whilst doing so, I slipped on the driveway and dropped the machine, cracking the apron below the windscreen. I immediately rode to the police garage at Ladymead, Guildford and a replacement apron was fitted. This incident was logged as "blameworthy", and it remained on my personal file until I retired. (A fact, mentioned by the assistant chief constable who presented my retirement certificate 28 years later.)

The snow did not arrive until after Christmas, but extreme care had to be taken all the same. In the period before the snow arrived, I cannot recall a time when we motor cyclists were taken off the road. We were expected to continue patrolling.

At this time, my wife was expecting our first child, and on 16th January 1963 she went to our doctor, who told her that her condition was such that she had to go into Woking Maternity Hospital ASAP. Arrangement were made for her to go the following day. She decided to have a bath. Having done so she tried to pull out the plug to let the water go. But nothing happened. The waste pipe was frozen solid. (7 days later, a colleague and I carried out into the garden, a 5ft x 2ft x 1ft block of ice. It took several weeks for the ice thaw out.)

During the night, it snowed, and in some parts, there was a covering in excess of 2ft. Only the main roads were passable, and then down to one lane only. As I was due to commence duty at 3pm, I decided to wear uniform early, in case I did not have sufficient time when I returned from Woking, having delivered my wife there.

We set out in our Morris motor car, following a bus. Every time the bus came to a stop we stopped. The only difference being, was that when we stopped, the engine stalled. I had to get out, in my uniform, and crank the starting handle, much to my frustration and annoyance of the drivers behind us. We stopped like this, on approximately five occasions, until such time, the bus turned to the right, and we turned to the left. We then continued our journey to Woking, where I left my wife and returned home.

At 3 pm that day, I dutifully mounted my machine and rode to Burpham Traffic Centre to receive my instructions for the day. To say that the journey was difficult, is an understatement. It was horrendous. The road surface on the A3, was hard packed snow, and it was beginning to freeze. In addition, there were numerous ruts in the snow. On one occasion, I got stuck in a rut, and as the vehicle that had made the rut, had turned into a driveway, I also entered that driveway.

When I eventually arrived at Burpham Traffic Centre, the inspector issued an instruction that motor cyclists would cease patrol and, as far as possible crew up on the cars, until the weather conditions changed. It continued to snow for several days. Another motor cyclist and I crewed up together, and we were issued with the inspector's car. It was an Austin A50. It had a radio, but no signs, blue lights, two tone horns, or even a bell. However, it was much better than riding a motor- cycle.

It was towards the end of February when it finally started to thaw out, but even then, there were times when driving was difficult. At times, it would rain, and freeze before it hit the ground. Vehicles would immediately be covered in ice. It was said that birds froze on the trees, and that was no exaggeration. Finally, the weather did improve, and patrol duties got back to normal.

In May 1963, the long-awaited Traffic Centre at Farnham was opened, and we moved to our new home at 2, Longbridge, Farnham.

The Traffic Centre, and Farnham divisional police station had been built on the edge of Farnham Town, but with easy access to the A31, Guildford to Alton Road. The complex consisted of 6 semi-detached houses with detached garages, a police station, together with a section house, and a Traffic garage with two offices. Above the garage was a social club. The two sections were inter- connected with an archway, which provided access to the road.

We were allocated 2, Longbridge which was a 3-bedroom house. The rear overlooking the Traffic Centre and the front overlooking the River Wey. A delightful spot. One thing about living close to work, was that you had no excuse for being late.

The Traffic unit at Farnham consisted of a sergeant and 12 constables. There were two patrol cars, Ford Zephyr "6", and two motorcycles. The inspector was based at Burpham.

The only problem with the Ford Zephyr was that it was a little light on the steering, especially due to the fact, that the boot was crammed full of heavy traffic signs and other equipment. The only indication that the vehicle was a police vehicle was the blue light on the roof, the bell on the front and the public address system fitted above the front bumper.

With the public address system, you had to make sure that it was switched off when not transmitting. There is an amusing story of a crew that were on patrol when they came up behind a lady learner driver at a set of traffic lights. When the traffic lights changed to green, the lady stalled the engine, and other drivers became impatient and sounded their horns. One of the officers operated the public address system, and said "Gentlemen, please be patient, we were all learners once "The lights changed to green once more, and the lady stalled the engine again. The officer, forgetting that the microphone was still switched on, said to his mate, "What's the stupid b---- up to now!"

When, you take into account, annual leave, sickness, training courses, or court duty. It is reckoned that it takes 5.6 men to provide a 24-hour cover. It was therefore necessary for the motor cyclists to crew up on the cars as required. The motor cyclist duties were mainly 8am - 4 pm and 4 pm – midnight. The cars operated, 7 am -3 pm, 3 pm -11pm, 11pm-7 am.

After each shift, the vehicles had to be refuelled and washed. Not very pleasant at 6.30 am on a freezing morning, having been up all night. Vehicles were polished once a month. Also, at this time, general maintenance was carried out, oil levels, washers, tyre pressures etc.If it was a nice sunny day, when the cars had to be polished, the Sergeant demanded that the cars be driven out into the sunlight, and woe betide any crew that had failed to polish properly. Any defect could be easily seen in the sunlight

We had not been at Farnham very long, when in June 1963 we were instructed to go to Gatwick Airport, at that time policed by Surrey, to assist in the security arrangements for the arrival in this country of President J.F Kennedy of the United States of America. He was to be met by

Harold MacMillan, the Prime Minister, and would be staying for the duration of his visit at the residence of Mr MacMillan at Forrest Row, Sussex.

My allocated task was to patrol on my motorcycle the southern boundary of the airfield. To my surprise, on nearing the emergency exit on the south side, and saw the presidential car, without any escort, leaving the airfield, with the President and Prime Minister aboard. I immediately radioed the fact to headquarters, and in the meantime took up a position ahead of the car. I had no idea where the car was going but could only hope that help would arrive before we reached a road junction. As it happened, there was a roar of engines and six outriders suddenly appeared and took over the escort. It is funny, but I never saw anything written about this after the event, or heard it mentioned. Perhaps this serious breach of security was covered up.

The area covered by Farnham Traffic Centre started in the east, on the A3 Guilford to Portsmouth road, and took in the villages of Compton, Eashing, Thursley, Frensham and Hindhead.

Also, the A31 which included, The Hogs Back, the villages of, Seal, Farnham Town, and Upper Hale. Also, the villages of Ash, Ash Green, and Mytchett. Our border was with Hampshire, including Aldershot, Frimley, Blackwater and Camberley. In places you had to travel into Hampshire to get to places in Surrey. We were instructed not to travel through Hampshire unless it was necessary. Travelling to a meal break was not considered necessary.

One evening I was on car patrol, and we were instructed to convey a prisoner from Camberley police station to Farnham police station. We chose to go through Hampshire, and, on going through, Farnborough, Hants, the car broke down. We decided to push the car a little way. And enlisted the help of the prisoner. One moment he was next to me pushing the car, and the next moment he was gone! We could not really seek assistance to search for the prisoner, so we carried out our own search. Luckily, we found him in a nearby public house, having a quiet pint. We eventually got the car started and delivered our charge without further mishap.

