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

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www.surrey-constabulary.com

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Surrey Constabulary History 98

Mr. John Over QPM CPM former Assistant Chief Constable Surrey Constabulary and Chief Constable Gwent died 2022

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? Babs Lawry, John Miskelly, Paul Hickman, Dick Chivers, Mike Ledwidge Dorking Division late 1970s?

John Over QPM CPM

PC Metropolitan Police G Division
PC-Assistant Chief Constable Surrey Constabulary
Deputy Chief Constable Dorset
Chief Constable Gwent 1981-1994
Died August 2022 Bath

Bob Bartlett: I believe I first met John Over when he was a Traffic sergeant at Burpham and later, he was my inspector at Dorking where I have memories of him both on the ground and at a public meeting about the problems with traffic at Capel. One incident was on a Sunday afternoon when a gun was produced at a christening and along with Colin Heighten, we stopped the suspect vehicle and all hell broke loose! He came to the scene along with lots of police (including Harry Sales on a motorcycle with a shotgun on his back – don't ask) and gripped the response. My wife and I (before we were married) acted as babysitters for Dawn, who became a doctor and put a tetanus jab in my backside after an injury on duty! Later when at Cranleigh as a rural sergeant, I was first on the scene at a plane crash off the A281 at Dunsfold. By then he was assistant chief constable and he took charge at the scene. I remember him arriving and a luckless inspector having to answer some hard questions about deployment and aims etc. He was a tall, well-built man, looked the part and was good at, being a police officer. He became head of ACPO Traffic when chief constable at Gwent and in those years, I met him several times. He was always friendly and welcoming with a fondness for the Surrey Constabulary and its members. An evening in the bar at Gwent HQ with the male voice choir was memorable. He led a full life and I believe he and June moved to Bath in the later years of to be near their daughter Dawn.

Born Woking attended Woking Grammar School

Served as a Royal Marine Commando before service with the Metropolitan Police

Dr Peter Kennison Metropolitan Police Historian – son of the late Frank Kennison: On a personal level John and June came to my wedding (1974) and also that of my sister Linda (1975). The Overs lived in Burnett Avenue Burpham when we were there from 1960 -1965. We visited them often in Dorking.

Metropolitan Police records: John E. Over warrant number 136897 joined the Metropolitan Police on 8th May 1951 as Constable 248 Training School (TS). On leaving the Training School 14th August he

became PC 144 G division - G Division then comprised of City Road, Islington, Old Street and Commercial Street. On 22nd September 1957 he transferred to the Surrey Constabulary.

1957-59 Beat Constable, CID four years the Traffic Sergeant then attached New Scotland Yard on detective duties.

50/60s: John Over was at Camberley in the late 50s/early 60s. His collar number was 20 and he lived in a Police House in Caesars Camp Road on the edge of the Old Dean Estate. He had transferred from the Met. At Camberley he was firstly in uniform and then went on CID.

1965 uniform inspector including Dorking, then detective inspector, chief inspector Godstone Traffic, superintendent Christmas day 1969, deputy Dorking division. Chief superintendent Dorking aged 40.

New No 2 at Dorking police station

CHIEF Inspector John Edwin Over, from Addlestone, is to replace Superintendent Arthur Smith at Dorking police station, it was announced last week. Superintendent Over will be second in command of the town's division.

Transferred

Thirty-nine years of age and married with one daughter, Mr Over joined the Metropolitan Police in 1951, and transferred to the Surrey Constabulary in 1957. He served at Camberley and was appointed to the CID in 1959. He was promoted sergeant in 1963 in the Traffic Branch.

In July 1964 he returned to CID and was appointed to a department at Scotland Yard. Four years ago he was promoted uniform Inspector at Dorking, and then left for Oxted as Detective Inspector. After promotion to Chief Inspector in charge of the Traffic Department,

Superintendent J. E. Over

String fuse on bomb threatened Lady Beaverbrook's life

By T. A. SANDROCK, Crime Correspondent

A BOMB planted on Lady Beaverbrook's car might have exploded at any time during a 30-mile shopping trip she made to London, police said yesterday. The gun-powder packed device attached to the exhaust may have been there for up to 10 days.

The device was discovered on Monday by Mr M. Wieslaw Schneider, Lady Beaverbrook's chauffeur who heard a rattling under the car.

He was returning alone to Lady Beaverbrook's home, Cherkley Court, near Leatherhead, Surrey, after taking her to London.

Major Donald Henderson, a Home Office explosives expert attached to Scotland Yard said that the bomb had been rigged so that heat from the exhaust would burn through string to trigger it off. It was a metal cylinder $6\frac{1}{2}$ in. long placed behind the silencer near the petrol tank.

Unusual explosive

The gunpowder packing is unusual and may assist police to trace the origin of the explosive.

Major Henderson said the bomb could have exploded only when the car was moving. "Any explosion could have involved following traffic and added to the danger.

"There is no doubt that had it gone off, the petrol tank would have been affected and there would have been a serious fire."

Det. Chief Inspr Philip Doyle, head of Dorking CID said: "The bomb could have been on the car for anything up to ten days. Lady Beaverbrook was undoubtedly endangered during yesterday's shopping trip."

Police said there was no apparent motive. The bomb was "nothing sophisticated" and its detonator was worked by a battery.

Extremist group

One theory being considered is that an extremist group chose the car because it belonged to the widow of Lord Beaverbrook, proprietor of the *Daily Express*, believing this would result in extensive publicity.

Detectives believe that if the bomb had gone off, someone would have claimed responsibility. Another theory is that the bomb was the work of a person with a grudge against the *Daily Express*.

Inquiries are being led by Det. Chief Supt John Place, head of Surrey CID, from Dorking Police Station.

He said: "The bomb was well constructed. It would have taken only two or three minutes to fix on to the car.

"One can't see a reason why Lady Beaverbrook's car was singled out. It may have been intended for someone else."

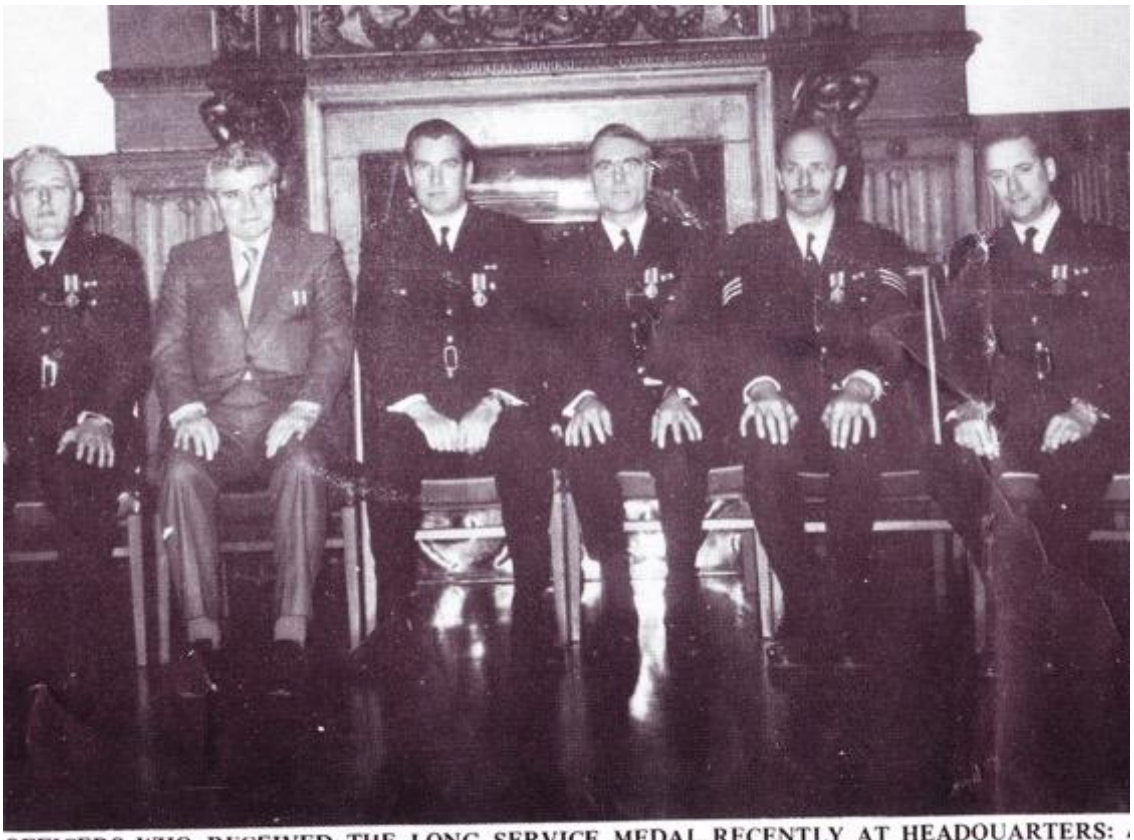
Detectives are to make inquiries in areas where the Vauxhall Victor Estate car was parked during the last 10 days. A guard has been placed on Lady Beaverbrook's estate.

Daily Telegraph 5th May 1971.

Daily Telegraph 5 May 1971; DS Hopkins SOCO, Detective Chief Superintendent Plaice, Superintendent Over, Detective Chief Inspector Doyle, Police Sergeant Blason

. Dorking detectives examining Lady Beaverbrook's car yesterday after her chauffeur had found a gunpowder bomb fixed behind the silencer.

1973



OFFICERS WHO RECEIVED THE LONG SERVICE MEDAL RECENTLY AT HEADQUARTERS: *Reginald Alway, Sergeant Gordon Smith, Chief Superintendent John Over, Inspector Frederick Drake, Sergeant Ken Durrant and Inspector Russell Kingsford-Curram.*

—Photo by Charlie Dobinson.

1973

JOHN GLADWELL WINS BOWLS TROPHY!

The Force Bowls Championship was won this year by Detective Chief Inspector John Gladwell of Reigate.

The finals of the championship were held recently at Headquarters.

The semi-finals were between PC Doward and PS Dobson – 21-19 C/Insp Gladwell and PS Findlay – 22-9.

So the final was between John Gladwell, and John Doward the score at the close of the game being 21 shots to 11.

John Gladwell has been playing bowls since 1960, and last year both he and John Doward were members of the rinks team who won the Regional police championship.

In the photo John Gladwell (left) receives the winners trophy from Mr. John Over

1973

MR. OVER APPOINTED ASSISTANT CHIEF CONSTABLE

25 July 1974

Mr John Over has been appointed Assistant Chief Constable. His appointment took effect from the 25th July 1974.

Mr. Over, at 43 years of age, is a married man and at present resides at Dorking with his wife June and their 17½ year old daughter Dawn.

He was born in Woking and was educated at Woking Grammar School. He served with the Royal Marines before joining the Metropolitan Police in 1951, where he served as a Constable in the East End of London.

In 1957 he transferred as a Constable to the Surrey Constabulary and served for two years as a Beat Constable. After serving for 4 years with the C.I.D. he was promoted to Sergeant with Traffic Department. He then returned to detective duties being attached to New Scotland Yard for a short period, before being promoted uniform Inspector in 1965, then to Detective Inspector before his promotion to Chief Inspector an Officer in charge of Godstone Traffic Centre. He then gained administrative experience as Chief Inspector before being promoted Superintendent on Christmas Day 1969. As Superintendent he was first Deputy to the officer in charge of Dorking Division – taking charge of that Division on his promotion to Chief Superintendent at the age of 40.

Since the first of April this year he has been Acting Assistant Chief Constable (Administration) for the force.

Among his many interests he enjoys gardening, and plays golf very badly, he says!


Chief Constable
Mr. Peter J. Matthews, O.B.E., Q.P.M.
Criminal Investigation Department
Det. Chief Supt. Walter Simmons
Deputy:
Supt.
Ronald Underwood
Traffic Department
Chief Supt.
Gerald Atfield
Deputy Chief Constable
Mr. Edward Post
Deputy:
Supt.
Victor Drummond
Assistant Chief Constable —Administration
Mr. John Over
Research and Planning
Supt.
Alan Hill
Women Police
Supt. Peggy Sandford, LL.B.
Assistant Chief Constable —Operations
Mr. Christopher Rowe
Personnel and Training
Supt.
Anthony Kirton
Deputy:
W/Inspr.
Jenny Futter
Administration (Headquarters)
Chief Supt.
Spencer Neville
Complaints Department
Supt.
Christopher Atkins
Public Relations Officer
Inspr.
Vincent McFadden
Deputy:
Supt.
Albert Tobin
Operations Department
Supt.
David Eades
Welfare Officer
Mr. Ronald Hagley, M.B.E.
SURREY CONSTABULARY
Mount Browne
Sandy Lane
Guildford
Surrey
Guildford (0483) 71212
The Surrey Constabulary was founded on 1 January 1851. Captain H. C. Hastings was appointed Chief Constable. His original Force consisted of 70 men—including five Superintendents.
In 1946 by virtue of the Police Act of that year temporary war-time amalgamations of the Surrey Constabulary with the Guildford and Reigate Borough Forces were made permanent on 1 April 1947.
As part of a policy of modernisation and expansion of the Force, Police Headquarters on 23 September 1949 moved to Mount Browne, Guildford, the position it now occupies. The red-bricked many-chimneyed building which forms the centre of the Headquarters complex was built in about 1890 by the 3rd Marquis of Sligo. The building together with 37 acres of woodland and garden was purchased for £17,000. Since those early years the complex has been extended and renovated on a large scale.
The Force which polices an area of 366,915 acres with a population of 736,180 and a rateable value of £42,442,783 is divided into six divisions. The authorised strength at the present time stands at 1,438 (1,364 male and 74 female officers).
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POLICE REVIEW 24 January 1975

1975

MEMBERS OF PARLIAMENT V
MOUNT BROWNE

Quite recently the Surrey Constabulary were hosts to a party of members of parl
Baden-Wuerttemberg, Stuttgart, West Germany, who spent a day at Mount Browne, stu
of the British Police.