As mentioned, The A31 Hogs Back was part of our patrol area. In those days it was a single carriageway road, and the last stretch travelling towards Farnham was downhill and traffic travelled fast. There were a number of road traffic accidents, especially in the vicinity of The Hogs Back Hotel. It was near the hotel that I attended a serious road traffic accident, the circumstances of which brought to my attention the necessity or otherwise of seat belts. Seat Belts were not at that time a requirement in law. The circumstances of the accident were that two vehicles had collided with each other, one colliding with the driver's door of the other vehicle. The vehicle with the damage to the driver's door was fitted with bench seats, so that when the collision took place, the driver, who was not wearing a seat belt was pushed along the bench seat by the force of the collision and was saved injury. However, the front seat passenger of the other vehicle was thrown through the windscreen and onto the road, resulting in serious face and head injuries. Neither parties were wearing seat belts. I agree that this is a strange case, and in the main, I do believe that it is of the utmost of importance, for every occupant of a vehicle to wear a seat belt.

Some 25 years later I attended a double fatal accident at Dorking where the driver and front seat passenger were killed, both of whom were wearing a seat belt/harness. The circumstances were that there were three occupants in the car. A man and woman and a small baby. The baby was in a properly fitted baby-seat on the front passenger seat, its mother who was driving was wearing a seat belt. In the rear was the father who was not wearing a seat belt. The vehicle was in a violent head on collision with another car. The rear passenger was thrown forward in the collision. His left knee crushed the baby's skull and his shoulders broke his wife's neck. Both died at the scene.

It was about this time that I took delivery of a replacement machine. It was second hand; the previous rider having taken on other duties. The machine was a Matchless 650 cc G.12, colour white. It looked the part and rode well. It was a very heavy machine, and therefore difficult to raise up on the centre stand. Therefore, a bar had been fitted under the petrol tank on the left-hand side and clipped in position on the left side of the rear mudguard. To operate the stand, you released the clip and propped the machine on the bar at a 45-degree angle. You had to make sure that you were on firm ground or the bar just sank into the ground. On one occasion, I had to seek the assistance of a passer- by to get the bar out of the ground. Again, this machine was not fitted with blue lights or two-tone horns.

On 18th July 1964, I attended The Advance Wing of The Essex Constabulary Driving School at Chelsmford for a two-week Advance Motorcycle Course. Bearing in mind, that I had never attended a Standard Motorcycle Course. I rode my Matchless there, and fortunately I was issued with another machine for the course. The Matchless would never have been able to keep up. The machine issued to the four of us on the course was the Triumph 650 cc "Saint". It was a machine built especially for the police and the Army. In fact, there is one in The Royal Signals Museum at Blandford Camp. It had the standard Triumph Bonnyville Engine, in a Norton Frame. It handled extreme well.

On the course we had an instructor who took us out on the road most days, and we had another instructor for the class work. Out on the road we travelled in single file, rather like a mother duck and her four little ducklings. We never knew where we were going, so you had to keep up. The last in line was the worst position, because if you were preparing to overtake a vehicle, by the time you had arrived in a position to overtake, the gap had narrowed considerably.

I passed the theory test without any problem, and all I had to look forward to, was the "practical test". The object of the exercise was to follow and stop a suspected stolen motor car. Horror stories of how the staff make it difficult, and do not stop when requested, were being passed round, making everybody nervous. To make it worst, I was the last to go, and it had just started raining. I and one of the instructors rode our machines to a junction of the A12, where the course inspector was sitting in an unmarked police car. The inspector drove off, and I was held back for few seconds by the other instructor, and then told to stop that car. I caught it up within approximately two miles, pulled alongside, and indicated to the driver to pull in and stop, which he did safely, and I passed the test.

I was awarded a 2nd Class Advance Motor Cycling Certificate. I was told that I had missed a 1st Class Certificate by only one point. I was completely satisfied with the result that I had achieved. After finishing the course, I returned to my Force.

The following year, I attended a Traffic Patrol Course at Police Headquarters, Chelmsford. This was a course of three weeks duration, concentrating mainly on traffic law. We did have one outing on the course, and that was to the Eastern National Bus Garage, at Chelmsford, and it was interesting to discover the strict rules that apply to Public Service Vehicles. For example, when a bus has completed 100,000 miles, the body is taken completely off the chassis, everything is checked out and then, replaced as necessary. Only, when this has been completed is the vehicle reassembled and tested.

The course also included basic instruction on the investigation of the scene of an accident. Nothing like the instruction that is given these days. We did not close the road for hours on end. In most cases we "chalked" the position of the vehicles on the road, using a wax crayon. We then arranged for the removal of the vehicles, measuring up afterwards. In fact, we carried in the cars, a length of chain or rope. If a heavy lorry was caught up in the traffic, we would approach the driver and get him to tow the wrecks out of the way, so that the traffic got moving. This of course was in the days before motorways.

What I learnt on this particular course, proved to be a great benefit in the future. Especially when dealing with prosecutions, both in their preparation and prosecution at court.

A few nights later, I was crewed with another officer and we were called to Ash Vale Railway Station to deal with some drunken soldiers. When we arrived, we found four young soldiers, from the Junior Leaders Battalion the Guards Training Establishment at Pirbright. The story was that they, and another junior leader, had been drinking at the NAAFI in Aldershot. When the train arrived, four of them got into one compartment, but the fifth member got into the compartment next door. The carriage did not have a corridor, so the other member of the party decided to climb out of his compartment and walk along the running board of the train, and to attempt to climb into the compartment that his friends were occupying. By the time he had commenced this operation, the train was already travelling at speed, with him clinging onto the side of the train. As the train entered The Fox Hills Tunnel, the slip stream of the train caused him to lose his grip and fall under the wheels of the train. Upon arriving at the next station, the four friends decided to enter the tunnel to search for their mate. Fortunately for them, the driver of a train, travelling very slowly through the tunnel saw them in his headlights, and was able to stop safely. He encouraged them to get in his cab with him, and he delivered them to Ash Vale Railway Station where we met them.

We tossed a coin to see who would enter the tunnel to retrieve the body and. who would look after the soldiers. I lost the toss. I accompanied by two ambulance men, and a railway employee, entered the tunnel carrying a body bag. The railway employee had arranged for all trains to be halted until we had completed our task. We located the deceased without difficulty,

and then placed his remains in the body bag. He had lost his left leg, left arm and shoulder, and one side of his face. We had just left the tunnel entrance, when, the Southampton Express came hurtling through the tunnel. We immediately dropped our burden and lay as flat as we could against the grass embankment, whilst the express passed on by. A little shaken, we continued to carry the remains to the railway station, and the waiting ambulance. In the meantime, my colleague, had arranged for another police vehicle to convey the four soldiers back to Pirbright Camp.

We decided that, as the deceased was army personnel, we should take him to The Cambridge Military Hospital at Aldershot. Upon arrival there, the duty doctor certified death, and told us to take the body to the mortuary. The mortuary at that hospital was at the top of a steep hill, and as to drove nearer, we could see water running out from beneath the doors of the mortuary.

Quite clearly, the body could not be left there, so we took it to Farnham Hospital. There we placed the body on a trolley and covered it with a sheet.

When we arrived at Pirbright Camp it was approximately 3 am, and the whole camp had been turned out, and a roll call had been taken. The only missing person was the soldier we had in Farnham Mortuary. The duty Guards Officer was tasked to return with us to identity the casualty. Upon arrival at the mortuary, I explained to the officer that it was not a pretty sight, and he should be prepared for it. He replied, in a rather "stiff upper lip manner" to the effect that he would be OK. I removed the sheet from the corpse and the officer immediately fainted. After a few seconds he came around, and he identified the deceased as one of his men. By the time that we had taken statements and completed our report it was time to return to The Traffic Centre, wash and refuel the car, and go home to bed. A very busy night.