As a momento of their visit and as a token of their appreciation they presented t
illustrating the Parliament Buildings at Stuttgart.

Our picture shows the group with some members of the Force.

1975

(Left to right) – Police Constables, Whicher, Coles, Dickson and Laker showing their awards to the Chief Constable Mr. Peter J. Matthews. (centre). Far right – Mr. John Over.

1976 Assistant Chief Constable Over with Superintendent Dave Stewart

It is believed Mr. Over worked overseas, probably Hong Kong before being appointed Deputy Chief Constable Dorset. Awarded Colonial Police Medal

1976 Deputy Chief Constable Dorset

1981-1994 Chief Constable, Gwent

1988 Chief Constable of Gwent and chairman of the Association of Chief Police Officers' traffic committee.

1978 Old Comrades John Over with Peter Matthews and Chris Rowe

Godalming 1949 Superintendent Webb

Back Row - Hill; D.Wood;G.Bailey;H.Robinson;J.Grant;R.Noad;S.Cross;V.Drummond; Maxwell.

Second Row - Standing P.Walsh J.Goddard Cheeseman Hall C.Drake ? Dobson
? R.Short A.Pink S.Wood Hay ? ? Lake

First Row - Standing A.Cowie L.Truss A.Maxwell S.Norton Race McCashen ? G.Warner
J.Miles H.Cooper H.Webb J.Hunt E.Horne V.Watkins ? ? W.Newman

Seated - W.Ford J.Armstrong R.Smith E.Storr G.Ferguson Goaling Supt.R.Webb J.Crowhurst Wilson,
contd. B.Ballard J.Judd ? Barnett W.Forehead

Superintendent Trevor Saunders
Deputy to the Divisional Chief Superintendent
Surrey Constabulary, Eastern Division
Retired 1990 - Died 11 May 2006

Photos from Mrs Lesley Saunders February 2023

David Saunders, Trevor's father – later Inspector Surrey Constabulary
Superintendent Trevor at Notting Hill Carnival

David Saunders first left middle row. Front centre Deputy Chief Constable Back

Ex Inspector David Ernest George Saunders

THE death occurred on the 21st September, 1991, of ex-Inspector David Ernest George Saunders at the age of 74 years.

After serving in the Welsh Guards from 1934 to 1938, David Saunders joined the Surrey Constabulary in March, 1938, and after short service at Oxted, was recalled to the Colours for War Service in December, 1939 until February, 1941, when he was released temporarily back to the Force.

He rejoined his regiment in August, 1942 and served with the Guards Armoured Brigade in France and Belgium where he was aboard the first tank in the liberation of Brussels.

He rejoined his regiment in August, 1942 and served with the Guards Armoured Brigade in France and Belgium where he was aboard the first tank in the liberation of Brussels.

He was demobilised in August, 1945, and served as beat, clerical and detective officer at Oxted and Dorking until promotion to sergeant for duty at Dorking and Headquarters Audit Section, where he became the inspector in 1956.

Subsequently he served at Guildford and Reigate until his retirement in June, 1968.

In retirement, he worked as an auditor for an American Oil Company and took up painting as a hobby, from which he gained much joy and pleasure. One of his masterpieces now hangs in the Battle of Britain Flight Mess at Lincoln.

He is survived by his widow Jean, daughter Alison and son Trevor, (ex Superintendent, Reigate).

Off Beat Dec 1991 David Saunders

Trevor a tall heavily built man dwarfs this Triumph Speed twin in 1964 Dorking. It is likely that Paul Holt who was also a tall man shared this bike.

P.Sgt. Trevor Saunders has been promoted Inspector in the training department at headquarters, it was announced this week. Insp. Saunders, aged 27, joined the Surrey Constabulary in 1961 and was stationed at Oxted until 1963. He then moved to Dorking where he served at a motor-cyclist and on traffic department. He was promoted to sergeant in 1967 and two years later was seconded to Sandgate Training Centre as an instructor. He is married with two sons

1970

1971 Ray Goodey, Robin O'Neil, Peter May, Bert Hacker, Denis Huughes, Trevor Saunders, Ray Hussey, Archie Newman, Bill Standen, Ian Swaddling, Bramley Hall, Tom Trevena, sea fishing

Sandgate 1969 Course 245 Police Sergeant Trevor Saunders second right - sitting –

Reigate Division cricket team 1970s

Peter Wickens February 2023: Back row from left 1st Barry Foote, 3rd Trevor Saunders ,6th Elliott, I think. Font row from left 4th Gerry Hardie and 6th Dennis Edwards. The chap not in cricket whites was their umpire, I think. Another cricketer over on the east was Gibbs. The annoying thing is that so many look familiar - but its 50 years ago.

Trevor Saunders, Chris Atkins, Gerry Atfield, Bernie Buck Radar speed gun 1979

Mount Browne, Saunders, Atkins, Atfield, Buck, Radar speed gun 1979 Traffic

Conference Room Mount Browne

Godstone Traffic Centre

Ch Inspector Saunders with Sir Geoffrey Howe local MP, Chief Superintendent Atfield and Chief Constable Sir Peter Matthews


1985
SURREY CONSTABULARY
EASTERN DIVISION
DEPUTY DIV. COMMANDER
SUPERINTENDENT
T.D. SAUNDERS
DIVISIONAL COMMANDER
CHIEF SUPERINTENDENT
E.W. HUGHES
ADMINISTRATION
CHIEF INSPECTOR
J.W. HOYLE
CRIMINAL INVESTIGATION DEPT
REIGATE SUB-DIVISION
DET. SUPERINTENDENT
K.A. PORTLOCK
DET. CHIEF INSPECTOR
J. MILNER
SUPERINTENDENT
B.E. RICHARDSON
CHIEF INSPECTOR
J. SAIT
DORKING SUB-DIVISION
CATERHAM SUB-DIVISION
SUPERINTENDENT
M. O'BYRNE
CHIEF INSPECTOR
A. CRAWFORD
SUPERINTENDENT
N.J. BRENT
CHIEF INSPECTOR
K.G. LANGRIDGE
LEATHERHEAD
HORLEY
OXTED
CHIEF INSPECTOR
C.S. CASEY
INSPECTOR
P. DEVEREUX
INSPECTOR
P.P. JOYCE


POLICE
CCIDENT
POLICE
SLOW
OLICE
CIDENT
POLIC
SLOW

Godstone Traffic Inspector

Gurney Fund trustees – Trevor centre rear

Notting Hill Carnival – Trevor Saunders, Hants officer, Bob Bartlett for then Northamptonshire, Chris Rodgers, Notts officer, Alan Blondell

Reigate about 1990 includes Bush, Saunders, front left Beavis, Ted Lawrie, Clinging, Ian Rand, Ted Bellingham, Barrett, Sait, Foote, Reigate sub-division

PC Rowse | PC Silk | PC West | Inspector MacLeod | Supt. McNulty | Supt Saunders

Best wishes to officers

We would like to send our very best wishes to the following officers who have recently retired from the force.