Considering the number of army establishments on our ground, or just near our border with Hampshire, we had little in the way of problems with soldiers. If we did, The Royal Military Police soon sorted it out. Personally, I found that if a soldier was a little disrespectful, if you raised your voice in an authoritative manner, he immediately stood to attention, as though on parade.

As mentioned before, part of our patrol area was Camberley where I had, for a short time, been a beat officer. One night I was on car patrol, with another officer, and on passing a cinema at York Town, at about 2am in the morning, we noticed a car parked alongside the building.

Approximately a half an hour later, on passing the place again, we noticed that same vehicle was still parked there, but this time there were two men sitting in it. We decided to investigate. We separated the two men and interviewed them individually, and when we compared notes, we noticed that there was, about a half an hour for which both men gave different stories. We decided to search the car, and under the back seat, which was a bench seat, we found approximately six bags of coins. We arrested them, and at Camberley police station, they admitted that they had broken into a social club in Berkshire and had raided the gaming machines.

A few weeks later, again on nights, I was on car patrol with another officer, and this time I was driving. We had only just signed on, when we received a call regarding a Morris Mini Car that had only just been stolen in the Farnham area. We were in Upper Hale, Farnham when we spotted the stolen vehicle. I pulled alongside the stolen vehicle, and my colleague indicated to the driver that he should stop. The driver, who was a teenager, seemed to take fright, and drove into my offside, forcing me over to the offside of the road, towards a brick wall. To avoid the wall, I steered to the left, but my rear offside wing collided with the wall. This sent the vehicle travelling diagonally across the road into a telephone post.

Whilst this was all going on, I can remember my colleague, who normally, was a very mild natured sort of chap, was shouting at the top of his voice, "For f--k sake, brake!" (or something similar). When we eventually came to a stop, I noticed that the mini had also stopped, and the driver had decamped. However, my colleague was soon out of our car and chasing the offender. By the time I had got to them, the offender had been caught and secured. The rest of the night was spent report writing. The police vehicle in question was written off.

The index number of the police car was 217 YPG. Some years later. I saw, in a Police Magazine, a photograph of the same car, with a proud officer standing by it. I felt like endorsing the article with the words," You may have driven it a few times, but I wrote it off".

217YPG in better times

I mentioned earlier the checking of speeding motorists. During early Spring of 1964, a new means of checking vehicle speed was introduced. For some reason, I believe that it was called Petra. It was an oblong shaped machine, approximately 2ft. 6 inches long, by 9 inches wide and 9 inches deep. It required a trained officer to use it, and care had to be taken as to where it was used. It had to be positioned off the ground, for which purpose we used a wooden chair with the back taken off. Care had to be taken that there were no metal objects, for example metal railings, in the vicinity. The main draw- back was, that there was no means of recording the speed permanently, on the machine. As soon as the speed of the offending vehicle was displayed, a written record had to be made.

To operate the machine correctly, it required a team of three officers. One to drive the police car, to convey the machine to the site where it was going to be used. This officer would also

operate the machine and record the relative speeds. Plus, at least two police motorcyclists.

The procedure was as follows. After the machine had been set up, and the first offending motorist was seen to drive past the machine at speed, the operator would record the speed in his pocketbook. One of the motor cyclists, having witnessed the speed registered, would chase after the offender and report him accordingly. For a successful prosecution, statements would be required, in each case, both from the operator of the machine, and the reporting officer.

The first time the machine was used in Surrey, was on the A3 Guildford, near The Guildford Cathedral. I was there, with another motorcyclist and an operator. The other motorcyclist reported the first offender, for W2 Area and I reported the first offender for W3 Area. In the future of course, this type of machine was replaced by the hand- held recorder, VASCAR (Vehicle Average Speed Computer & Recorder), and Cameras.

I cannot recall ever reporting a person for exceeding the speed limit unless the speed was well in excess of the limit, or the speed was dangerous for the conditions at the time. During the last year of my service at Dorking, as a senior officer, I attended 17 fatal road accidents, all of which, the contributory cause was excessive speed.

Police houses top right of the yard

Farnham Police Station

I was now well established in the Traffic Department and was enjoying my time at Farnham, but events that were to come, would change things dramatically.

The radios fitted to police vehicles were not owned by the police but, rented from the Home Office. Someone, at police headquarters, decided that to make better use of the radios on the

motor- cycles, they should be used 12 hours a day, rather than 8 hours a day. For this to be achieved, it was necessary to have two officers at, least per machine. We were therefore given a partner to share the use of the motorcycle.

It so happened that Farnham Division were looking for an officer to manage the Divisional Office for a short time. As I had experience as a cadet in such an office at Reigate, I volunteered, and was transferred from Traffic, to Farnham Division. I cannot recall anybody asking me why I had made the change, if they had, I would most probable have said words to the effect that I wanted a career change.

My family had now increased, we now had a little boy and we were permitted to remain in the same house, even though it was a Traffic Department House. The work at Divisional Office was not onerous, having the previous experience it was easy to settle in. The main issue was dealing with the superintendent's correspondence.

After having been in Divisional Office for a few months, I was offered the chance of a CID learner attachment. This is not a course of instruction, but an attachment to CID to obtain an insight into the work. It gives you and the department a chance to see, whether or not, CID is the right place for you.

Most of the time, you work with a CID Officer, but you are given a few cases of your own to deal with. One such case was the theft of gold cigarette lighter from a locker room at a factory. I was given the task, and upon arrival at the factory gate, I was met by the chief security officer. It just so happened that the security officer was my old superintendent at Reigate. He had obviously had his ear to the ground, and informed me that a Mrs….., the wife of an employee at the factory had had a birthday the previous day, and was seen showing off her new "gold cigarette lighter", that her husband had given her as a present.

I recovered the lighter and, arrested the husband. He appeared before the court a few days later.

They say that police work, is 80% luck and 20% efficiency. There is no point being in one street when the crime is committed in the other. It is always, the "right place at the right time", but when you have the luck you have to be efficient.

I was given another case, and upon reflection, I was only given it because nobody else wanted it. One night, somebody had broken into the goods yard at Farnham railway station and had stolen the wheel bearings of approximately 20 goods wagons parked in the sidings. It must have taken all night. To remove the bearings, they would have needed a trolley jack, to lift the axle, and tools to remove the bearings. There was evidence that a wheelbarrow had been used, and a footprint of the person pushing the barrow. I took a plaster cast of the footprint and carried it around every shoe shop, work clothing outlets in Farnham, Aldershot and Guildford, to no available. I also visited every scrap yard within a 20-mile radius, again, to no avail.

I enjoyed the attachment to CID but, felt that I was not suited to the role. I believe that to be a

good CID Officer, you have to be of the right personality. I consider that my personality is a little too rigid, especially when dealing with offenders.

To my surprise, immediately, I finished my attachment to CID I was offered the post of acting sergeant, in charge of the Prosecutions Office at Farnham. I did have some experience, and having attended the traffic patrol course, I had a good knowledge of traffic offences. At least, 90% of offences that appear before a magistrate's court are traffic related.

I thought now that it was a good time to take my sergeants examination which I passed without much difficulty. In those days you could not take the inspectors examination until you were a sergeant. The examinations are organised on a national basis, so that the standard is the same across the country.

I was in this position for approximately nine months, and during that time there were no real mishaps. However, on one occasion a traffic officer reported that the painted white lines at a road junction in Farnham did not appear to be of the correct dimensions and, therefore unlawful. I drafted a letter for the superintendent's signature, addressed to The Chief Highways Officer regarding the matter, and a few days later a reply was received pointing out the "permitted variants" in the Regulations. I of course, had not read the traffic regulations correctly. The superintendent was not amused.

On the 1st April,1968 I was promoted to sergeant, and posted to Redhill. We were given a Police House at 89, London Road South, Merstham, the same village where I grew up and went to school. The day we moved it was very cold, and in fact it snowed.

My arrival at Redhill caused a little confusion at first, as not only was it the same police station at which my father had served some years before, but because there were now two Sergeants Hoyle on the Eastern Division. In 1960 he had been promoted to sergeant and moved to Oxted, on the same Division. However, he retired in late April, three weeks after I arrived at Redhill.

The house that we had been given is described as "non-standard police house". It was one of a pair that had been purchased privately to house county officers, upon the amalgamation of Reigate Brough Police and the Surrey Constabulary in 1947. It was a nice house, situated in a service road, off the A23 London to Brighton Road, ideally situated to watch The London to Brighton Veteran Car Run, every November. We looked directly across fields, and the grounds of Gatton Park. Behind, we had a nursery.

One big advantage was, that we had a telephone supplied by the force. Usually only officers above the rank of chief inspector are supplied with a telephone. The reason for us having a telephone, was that the address was also supplied with a "Siren", as part of the alarm system during the "Cold War". In the event of an emergency the officer living at the address would be given instructions via the telephone system, to sound the "Siren". The machine was kept in a wooden crate situated under the stairs. Fortunately, whilst living there, we did not have to sound the "Siren", although on one occasion, we did have a "dummy run".

Very late, one evening, there was a knock at the door, with information that there was a serious

It was a week of nights, and it started on the first night when we had a call that a number of persons were breaking into the Co-op Store, in London Road. I and about four officers attended, and I positioned myself in the yard of dairy situated directly behind the store. I had just got myself in a suitable position to observe, when I saw a man climb over the wall from The Co-op and run off down the road. I gave chase, losing sight of him for a few seconds. Upon reaching the entrance to the Conservative Club, I found him hiding in a rose bush near the door to the club. He was facing into the bush, with his back to me. He was dully arrested and charged with the three other men. At his trial, his defence barrister suggested that when I found his client, he was in the centre of the road, waving to me to give himself up!

We received a report of a "mat alarm" going off at a building site at Outwood. (Because of previous burglaries, an alarm system had been set up, where a person steps upon a mat, and it sends a message to Police HQs.) A constable and I set off in a mini patrol car, at speed, to scene. At times, the car almost left the ground. Upon arrival, we could hear loud banging noises coming from a wooden "builders hut". When we looked in the window, we could see two men with "sledgehammers", attempting to force the safe. They were duly arrested, and we conveyed them, together with the "sledgehammers", to Redhill police station in our little Morris Mini. If you bear in mind that both the constable and I were over 6ft, and the two men were only a little smaller, it was a very tight squeeze. On the way to the Police Station I became aware of a very strong smell. I realised later, that both the offenders were not wearing gloves, as I first thought, but had taken their socks off to use as gloves. Hence the smell.

Once again, just when I was beginning to enjoy my posting, the wheel "dropped off". The sergeant in charge of prosecutions for the division, had gone off sick and I was required to take his place back in the same office at The Old Reigate Police Station, where I had been a Cadet 10 years previously. I was not at all happy, the job although important, was mundane, and I could see myself being trapped there for a long time. I therefore gave thought to ways in which I could escape.

Ockley, Holmwood Section,
Dorking sub-division of the Dorking Division,
Surrey Constabulary

With thanks to the following who responded for information on Ockley police house from the current owner Blake Coxon: Tony Suter, Michael Hickling, Carol Thomas, Mark Trezise, Brian Roberts, Phil Waters, Phil Brown, Ian Clinging, Bob Garland, Roger Chamberlain, Peter Harfleet, Michael Morley, Stan Ford, Stephen Firman, Barry Sullivan

First contact was to Surrey Constabulary History website from Blake Coxon: I have been trying to find any historic information on the former Police house in Ockley. My wife and I bought the property just under two years ago and we are the first family to live there not to be connected to the police. The husband of the previous family served with Surrey Police and they purchased the house in the early 2000's when Surrey Police sold it. He retired a few years ago. I've been trying to find any information relating to the history but no luck as yet. I know the Police purchased the land in 1938 and then built the house 1946 after World War Two. Any information or pointers you may have would be greatly appreciated. Best regards, Blake Coxon. Any tales you would like to share I'd be happy to hear and if there are any photos that retired officers have; I'd love to see them as I'm interested to see how the property has changed over the years.

We are currently having the back garden re-landscaped and there seems to be a lot of concrete just under some of the garden, way more than you'd need as a base for a shed or garden path etc. so, I was wondering if there was ever an out building located in the back of the property or maybe a parking area for Police vehicles to use?

Any history you can find out and photos would be greatly appreciated, I'd love to know as much as I can about the house

Details circulated through Old and Bold and Michael Hickling, agreed to speak with Blake who responded, “That’s fantastic, I’ll get in contact with Michael. I’m very excited to speak to someone that lived here while it was an active police house. I will of course ask him for a photo

and the address of the earlier police house. Thank you again for all your help so far, very much appreciated

Ockley Police House occupants

P.C. 634 Roy Proudlove was there in 1963 up until a move to Dorking from where he retired. He had a military bearing; he probably served in one of the Guards Regiments. Steve Firman: I went to a burglary in Ockley when Roy was on leave. The elderly couple that reported it met me on the doorstep asking where Roy was. I said he was on leave but they straightaway said, “Well, we're Proudlove People and we can't possibly talk to anyone else". No matter what I said, they wouldn't have it. So, I sheepishly called on Roy who fortunately was home and explained the situation. Roy spoke to them and then I was allowed to deal with it.

Bob Garland: Dorking in December 1972 there were a number of officers stationed in the villages, Brockham - John Finch, Newdigate - Bernie Boscombe, Leigh - Vic Harman

Bob Garland: When I married 1973, I took over the South Holmwood police house (vacated by PS Ray Thrumble) and shortly afterwards the office was formally re-opened under Sgt Peter Cole. The office was in the garden of number one Police House and Vic Harman moved from Leigh to live there.

In 1973/4 the occupant of Ockley was the late John Wicks collar no. 604 (?) who died in service

Michael Hickling village policeman for Ockley, Okewood Hill, Walliswood, Mayes Green and Forest Green, between 1974 and 1987. Possibly the last PC to properly work the villages. He had a horse at Ockley in the garden, an American quarter horse I think which he rode around the village.

Bob Garland: The section was increased and at the start consisted of myself, John Wicks, John Finch, Vic Harman, Graham 'Stalky' Webster at Capel. Sgt Peter Cole. Paul Venness was seconded from Dorking to fill a gap when Bernie Boscombe moved to Traffic. The sergeant's changed and we had Ray Byrne and David Bowden.