PC John Rowse joined the Constabulary in 1958 serving first as a Cadet. He has also served in Walton, Weybridge, Woking, Caterham and Gatwick Airport. He then transferred to Traffic Department and in 1986 he began work in the Motorway Control Room at Godstone.

In 1970 John was congratulated, with others, by the Chief Constable for his excellent work in detecting a number of cases of burglary. He was Commended, with another officer, by the Chief Constable in 1978. This was for showing considerable courage in arresting a man who had committed an armed robbery and was believed to still be in possession of a gun.

John received his Long Service and Good Conduct Medal in 1983.

Following his retirement in January, John continues to work at Godstone and we wish he and his wife, Sheila, and their two sons, all the very best for the future.

PC Bill Silk, who joined the Force in 1975. He began on the beat in Dorking and then Cobham before joining the Police Training College in Ashford as an instructor in 1984.

In 1976, Bill was formally congratulated, with others, for his alterness, keenness in detecting a burglary.

Bill retired from the Training College on Christmas Eve and we wish him, his wife Joan and their three sons all the very best for a long and happy retirement.

PC David West retired in January after 28 years' service.

David has served in Farnham, Haslemere and Ash, his last posting. In 1984 he was presented with the Police Long Service and Good Conduct Medal.

We send our best wishes to David, his wife Gill and their three children, for a happy and healthy retirement.

Inspector Ian MacLeod joined the Force in 1974 after serving for 14 years with the Fife Constabulary. His service to Surrey has been within the Fingerprints/Technical Services area in which he has considerable expertise and experience.

In 1980 he was Commended, with others, by the Chief Constable for 'determination and detective ability' during a massive operation concerning theft of motor vehicles, burglary and forgery. In the same year Ian and other members of the Fingerprint Department were Commended for their outstanding contributions to criminal investigation in the county.

Ian received his Long Service and Good Conduct Medal in 1982.

We wish Ian, his wife Joan and their three children much happiness for the future.

Superintendent Danny McNulty will be missed by his many friends and colleagues.

Danny began his career with Surrey in 1958 as a beat officer in Guildford. Other areas included Farnham, Frensham, Woking, Addlestone and of course, Traffic Department for which, as Superintendent, he has had responsibility since 1983.

In 1976 he was Commended, with others, by the Chief Constable for intelligent and efficient handling of a serious case of armed robbery. The Police Long Service and Good Conduct Medal was presented to Danny in 1980.

Our very best wishes go to Danny and his family for a healthly and very happy retirement.

Superintendent Trevor Saunders joined the Force in 1959 as a Police Cadet, and retired in January.

Following service in Oxtemd, Dorking, Guilford, Caterham as well as the Force Training School, Trevor became Superintendent of Eastern Division in 1984, his last posting. He was awarded the Police Long Service and Good Conduct Medal in 1983.

We would like to wish Trevor and his wife Lesley, and their three children lots of enjoyment and happiness in retirement.

Off Beat Feb 1991 Rowse, Silk, West, MacCleod, McNulty and Trevor Saunders

Anthony (Tony) Forward
Chief Superintendent, Surrey Constabulary
1958-1987

This pictorial biography has been completed at the request of the Editor with the support of Tony who "volunteered" to be the first to write up his biography in February 2023. All the photos came from the Surrey Constabulary collection.

Why do we wait for someone to die before we celebrate their lives and the contribution they have made to their communities. This will go into the archives, published in Surrey Constabulary History and a shorter version in the Old and Bold newsletter and probably placed on the Old Comrades website. The editor welcomes other former members of the Surrey Constabulary to work with him in producing similar documents.

From Tony Forward February 2023: Born in Farnham, on 1 November 1938. I left Ottershaw School (boarding) with a few 'O' levels in July 1955 at the age of 16 and joined Surrey Constabulary as Police Cadet 43 in September the same year. I was on the first official 4-week course for police cadets. It was a mixture of Surrey, Berkshire and Reading Borough cadets. I was posted to Guildford Police Station to work under Sgt Bert Field in DO. After 3 months I was posted to Accident Dept at HQ. They were short of a typist and I had come top of typing on the course.

In June 1956, I was called up for National Service in the RAF. I was 17 ½ and had applied for an early call-up which cadets could do then. I trained as an Air Wireless Mechanic and spent most of my time at RAF Thorney Island on the south coast. I was demobbed in June 1956 and re-joined Surrey Constabulary as PC 761 the same month. My police career is outlined below. I think I hold the record for the number of postings!
I have two sons from my first marriage.

I have previously been President of Ottershaw School Old Boys' Society, President of Woking District Rotary Club, President of The National Association of Toastmasters, Chairman of SPRCA, Chairman of Wood Street Village Horticultural Society and Secretary of the Chief Superintendents' Club since 1994 until the present day.

Since retirement I have done the following: After dinner speaking in UK, Europe and USA. In 1987 I won a national after-dinner speaking competition. With my wife, I set up an entertainment agency that was eventually sold to Bernard Cribbins and his wife. (We booked everything from strippers to opera singers. I did not go to see the opera singers very often!) I bought and ran Morley Associates, supplying police forces and government departments with memorabilia. I sold that to one of my suppliers in Wiltshire.

I was head-hunted to be on the board of directors of a security company supplying CCTV throughout the UK and Northern Europe, that I eventually retired from. I became a professional toastmaster and as such worked throughout the UK, Europe, Asia and the USA. I retired after 20 years.

Overlapping with this was 7 years as a funeral celebrant, during which time I conducted over five hundred funerals including a number of retired colleagues. I retired from everything in 2017.

In 2021, I moved with my wife to the West Sussex coast and enjoy a walk on the beach most days.For some time now I have been writing a book "In the nick of time", about my exploits as a PC.

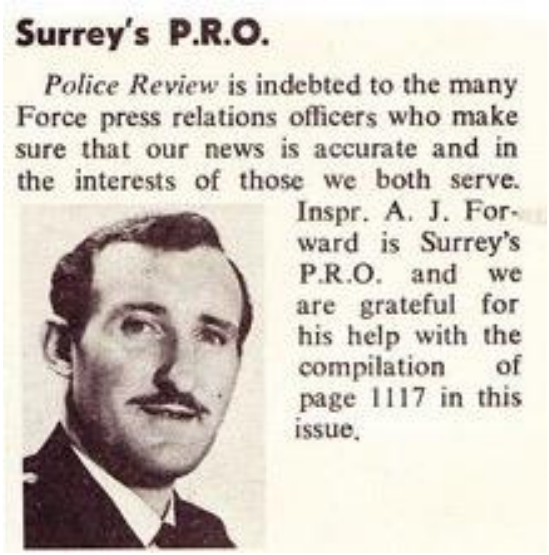
Postings and Promotions

Date	Posting	Position	Promotion
16/6/58	Joined	Trainee	
4/10/58	Horley	Beat duties	
7/9/59	Godstone	-do-	
17//9/61	HTG	Traffic duties	
8/3/62	Godstone	Beat duties	
3/2/63	Caterham	T/CID duties	
3/3/63	Godstone	Beat duties	
4/11/63	Guildford	Beat duties	
1/3/64	Guildford	T/CID duties	
30/8/64	Guildford	CID duties	
11/10/65			Sergeant
11/10/65	Reigate	Patrol Sergeant	
5/12/66	Woking	Detective Sgt	
8/9/68	Woking	Acting Inspector	
23/9/68	Woking	Detective Sgt	
29/12/68	Woking	Acting Inspector	
9/2/69	Woking	Detective Sgt	
1/4/69			Inspector
1/4/69	"A" Division	Det. Inspector	
21/9/69	Woking	Inspector	
1/4/70	HQ	Inspector PRO	
1/7/71	HQ	Det. Inspector	
13/8/72	Guildford	Det. Inspector	
13/11/72			Chief Inspector
13/11/72	Guildford	Ch. Inspector (Admin)	