Mick Boyd 1986? For a few years before he left for Godstone Traffic

About 1991 Ray Adams was the occupant; he was a transferee Sgt from South Wales – left the Job

Andy Crabb about 5 years ago. Blake Coxon bought the house from Andy Crabb and his wife Sharon in Oct 2018. They have now moved further south to just outside Storrington

In the mid 1960s Dorking Rural officers

Westcott Gerry Lewer and Bert Kingswood

Coldharbour Geoff Langley
Forest Green Taff Williams
Ockley Roy Proudlove
Capel Jermey? (Not Tony the DI!)
South Holmwood Ray Thrumble
North Holmwood police house but worked Dorking, Peter Snowden
Newdigate John Forbes
Brockham John Finch
Box Hill Ken Pugh
West Humble Stan Ban
Mickleham Dave Stoner

Ockley village bobby Mike Hickling recalled for Off Beat his adventures during the Napoleonic Wars and how he actually gave orders to Bonaparte himself.

December 1986 Off Beat

Miss Janet Sharp is one of the Communications Officers a Dorking. She has been there since September last. Janet lives in Ashtead and drives into Dorking every day. She rates driving as one of her favourite pastimes, together with dancing and knitting.

Janet is seen here with PC Roy Proudlove. He joined the force in 1953 and is at present Station officer at Dorking. He is married with three children and lives in Dorking.

1976 Roy Proudlove

John Finch, Pete Bowman, Graham Webster, Mrs du Buisson JP, Peter Cole, Mick Hickling, Barry Sullivan 1976

STATION VIEW HOLMWOOD

Photos by Charlie Dobinson

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The Holmwood Section officers at the home of Mrs. W. M. Du Buisson — High Sheriff of Surrey, and her husband at Holmbury St. Mary.

Left to right: John Finch, Peter Bowman, Graham Webster, Mrs. Du-Buisson, Peter Cole, Mike Hickling, and Barry Sullivan.

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Mike Hickling moved from Nottingham Police where he had been for 4 years and moved down to Surrey. He married Lynda last October and lives in the Ockley police house. They both take part in local activities and Lynda is a member of the Church Choir. Mike has the rather unusual interest of War Gaming, but his great love is horses. He has his own half bred American quarter horse, a registered Palimino called General Boots. Mike recently took General Boots to a local Championship show and he won his class for Paliminos. Mike got General Boots when the horse was just one day old — he is now 2½ years and has just been broken.
Mike hopes to work cattle with him in the future and is also very interested in endurance riding.

1976 Off Beat

Holmwood office 2012 as a private house

The Long Service Award Medal was presented to Sgt. Raymond Thrumble and P.C. Denis Walter by the Chief Constable of Surrey (Mr. P. Matthews) on Thursday of last week. Sgt. Thrumble, who lives at South Holmwood, served at Godalming and Walton before being posted to the Holmwood section of Dorking Division. P.C. Walter, of 43 Swan Mill Gardens, Dorking, conducts the advanced driving tests in the Dorking area in co-operation with Dorking Urban Council.

PS Ray Thrumble, Holmwood Section

PS Dave Bowden later superintendent and Peter Cole when a PC later PS Holmwood Section

Some random mentions of Ockley to be found on www.surrey-constabulary.com

1830 3 November Captain Swing agricultural riots with arson at Caterham, Englefield on the 11th, Albury 14th and Ockley on the 14th there were three fires.

1830 19 November Tithe meeting riots at Ockley, Wotton, Woking and Norwood (probably the area south of Leigh) overnight 19th and 20th [30]

Early rumblings of the coming of a county police force?

The following memorial against the introduction of this force into the Western Division of Surrey has been numerously signed in this vicinity.

"We the landowners, inhabitants and rate-payers of the Hundred of Wotton, comprising the parishes of Dorking, Capel, Newdigate, Ockley, Abinger Hammer, Wotton and Mickleham in Western Division of the County of Surrey, having learned that the subject of expediency of introducing into this Division the Rural Police Force, is about to be taken into consideration by the Magistrates at the Quarter Session, beg leave to state that we have maturely and duly considered the nature of the subject above alluded to, and are of the opinion that such a force is totally uncalled for. The long and continued quiet and peaceable state of this Division, induces us to assure the magistrates that the present ancient and constitutional constabulary are so equal to their duties, that we feel perfectly satisfied as to their efficiency, and that an innovation on the present system is, in our opinion, not required. We therefore, respectfully but earnestly hope and trust, that the magistrates will cooperate with ourselves to prevent the Rural

[30] Captain Swing Hobsbawn and Rude Penguin Books 1985 App 3

Police being introduced in the Western Division of the County of Surrey, and thereby protect an already heavily taxed people from such an unnecessary and unconstitutional impact."[31]

1853 September 15: Surrey Sessions before Thomas Puckle Esq., and a Bench of Magistrates. James Ranger a respectable looking man surrendered to take his trial for **embezzleing £5 and other monies,** the property of his master, Mr Kerrich the treasurer for the county of Surrey. The prosecutor resided at Arnolds near Capel and had a brick field at Ockley where he made bricks, tiles and drain-pipes. The prisoner had been in his employ for seven years and his duties were to make bricks etc., and in the winter to collect coppice wood and cut faggots. He was paid by the day as well as by piece-work. In October last he gave him directions to purchase a quantity of faggots from Mr Cheesman, and he sent his own team to fetch them. His directions were to the prisoner to give Cheesman 4s a hundred for the faggots, provided they were worth it. Shortly after he received them he asked the prisoner how much he had given for them when he replied 4s 6d a hundred. He met Cheesman afterwards and offered to pay him according to what the prisoner had told him when they had some words, and seeing the prisoner, he gave him £5 Bank of England note and told him to go and pay Cheesman for the faggots as he did not wish to have any further words with him on the matter. The amount would be at 4/6d a hundred, £4 16s 9d, and he had never heard that another hundred had been delivered until before the magistrates.

On the 29th June the prisoner came to him for the ususal money to pay the workpeople when he asked him if he had paid Cheesman. He replied that he had not; Cheesman was out and he had promised to call upon him for the money. On the 9th July he again asked him about Cheesman's money; when he said "Oh dear, I'll bring you the bill next time." On the 3 August Mr Page one of the superintendents of the Surrey police called upon him to recive some money, when they had a conversation about the prisoner. On the next day he saw Mr Page again and afterwards the prisoner whom he asked about his going to Australia said he considered him acting exceedingly wrong, after he mentioned to him about a fortnight's notice whenever he wanted to leave. The prisoner said " You will find everything right and straight. I will go home and make it all out and let you have the account to-night if you like." In the course of the next day he went down to the brick-field when he saw the prisoner with some books before him, and he arranged to meet witness the next morning. Instead of his coming he sent one of the men named Jelly with an account bringing him in debt. The prisoner had charged in that for making 200,100 bricks - all that were made amounted to 141,000. Mr Kerrich after getting the account from Jelly he went to Dorking and took out a warrant for the prisoner's apprehension, the prisoner was taken before the magistrates and committed to prison. ------ Mr John Page superintendent of police at Dorking said on the 5th August he met the prisoner at Dorking and asked him if he had settled with Mr Kerrich. He replied "Oh yes, I have delivered my account and everything is settled and comfortable." Witness then told him that that he understood he was going to Australia when he said he was not aware of that. ---- At half past nine the same day he saw him in custody when he said he had entered into an agreement to go to Australia at

[31] Kentish Mercury & Surrey Gazette 11th April 1840

£3 12s his passage paid, and £20 in his pocket. Other evidence was given and the jury after consulting near half an hour returned a verdict of guilty. There were six other charges but Mr Kerrich did not wish them to be proceeded with and he asked for the mercy of the court on account of his previous good conduct. The Chairman said that that if the other cases had been proceeded with and the prosecutor had not so strongly recommended him to mercy, most likely the Court would have been compelled to transport him for a long time. However, taking his previous good conduct into consideration he should sentence him to six months hard labour in Wandsworth House of Correction.[32]

1867 November 5: Alleged poisoning by phosphorus: An enquiry into the death of Grace Moore aged 13 who was alleged to have been poisoned by phosphorus was resumed on Friday at the Parrot Inn, **Forest Green**. Superintendent Page of Dorking was there to watch the proceedings on behalf of the police. PC Puttock Surrey Constabulary stationed at Ockley was one of the many witnesses. The report is long and faded and difficult to read however the jury returned the verdict": " We find that the deceased died from the effects of phosphorus poisoning, but at the same time the jury say there is not sufficient evidence to induce them to say whether the poison was taken inadvertently or with the intention to destroy life, or whether it was administered by any other person there was not sufficient evidence to show. At the same time the jury desire to add that in its opinion there are most material facts kept back by those witnesses who are most of them related to the person under suspicion of having caused the death of the deceased." The proceedings then terminated.[33]

1870 August 13 Dorking County Bench: James Dicker was charged with being **drunk and riotous at Ockley** on the 15 July. PC Puttock, Surrey Constabulary proved the charge and said it was not the first time he had found him in a similar state. Fined 5s and 13s 6d costs.[34]

1886 January 30: Horsham Petty Sessions: Saturday: Desperate attack by poachers 16 January: Solomon Fairbrother, Charles Aldridge, John Davy and Benjamin Ironmonger appeared on remand for night poaching, assault and wounding John Burberry, John Chennel and William Lipscombe gamekeepers and night watchers in the service of Mr HF Broadwood of Lyne (Capel). The court was crowded. Chennel was so injured he could not attend the court and a further remand would be asked for. Thomas John Lee Jardine surgeon at Capel had been attending Chennell and he would probably be able to attend in about a week. Exploded cartridges had been found in Tickford Gill and Stone Farm Gill where several shots were heard on the Friday night. Inspector King, Surrey Constabulary, stationed at Holmwood where the prisoners lived had searched the homes of Fairbrother and Aldridge and in a clothes box, he found six loaded cartridges. He was handed two broken gunstocks and half of a gun barrel that had been found where the skirmish took place. Charles Taylor the landlord of the Norfolk Arms, Holmwood spoke to all four of the prisoners who had been in his house and sometimes

[32] The Standard (London, England), Thursday, September 15, 1853
[33] 1867 November 5: The Sussex Express, Surrey Standard Weald of Kent Mail, Hants and County Advertiser
[34] 1870 August 13: The Surrey Advertiser and County Gazette

they were all together on the 15th. The prisoners were again remanded.[35] The area is in 2015 is right on the border path between Sussex and Surrey close to Ockley and Kingsfold.

1888 December 8: Re murder of gamekeeper. The excitement caused by the murder of a gamekeeper at Ockley has nearly died out, but the failure of the police to secure the wretched poacher who shot the poor fellow in so cowardly a manner has caused some disappointment. The writer hears that a day or two after the murder the minions of the law were very close upon the track of the man who is appropriately called "Finisher" and that had certain people been a little more prompt with information, his capture would have been the result. [36]

1890 October 25: A burglar captured: On Wednesday night a man who gave the name of Thomas Williams gained a forcible entrance into the house of a tradesman at Ockley near Dorking. He stole about £7 in cash and was making his exit by a bedroom window when a constable of the Surrey county police cleverly caught him. **1890 Burglary Ockley, Dorking**: A man named Williams was committed for trial from the police-court today for burglary and stealing£7 in money and a quantity of jewelry. His capture was effected under very unusual circumstances by Constable Madgwick of the Surrey Constabulary who while on his beat at 2am on Thursday saw the prisoner rummaging the front room of a tradesman in the village of Ockley. He saw the prisoner break open a desk and extract money from a bureau. The officer hid beneath the window and as the prisoner climbed from the premises the constable seized him. Williams struggled violently and threatened to murder the constable but the later quieted him with a blow from his truncheon.[37] **1890 November 10: GO 351**: Special promotion for a constable following the arrest of a burglar and recovery of property at Ockley.[38]

1891 May 30: Funeral of PC Smith, Dorking: In the presence of a numerous concourse of people the remains of PC Smith were interred in the Dorking Cemetery on Sunday afternoon. As announced in our last issue PC Smith died suddenly on Thursday morning after 30 years' service as a member of the Surrey Constabulary and he was about to retire on a well-earned pension. Deceased was a painstaking and conscientious officer and was highly respected by his colleagues, a large number of whom were present at the internment in order to show their esteem for him, and many had travelled on foot a considerable distance. The coffin, which was surmounted by a number of handsome wreaths, was conveyed from the deceased's residence to the cemetery on an open hearse, which was followed by mourning coaches containing the deceased's relatives. The members of the constabulary followed at the rear, among those who attended were Superintendent Lambert (Dorking), Inspector Wood (Leatherhead), Inspector Hackman (Reigate), ex-Inspector Manning, Sergeant Mark (Holmwood), Sergeant Scarterfield, PCs Evans (Ashtead), Oliver and Avenall (Leatherhead) , Gwilliam (Boxhill), Slemmings (Beare Green), Madgwick (Ockley), Mollond and Osborne (Charlwood), Robinson (Walton on the Hill), Card (Kingswood), Finch (Shere), Stedman (Westcott), Newton (Effingham), Miller (Bookham), Marshal and Boon (Dorking). Mr M Mitchell of the Plymouth

[35] 1886 January 30: Surrey Mirror and General County Advertiser
[36] 2013 5 December Dorking Advertiser – Yesteryear 125 years ago
[37] 1890 October 25: The Hampshire Advertiser
[38] Surrey Constabulary General Orders Book 1 1851-

Bretheren performed the service at the graveside. A number of wreaths were sent including one from the officers and constables of the Dorking Division. [39]

1912 October 31: Suffragettes conduct a campaign in Dorking and Holmwood to embarrass the government. They held rallies in Holmwood, Ockley, Westcott, Bookham and nightly in Dorking where organiser "Charlie" Marsh assured worried tradesmen that there would be no window breaking. 3-4,000 people gathered for the auction many coming by train in suffragette colours. Most of the couple's possessions were bought back by supporters.[40]

1911 Population

Ockley	871
Okewood Hill	784

Police Constable 39 Walter Tuppen Surrey Constabulary
Distinguished Conduct Medal (Second only to the Victoria Cross)
Royal Field Artillery

A Brave Ockley Man Awarded the D.C.M. - August 1915 Corporal Tuppen was awarded the DCM for 'great gallantry' from May 9th-10th 1915.[41]

4 March 1916 [42]: Corporal W. Tuppen DCM: 45820 Gunner W Tuppen 33rd Bde., RFA (LG 5 August 1915) For great gallantry and devotion to duty on the 9th-10th May 1915 during the operations near Rouges Bancs. All the telephone wires being cut he maintained communication with the flag and electric torch, and, although his signals always drew fire, he continued signalling throughout the operation.[43]

Tuppen who hails from Ockley was on the Reserve and before the war broke out was a member of the Surrey Constabulary stationed at Hersham. On the outbreak of war he re-joined the RFA and left England for France in the autumn of 1914. Quite recently a rumour was widespread in the Hersham district that Tuppen had been killed in action, but happily this proved incorrect.[44]

Walter Tuppen qualified for the 1914 Star and received his Clasp and Rose along with the Victory Medal and British War Medal. His DCM was won when he was a sergeant.