7/8/73	Woking	Ch. Inspector (Admin)	
12/5/75	HQ	Ch. Inspector (Ops)	
1/11/75	Camberley	Ch. Inspector i/c	
31/10/76			Superintendent
31/10/76	HQ	Dep to Ch.Supt Traffic	
27/3/77	Godalming	Superintendent i/c Sub-Division	
6/5/79	Guildford	Dep to Ch. Supt "G"	
13/7/81	Addlestone	Dep to Ch. Supt "A"	
14/2/83	HQ	Superintendent C&D	
31/10/83			T/C/Superintendent
31/10/83	Addlestone	i/c "A" Division	
1/1/85	HQ	i/c Ops Department	
26/1/85			Chief Superintendent
1/1/86	Reigate	Ch. Superintendent i/c "E" Division	
1/9/87	Retired		

1955 Cadets – Tony Middle of back row. Other Surrey cadets include Bob Sinden, Geoff Todd, Brian Hopkins, Bob Watford, Pete Devereux. Front Sergeant Doug Hayball Inspector jack Gower, Assistant Chief Constable Hall, Sergeant Taffy Morgan ex Welsh Guards drill instructor, then front right Sergeant Dickie Noad. Tony was issued with a PCs tunic because he was too long in the body for a battle dress blouse. The two on the right of the back row are Baillis and Cronin. I

don't think either of them made it to PC. Extreme left in back row is Clive Warren. He became a PC but did not stay long.



Surrey's P.R.O.

Police Review is indebted to the many Force press relations officers who make sure that our news is accurate and in the interests of those we both serve. Inspr. A. J. Forward is Surrey's P.R.O. and we are grateful for his help with the compilation of page 1117 in this issue.

October 1970

Winston Salem officers with Chief Constable Matthews, Tony Forward, Dave Stewart, Des Flanders 1971

Tony Forward, USA officers, Des Flanders, Mervyn Saunders and Chief Constable Matthews

CHANGE AT WOKING

Chief Inspector Geoffrey Todd, left Woking on 6th August, on a two year secondment to the Home Office. He will hold the rank of Acting Superintendent in the Police Research Services Branch and will be involved with Research into the measuring of Police activities and the base on which man-power allocation should be made. In particular he will be involved with the new Control and Command Computer being installed at the Glasgow City Police Headquarters. Mr.

Chief Inspector Geoffrey Todd.

to the following officers:

D.S.O. D. F. Pocock	3rd Bar
Spec. Ch. Insp. C. S. Podd	Medal
Spec. Ch. Insp. T. G. Hobbs	1st Bar
Spec. Insp. J. Beirne	Medal
Spec. Sgt. K. J. Virgin	Medal
W/Spec. Sgt. B. Dawes	Medal
Spec. Const. P. M. Martin	Medal
Spec. Const. M. E. Howard	Medal
Spec. Const. D. J. Nicholas	Medal
Spec. Const. J. D. Worcester	Medal
Spec. Const. N. D. H. Smith	Medal
Spec' Const. G. M. Taylor	Medal
Spec. Const. R. J. Cook	Medal
Spec. Const. G. M. Taylor	Medal
Spec. Const. D. A. Whyatt	Medal

Rear Admiral McBeath then inspected the Band of the Royal Marines after which he addressed the Special Officers.

Mr. Todd's place was filled on 7th August, by Chief Inspector Tony Forward who has been stationed at Guildford for the past year. Mr. Forward is not a newcomer to Woking. He was stationed there from the end of 1966 until April 1966 as a Detective Sergeant and then returned for three months at the end of 1969, as a uniformed Inspector. Since then he has been stationed in the Control Room, has been the Force Public

1970s

Chief Inspector Tony Forward is the officer in charge
Camberley police station, where he has been for
months. He was a Cadet when he left school, then d
National Service in the RAF. He has worked in unifor
and on CID. He was a Detective Sergeant at Woking f
3½ years then promoted Inspector and amongst the jo
he did as Inspector was that of Force Public Relatio
Officer, and was the first Editor of Off Beat!
Living in his own house in Guildford Tony and his wi
Angela have two boys, Stephen age 16 and Andrew 1
and two alsatians. Angela breeds alsatians and teaches d
obedience.
Tony belongs to Woking round table and is chi
mechanic for his 16 year old son who drives racing car
following in Dads footsteps!

1975 Camberley

With Lionel Attwood – commentating on Force Family Day

FIFTY POUNDS FOR CHARITY

The police were welcome visitors at Grayswood Village Hall on 27th October 1977 when they went along to the A.G.M. of the 'Grayswood Old Friends' and Old Peoples Welfare Association.

Each year the Haslemere police hold a dinner dance and donate the profits to a local charitable organisation. This year it was the turn of the local senior citizens, and cheques for £25 each were given to the Grayswood Old Friends and the Old Peoples Welfare Association.

Photo Shows (Left to right): Sergeant Graham Westmore, Mrs. Terry Rouse, Mrs. Winifred Tisdall, Mrs. Emilie Denyer, Mrs. Marjorie Gray, Superintendent Tony Forward who made the presentations and Sergeant John Stone.

Photo by Jerry Coombes

December 1977 Off Beat Police Sergeants Graham Westmore and John Stone

1981 Long Service Medal: Rear left Mick Horne, Charlie Mitchell, Tony Forward, Dougie Buckman, Graham Burnett, John Molineux, Keith Carpenter (PC261), Front Danny McNulty, John Horton, Ted King, Roy Standford, Bill Harding, Mark Hutchings

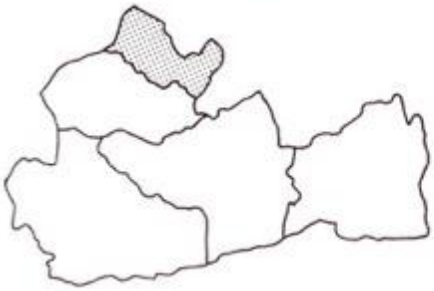
The Senior Officers Dining Club Xmas dinner 1978/79