1901 Census living in Reigate age 14 having been born in Reigate
1911 Census in India serving with 28th Battery RFA

[39] 1891 January 23: The Sussex Express, Surrey Standard Weald of Kent Mail, Hants and County Advertiser
[40] Display board at Dorking Museum 2013
[41] Dorking and Leatherhead Advertiser 28
[42] From: Surrey World War I Newspaper Indexes (1914-22) Dorking and Leatherhead Advertiser
[43] Gunner (sic) W Tuppen DCM Citation
100 Dorking and Leatherhead Advertiser *28 August 1915 from Henry Pelham 23 August 2019*

Married September 3, 1915 when 28 St Nicholas Cranleigh to Eva Emily Rice age 24. He is a soldier from Ockley

1939 Census. PC Walter Tuppen, living 1, Police Cottage, Dorking with wife Eve (b. 1890). Married 1915

1939 Census details of residents Moores Road Police Station Dorking

Superintendent is Clifford P Hilton at Moores Road, Dorking Born 17 March 1888
Police Sergeant Frank Melton 23 December 1902 in 2 Police Cottages
Police Station Moores Road
PC Clifford Aggar 25 April 1918
PC Owen T Armstrong 7 June 1917
PC Richard Arthur 23 November 1913
PC Harold Dudley 7 September 1912
PC Cyril Hearn 14 April 1912 (Later BEM) military service
PC Robert Kim 31 October 1914 (Later DFM)
PC Edward Williamson 13 April1915

1936 December 3: Woman Fatally Injured in Surrey Lane: Mrs Vaughan-Williams aged 53 of Leith Hill Place, Surrey who was found unconscious and seriously injured in a lane near her home on Tuesday, died yesterday. Edwin Colman, 15, a grocer's boy of Ockley who was found unconscious near her, stated yesterday he could not remember his cycle being in collision with anyone. He remembered leaving the shop at which he is employed, cycling a few yards down the hill, locking up some sheds and getting on his machine again. The next thing he remembered was regaining consciousness in Leith Hill Place. Dorking Police stated that they were inclined to the view that Mrs Vaughan-Williams and the boy were injured as the result of a collision, but there were features of the accident, which were still being investigated, and a report would be submitted to the Dorking Coroner today.[45]

1940 August 2: Ockley man wounded. A Home Guard sentry fired on a car, which it is alleged failed to stop after it had been challenged by a road patrol in Stane Street, Ockley. A passenger was seriously wounded.

1941 March: German bomber down in **Ockley:** Four crew dead: A night bomber is brought down in flames. Three-crew members die in the plane, another is found dead in his parachute and the 5th is captured.

1941 March 14: Night raider down at Ockley: One of the German bombers which made widespread attacks over Britain on Wednesday night was brought down in flames at Ockley a short distance from the Sussex border having been attacked by a night fighter. One of the crew bailed out, was captured and taken to hospital whilst the dead body of another who also took

[45] Times [London, England] 3 Dec. 1936

to his parachute was found by members of the Home Guard. Three other members of the crew were found dead in the crashed plane.[46]

1941 March12/13: Heinkel shot down **Ockley** – Oakwood Park – pilot bailed out and was captured another found dead in his parachute and four of the crew died in the plain. [47][48]

PC 122 William Harold Storey (35) 16 November 1941

1941 November 16: Tony Davie: P.C. Storey was on duty and riding his bicycle in Churt on 16th November 1941 when he fell off. It is not known what caused him to fall and it was dark at the time. As he lay in the road he was run over by a local taxi. He died, of a fractured skull, later that day in Farnham County Hospital, aged thirty-five years. His daughter, June, was nine and a half years old at the time. PC Storey joined the Surrey Constabulary at the age of twenty-one years. He married Miss Elsie Violet Foster at Hastings two years after joining. He was stationed at Oxted and Ockley near Dorking before being posted to Churt and was there some four years prior to his death. He was a member of the local Working Men's Club and played cricket for the village as well as playing bowls for the police. He was also a keen golfer. Mr G. Willis Taylor, H.M. Coroner for West Surrey, conducted the inquest at Farnham Court House. Superintendent S.D. Cox was in attendance. Mrs Elsie Violet Storey who was at her husband's bedside when he died gave evidence of identification. She also stated that he left home with his bicycle at 6pm on the evening of 16th November. He was well and his bicycle was in good order. Mrs Lillian Falk, Barford Mill, Churt deposed that P.C. Storey had called upon her a between 7.20 and 7.30pm. She had a conversation with him and he seemed quite all right. He was wearing a long black mackintosh and helmet. It was a bad night. William John Tester told the inquest that he was a public service vehicle driver and knew the road well. He was driving an Austin 18hp taxi from Hindhead towards Farnham at about 8pm on Sunday evening. He had passed Churt Green and was proceeding downhill at about 25mph when he felt a bump as if he had gone over something. He stopped and went back to find that he had struck P.C. Storey who was lying in the road. P.C. W.R. Bacon from Hindhead attended the scene with Sergeant Govey. A verdict of accidental death was recorded.

P.C. Storey's funeral took place at Hastings Borough Cemetery. He was born in Hastings and his father was a pensioner of the Hastings Borough Police. He had been a pupil at Ore School, Hastings. He joined the Royal Naval Volunteer Reserve and served aboard H.M.S. Sovereign and H.M.S. Barham during the war. (He was lucky not to have gone down with the Barham, which was sunk by enemy action) Floral tributes from Mr Lloyd George, the former Prime Minister, who lived in Churt and Sir Walter Napier, rested on the coffin, which was draped with the Union Jack. Superintendent S.D. Cox of Farnham represented the chief constable and was accompanied by Sergeant J. Govey, Hindhead. Bearers included PCs Holbrook and Forehead from Farnham, P.C. Spiers, Tilford, PC Collins, Frensham, PC Freeman, Hindhead and PC Deacon of Camberley. The Hastings Borough Police were represented by Acting Chief

[46] Dorking in Wartime David Knight
[47] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[48] Dorking Museum display 2013

Constable W. J. Buddle, Inspector A. J. Tapp, P. S. F. Rummery and PCs Gorringe, Collins and Kitney. Floral tributes included those of the chief constable of Surrey, the officers and men of the Surrey County Constabulary, officers and men of the Farnham Division, Hindhead Section and `C` Division Surrey Constabulary. PC Storey's will had been witnessed by Police Constable Ernest Hall, (later ACC) and P.C. H. Galloway in 1928. As a result of this accident police officers were issued with white gaiters for use when riding bicycles.