Tony Forward with David Harding White Lodge

A Division

Addlestone — T/Chief Superintendent A.J. Forward

Population	121,972
Hectares	11,616
Establishment	232



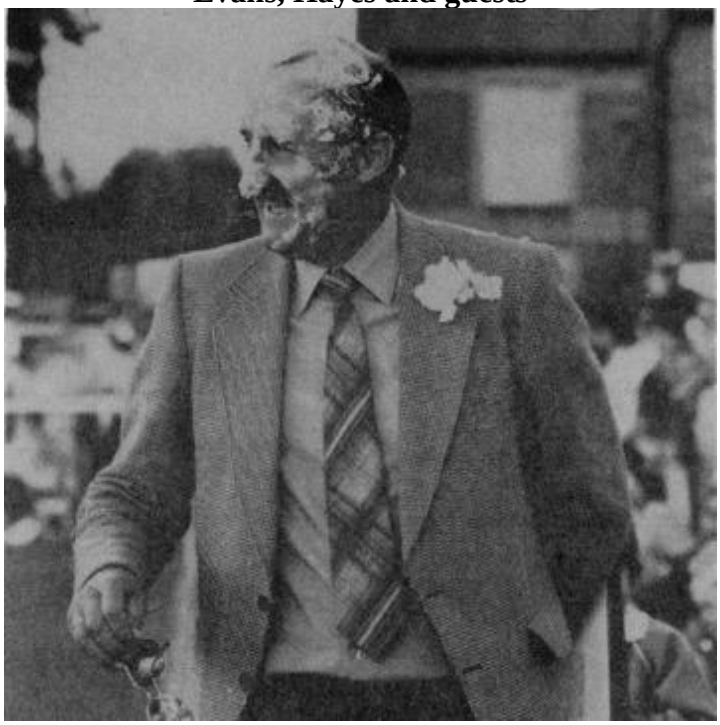
CRIME

During 1983 criminal offences on the division showed a decrease of 1% below the offences reported during 1982, principally due to a large reduction in the number of persons arrested for shoplifting, some two hundred fewer than in 1982. It was noticeable that shopkeepers did not always report offenders when they were juveniles or elderly persons.

1983

Surrey's senior officers in 1984.

1986 SODC Atkins, Richardson, Forward, Hoddinot, O'Byrne, Elliott, Flanders, guest front Evans, Hayes and guests



1990 Tony: Chertsey Football Ground during my time at "A" Division as Supt. "A" Division played a Showbiz 11 in a football match. There was a clown on their side who pushed a custard pie into the face of senior "A" supporters, of whom I was one.

Forward: the driving Force for 30 years

From his first day as a police cadet he never looked back– till now

by Michelle Daniel

MINUTES after handing in his uniform at Guildford, Chief Superintendent Tony Forward leaned back in his office chair and reflected on 30 eventful years in the police force: Years which began as a raw young police cadet and ended on Tuesday at Reigate police station as Chief Superintendent of Surrey Constabulary's Eastern Division.

And what a month to retire! Only recently he married his second wife, Sue, he had just returned from honeymoon in America to say farewell to friends and colleagues who featured in his career.

Looking healthy and tanned, the sociable Mr Forward, 48, turned back the clock to when he became a police Cadet at the age of 16, later joining the accident department at Surrey police headquarters at Mount Brown, Guildford.

In the late Fifties he carried out national service, a two-year stint in the RAF at a navigator's training school off the South Coast.

In 1958 he joined the Force, working as a beat officer in Horley and Godstone then becoming Detective Constable at Guildford police station.

"Then, in October 1965 I gained my Sergeant's stripes," he said, recalling his uniform duties at Reigate's former police station in Chart Lane.

Over a year later he was appointed Detective Sergeant at Woking. "I dealt with all kinds of crime," he grinned. "Everything from shoplifting to murder."

As his confidence grew, so did his enthusiasm. Inspectorship was earned in 1969 followed by a spell as the force's Public Relations Officer.

Soon Mr Forward was to become Detective Inspector, embroiled in the world of drug offences, frauds and other dastardly crimes.

November 1972 saw him attain the post of Chief Inspector in charge of administration at Guildford police station and Woking, the Force Communications Officer at Mount Brown.

After working as Officer in Charge at the Camberley sub-division he was prompted to Superintendent, second in charge of the Force traffic department.

A year which will remain in his memory forever is 1977, the Queen's Silver Jubilee, when he was among a group of handpicked men to represent British police in a special review.

"What an occasion that was," said Mr Forward.

"The Queen inspected a contingent from every force in the land, then we staged an exhibition showing the advance of police technology during the 25 years of her reign."

Mr Forward received a Queen's Silver Jubilee medal for his efforts.

His next career post was deputy to the Chief Superintendent in charge of the division at Guildford police station, then at Addlestone.

Following a short time as an investigating officer within the complaints and discipline department he was promoted to Chief Superintendent in charge of "A" division at Addlestone, until January 1985.

Early last year he moved to Reigate and took command of the Eastern Division covering areas such as his home town of Leatherhead, Dorking, Oxted and Redhill.

The post will be taken over the Mr Desmond Flanders, Forty-three year old Mr Flanders, who lives in Guildford, takes up his duties after working as chief superintendent of Staff Services at police headquarters.

Mr Flanders is married with two adult children. He joined the force in 1960 as a cadet and became a regular PCin 1963.

In 1980 he served as temporary Assistant Chief Constable.

During a working life that has certainly seen him live up to his name, Mr Forward was presented with a police long service and good conduct medal in 1982 and commended on two occasions for "outstanding police work".

Eloquent Mr Forward has always been held in high esteem for his humour and sharp wit and he now plans to put those talents to good use by starting a business "Looking Forward", catering for after dinner speeches and other party requirements.

He has had plenty of practice because for the past eight years he has staged speeches all over the county to raise cash for a day centre in Chertsey.

But he won't relinquish all his links with the police force. One of his main hobbies is collecting police headgear from different parts of the world and shoulder patches from the States.

At his fantastic farewell party on Tuesday, Mr Forward finally left the Force, paying a moving tribute to his colleagues.

"I say to every new recruit who arrives on my division, You have started your career well. You have chosen the best career going. You have been accepted by the best Force and now you have been posted to the best division.'

"I am now at the end of my career, having served 30 years in the best Force and the last 20 months in the best division."

MR TONY Forward (right) welcomes his successor Mr Desmond Flanders.

Barn needs a caretaker

IF YOU have ever fancied working in the theatre without the stage fright, make-up, and the hassle of learning lines, there could be a job in Oxted right up your street.

The Barn Theatre in Bluehouse Lane, Oxted, needs help to present one of the most unusual theatres in Surrey to the public.

The Barn is home to the Operatic Society and the Student Players and is also

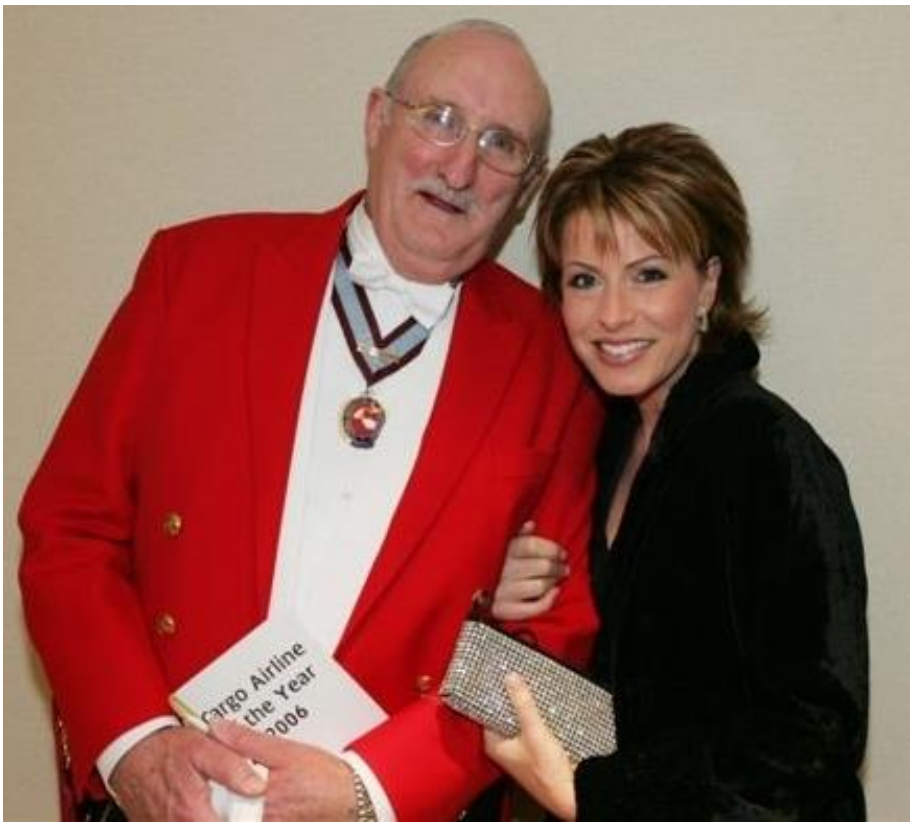
shoe-string budget non-profit company owned by local residents com to keeping alive th established home f in Oxted.

The work of th taker post has

Tony retired on 1st September 1987

Chief Superintendent Tony Forward with his 'clown' trophy, awarded at a public contest filmed by Cable Television.

Tony Forward May 1987 after dinner speaker award May 1987 Off Beat



Toastmaster: With then newsreader and celebrity, Natasha Kaplinski. It was the Cargo Airline of the Year Awards at the Lancaster London Hotel, a job I did for 18 years

2005 Chief Superintendents' Club

2005 Spain

Old Comrades 2005

Tony Forward, Chris Atkins, Strella Atkins Peter Wickens 2006 Chief Superintendents' Club

Traffic Reunion 2006

2007 Remembrance HQ

Clive Hanks Old Comrades HQ

2008

2009 Reunion with Chief Constable Mark Rowley

Spain: Ken Langridge, Nick Brent, Tony Forward, Anna Cooper and Brian Hayes 2009

Police Memorial Day 2009 Cardiff John Wright, Tony Forward and Chief Constable Mark Rowley

2009

Fred Smith Remembrance HQ 2009

Eggheads 2010

CID Reunion

NARPO 2010 Burford Bridge Forward, Hanks, Stone, Davie Mundell, Coole, Hunt, Harding, Goody, Breckell, Sandford, Wickens

Belfast 2011 Diamond Federation, Forward, Bartlett chairman Old Comrades, CC Mark Rowley Spike Milligan NARPO. Police National Memorial Day

2011with former Chief Constable Sir Brian Hayes

Des Flanders 2011

2012 Mason memorial inauguration Mount Browne

2012 Old Comrades Committee meeting

With Tony Suter Old Comrades committee 2012

2012 NARPO AGM David Harding Peter Wickens

Retired Comrades June 2012 Gerry Atfield and Paddy Swain

Chief Superintendent Club 2012

Tony Grey

Tony and Mrs Grey Tony Forward and Chris Atkins 5 August 2012 Chief Superintendents' Club

Peter Wickens, Alan Blondell, John Hurst, Tony Forward, Frank Chilmaid, Mrs Botting, Gerry Atfield, Tony Grey, David Eades, Robert Bartlett, Chris Atkins, Des Flanders, Bob Cozens 2012

National Police Memorial Day October 2012 Chief Constable Lynne Owens

2013 Tony Forward with Chief Constable Lynne Owens 2013 Crimestoppers Dinner

Frank Chilmaid 2013

Kevin Morris Old Comrades AGM 2013

2015 Chris Farmer Graham Marshall

2015 Retired Comrades - auction

Memorial unveiling Mount Browne 2015

2017 Fred Smith, Bob Bartlett, Tony – Old Comrades

Chief Constable Stevens 2019

2019 Tony Grey and Sir Brian Hayes

2020

Policing Woldingham as in New York

Robert Bartlett

This paper came about because of contact with NARPO Surrey from a former colleague in Staffordshire: Our welfare rep Mel Lewis circulated the below and information came in.

"I have been working with Chris from Staffordshire about the police use of scooters in the 1960s. Surrey used them, and I have a few photos of the machines with Graham Richings, Geoff Langley Colin Boyles, Robin Penn.

Has anyone out there any long-hidden photos of scooters used by police with or without officers? With the motorbikes the radio handset was on the tank and could be used when mobile. With a scooter it seems the rider had to stop and dismount? NPK688D is featured; 1966 hence the "modern" crash helmet - white and more coverage over the ears.*"*

Research into the use of scooters by the Surrey Constabulary followed approach from Chris Richardson a former Staffordshire Traffic officer, as was his wife Polly, who both have a hobby involving rebuilding and operating Lambretta scooters used by the police.

Chris wrote, "Actually I am interested in anything. Pictures would be very good but also how the scooters were used. If I can explain a little. My wife, Polly and I show vintage Lambretta bikes. She was once a Staffs Driver Trainer. Several of them have been featured in Scootering Magazine. This topic has never really been explored until now. Hopefully that is where you can assist. So that was the challenge met initially by a circular email to Retired Comrades that generated a wealth of material.

Below is how the scooters were liveried and deployed by the NYPD – not much different to those 1960s days of the Surrey Constabulary. Remember Mods and Rockers? The Surrey Constabulary had Mod PCs on Lambrettas and Rocker PCs on mostly Triumph motorcycles. These were the days of mass gatherings on Sundays on Box Hill which not only included two wheels but masses arriving on the trains at Box Hill station. Busy days. Lots of searching of people arriving at the station. Lots of trying to break up large mobs as they ran across the hill. Amongst all this was the ill-feeling between the scooterists and motorcyclists spilling over into rioting at Margate and Brighton as well as other resorts. Easter 1965 I was one of many Metropolitan Police officers who stood by at Imber Court to be lifted by helicopter to be deployed anywhere in the country. Some brave decisions made there!