Number of flying bombs exploding September 1944 in the Dorking rural area[49]

Ockley 2

1944 June 30: 74-year-old Elizabeth Cheesman died of shock when a flying bomb landed in Ockley 100 yards from her cottage.[50] [51]

1944 August: Dorking area: Since the beginning of the war total casualties in the rural district: killed 6, injured and taken to hospital 36, slightly injured 101. The only fatal flying bomb casualty was a 74-year-old woman living in Ockley. The flying bomb attacks totally destroyed 5 houses, 8 were so seriously damaged they had to be demolished, and 32 were seriously damaged. Before D-day and the flying bomb attacks – houses totally destroyed 7, needing to be demolished 12, seriously damaged 42, slightly damaged 1295[52]

1965 21 September Tuesday 4-12m/n J76: 1730 Robert Bartlett pocketbook: From Control to Ockley re break. Search A24 Ockley, Capel. J21, J41, J124, CID DI and Detective Constable Morley; 1800: On motorcycle patrol duties on the A24 travelling towards Horsham. When I was about 100 yards Dorking side of Warwick Road, South Holmwood I saw a green scooter turn out of Warwick Road and head towards Dorking. A man I now know to be A S G of Fetcham was riding it. I turned my motorcycle around and chased after the scooter. The scooter was travelling at about 50-60mph cutting in front of cars. I came up behind the scooter sounding my horn continuously the rider looked over his right shoulder and then swung over to the right to stop me overtaking. The rider then continued to swerve to the left and right to stop me overtaking him. On several occasions I pulled alongside the scooter but was unable to stop it. The rider continuously looked over his shoulder. On three occasions I pulled alongside the scooter and shouted at him to stop, but he just said "No." When I was about 200 yards from the pedestrian crossing in Holmwood on the Horsham side I cut in front of the scooter and forced him to stop. G said, "Alright, alright I did it. I just want to see my girlfriend." G then pushed me violently and I fell off the motorcycle to the pavement. I remounted my machine and chased after the scooter. The rider looked over his shoulder again and began to swerve violently from side to side every time I tried to pass him. I was sounding my horn continuously and shouting at him to stop. Eventually I came alongside the scooter forcing it to slow down. I then jumped off my machine whilst it was still moving and grabbed G around the neck pulling

[49] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[50] Dorking Museum display 2013
[51] Dorking in Wartime David Knight
[52] Dorking in Wartime David Knight

him from his scooter. As he fell of his scooter a 9-inch blade carving knife fell from the inside of his pocket. I continued to hold G around the neck lying in the road until assistance arrived. Upon arrival of the assistance I cautioned the defendant G and said, "I am arresting you on suspicion of housebreaking." He said "Yes I did it. I just want to see my girlfriend." He was conveyed to Dorking Police Station where I again cautioned him and said, "It has now been reported that a house has been broken into at Cox Corner Ockley." He said, "I'm not denying it, here's all the money I took." He then elected to make a statement, which I took down in writing at his request and after reading it over to him he declined to make any alterations or additions he signed it. At 9pm that day in company with CDI Doyle the defendant G indicated to me a house he had broken into which, identified as Cox's Corner. He said, "That is where I got the money and rings from." At 1110pm that day I was present when he was formally charged with the offence now before the court and he said, "I'm sorry for what's happened and for the trouble I've caused to everyone concerned." 12m/n off duty

Explosives, gun Christmas day in Dorking in 1965:

1965 December 25 Christmas Day: 8-4 J76: Robert Bartlett pocketbook: 0805 Buckland Sand Company re break; **explosives stolen**. 0940 RTA at Ockley: 3.15pm to Bear Green with other units re **man seen running from a house with a gun**. No trace

1968 Floods Robert Bartlett: The following are taken from quotes in the Surrey Advertiser and from the Flood report submitted by the Chief Constable Peter Matthews to the Police Committee when it was all over. The story is that Eddie Armstrong won a small boat in a competition held by Kellogg's Cornflakes and with lightweight craft, he, Vince McFadden and I spent a long-wet day getting people out of houses and rescuing animals from fields. We all lived in Spital Heath where my wife filled the bath with water and disinfectant and I would go home, change and drop everything in the bath. At one point we were going to rescue an old lady from an upstairs window and as we entered the flood water Sergeant Kennefick was heard to cry out "Don't do that – you will get your uniform wet!" One rescue in deep rural Ockley area we were watched by the soon to die pop star Billy Fury a local resident.

Extract from a "Report on the Floods" from Superintendent John Irvin of the Dorking Division- "All police personnel worked hard in difficult conditions and many had to be ordered to go home to rest. Three men deserve special mention. Detective Sergeant McFadden, PC 817 Armstrong, and PC 938 Bartlett: They formed a "boat team" and recovered two people at Ockley at considerable risk to themselves. Their way to the house was blocked by a flooded road. This was normally a stream flowing under a small bridge over which the road passes. On this occasion the stream was a torrent and, after wading partly across the men found that the bridge had partially collapsed. By keeping to the rail side of the bridge they managed to push the boat across. They were up to their waists in water (fast flowing) and there was also the danger that the rest of the bridge would give way. After carrying out the rescue, they had to return by the same route and conditions were just as hazardous."

Surrey Advertiser of the 15 September 1968 adds that "Three Dorking police officers risked

their lives during the floods to rescue people stranded in their homes. -------- At 1045 on Sunday morning Mr and Mrs W. J. Garman of Black and White Cottage, Leith Vale, Ockley, telephoned friends to say they were marooned on the top floor of their house. The three police officers eventually called to the scene. Reaching the scene, the three found their route completely cut off by rushing water, which had demolished the road bridge. Undeterred they began the difficult and dangerous crossing to the cottage, which was completely surrounded by floods, with water lapping against the upstairs bedroom windows. Pushing the boat, which PC Armstrong had won in a competition, the officers gained the far side of the bridge. The current was too strong to be able to row the boat, so the officers waded and swam, pushing the craft before them. Using this method, the trio covered almost a mile from when they left dry land. Attempts had already been made to rescue the Garmans, both with a light canoe and with a heavy boat but both had been unsuccessful. The police got through, carried out the rescue, and reached dry land. They were then called to Archway Place in Dorking. Once more, chest high in water they waded into homes and rescued three people. At 5.40 p.m. the officers were called out yet again with their boat. This time to Pixham Lane where they rescued Mrs Claire from her flooded home; she was taken to hospital."

1968 September Flood: In 2012 Bob Bartlett received and email from Tony Kirton who was at the time of the flood's chief inspector at Dorking and my boss. He wrote: "I went out in my car following Eddie Armstrong with his boat on top of his car. He was leading and took a stretch of floodwater too quickly and stopped. I went forward and towed the lot of you as far as the flooded bridge. (And back again afterwards) At that stage we didn't know the state of the bridge. After the floods had receded the Chief Constable required all divisions to submit reports on their officers' actions. I did the Dorking sub-division report and, as I had only just moved to Dorking two weeks earlier and didn't know the area, went out to Ockley to look at the scene and was horrified to see what was left of the bridge. In fact, the bridge had gone and all that was left was the handrail you used which was holding up just a few feet of tarmac!"

1977 April 15: Julie Andrews' stepmother found at roadside: Julie Andrews's stepmother Mrs Winifred Wells aged 52 was found last night sitting on a grass verge near her home. She had been missing for more than three days. Mrs Wells was seen by the side of the A24 road north of Ockley by a passing motorist. Surrey police said she had been taken to Redhill General Hospital for an examination. Mrs Wells disappeared after leaving her home near Ockley for a bicycle ride on Easter Monday afternoon and police, using dogs and helped by villagers spent three days and nights searching the area.[53]

1992 October: The opening meet of the **Surrey Union Hunt** took place at Ockley policed by thirty-nine officers. The event passed without serious disorder although there were a large number of hunt supporters and protesters.[54]

[53] 1977 April 15: The Times
[54] Annual Report 1992

UXB at Ockley – Ray Woodman SOCO
August 1976 Woodman 500kg German bomb from a crashed Heinkel