Into the mix came the Surrey Constabulary with stately scooters, without the Mod accessories and a radio that would not last long as the battery was not up to the task. But what was that task? It was not seen as a response vehicle of any sort, but no Control Room inspector was going to ignore an asset with a radio when, yet another RTA came in!

New York Police Department Lambretta from Chris Richardson – at least Surrey Constabulary had radios

Peter Clark: I also had a scooter in the 1960s issued to me. I covered the south of Reigate division and the north was covered from Outwood. I lived in Charlwood at the time. Gatwick Airport was still in Surrey then. I was on the same scooter course as Geoff Langley and Bomber Brown was the instructor.

There are not many entries in the log of www.surrey-constabulary.com mentioning police scooters. Set out below is what has been recorded. There are entries involving scooters where the rider has been a villain up to no good or youngsters, mainly, acting as Mods in the 1960s.

1965 A Young Bobby's Lot: Graham Richings.[1] The Weybridge posting came to an end around the end of September 1966 when I was to be married. I had applied for a police house and one-day I was making a point in Weybridge High Street by the telephone kiosk outside the post office when the phone rang, and I was told to go to the police station and report of Chief Superintendent Henry Plum. He said to me "Can you ride a bike" meaning a motor bike. I had once ridden an old James 150cc on a private road and answered yes but that I did not have a motorcycle licence. He told me to contact Bomber Brown at Headquarters and he would give me a test on a Lambretta Scooter. If I could pass a test, then I could have a police house. These scooters were used for beat work at the time. I mentally mugged up on how to ride one of these and reported to PC Brown. He introduced me to a white Lambretta 200 GT and gave me a route to follow from Mount Browne, through Shalford and back through Guildford to Mount Browne. He followed behind me in a driving school car. That really was the extent of my motorcycle experience and at the end of the journey I was given a pink slip and was a qualified motorcyclist! I had run my own driving school for three years before joining the Constabulary, so I was actually familiar with the requirements of the motorcycle test. The upshot of this was that I was issued a police house in Christchurch Road, Virginia Water next door to PC 304 Denis Smith (and his wife Sheila). We were to share a Lambretta Scooter call sign Alpha 29. The radio and speaker mounted on

[1] Email to Robert Bartlett by Graham Richings March 2020

the rear of the machine for all the world to hear between the pip tones! PC Ken Reid also shared this machine.

1965 Dorking Division: Robert Bartlett: In the middle 1960s policing had not changed much since Victorian times. The principles were the same and but for the use of motor vehicles, some with radios, the way of working would have been easily recognised by our predecessors. In Dorking, there was a crime car working for about sixteen hours a day, and a divisional motorcyclist. The sergeant had a car if it was not being used as a substitute for the crime car, which frequently broke down or was being serviced, or even retained on duty because of an incident. There was a Criminal Investigation Department car, a couple of rural motorbikes and at one stage a Lambretta scooter on Leith Hill and another for Ken Pugh on Box Hill. There was always a sergeant on duty, an inspector most days and a chief inspector and superintendent who worked office hours. On each shift there were about four or five officers one known as the station officer, who worked in the front office and gave out the work as it came in. Not that too much came in. Much of what we did was self-generated by stop checks or investigations.

1966 November – about: Graham Richings: The Passing of George Tidbury Dealing with sudden deaths can often be quite traumatic, especially when young in service. This is a short story about a sudden death that I dealt with when first posted to Virginia Water in 1966. I had joined Surrey Constabulary in December 1965 and initially posted to Weybridge/Walton and living in the Section House at Weybridge under the watchful eye of Mrs Griffiths (Mrs 'G', Jacko's Mum. Not the most renowned cook in the west). In October 1966 I got married and was allocated one of two police houses in Christchurch Road, Virginia Water next door to PC 304 Dennis Smith. My main duties, apart from night duty out of Egham Police Station were to patrol Virginia Water, Wentworth, Sunningdale and Englefield Green. This was done by pedal cycle or a 200cc Lambretta GT Scooter with radio on the rear, call sign "Alpha 29". You remember, the ones that went peep–peep-peep etc. whilst HJ or HM were receiving messages from other vehicles. (See picture below).

You never knew what was going to come down the radio from Op's Room in Guildford. One dark winter evening about 20:30 hours I was minding my own business (No that's not right, we didn't mind our own business, did we?) scootering along Pinewood Road in Virginia Water when Peter Barbrook's dulcet tones called Alpha 29 and directed me to a sudden death at a small cottage near the Church in Christchurch Road. This was almost opposite where I was living. There was a small row of fairly old cottages set back off the main road along a service road parallel to the main road. I made my way there and parked the scooter outside and walked up the path towards the front door. Walking in the opposite direction to me was Dr Loxton. He was the local practitioner with a practice in Abbots Drive. No doubt quite a lucrative location to have a doctor's practice with all those wealthy Wentworth Ladies around! (He did in fact see my wife through her pregnancy at that time) As he walked past me, he barely stopped but just said "Not a pretty sight in there! I have certified death". He directed me to the back door, which lead into an old-fashioned kitchen and then into a scullery area. He walked off into the night leaving me alone.

Sitting in a wooden armchair in the middle of this small dimly lit room was one George Tidbury, aged in his late 70s and very dead. Lying across his lap was a full length 12 bore shotgun and the remains of

his skull was spread over the ceiling. I certainly had not dealt with this sort of violent death before and I could quite see why Dr Loxton had certified death! Of that there was not much doubt. So, I did the obvious thing. Went back to the scooter's radio, told Op's Room what I had got and asked for a senior officer to attend. I went back into the house and looked carefully at the rather large shot gun and pondered as to whether or not he could actually have reached the trigger with the muzzle of the gun in his mouth? The house was dimly lit and it was quite eerie and after about the best part of an hour Inspector Archie Maxwell arrived on the scene on the instructions of Maurice "Jacko" Jackman. The latter was the chief inspector at Egham at the time.

Archie was quite happy that the old boy could have pulled the trigger himself and in his deep Scottish accent declared this a suicide. So that was that and the undertaker was duly called. The inspector disappeared into the night, and I was left with the remains of George to await the undertaker's arrival. In due course the Coroner's Inquest duly decided that this was a case of suicide. No note had been left.

1966 October 23: Sunday Armed violence: N9 10-6pm: At about 4.55 pm I was on motorcycle patrol when I had occasion to assist PC 737 Highton who had stopped a Rover Saloon. (In Falkland Road, Dorking following an attention drawn after a disturbance at a christening in Dorking when a firearm was allegedly produced). PQ was driving the vehicle and by his side in the front seat was JJQ. In the rear seat behind the driver was SH and next to him was MC. On my arrival I said to PQ "It is alleged that you have been involved in a fight and a firearm was brought out. Will you let me search your car?" He said, "Well I suppose so." SH said, "You got a fucking search warrant?" PQ said, "Yes, you got a fucking warrant." I said, "Under the Firearm's Act 1965 I have a power to detain you and your vehicle and search you as I have reason to believe that there is a firearm in your vehicle." I then reached through the open window of the car and took the keys. PQ grabbed my hand and said, "Give me my fucking keys you can't take them you bastard." PQ then got out of the car pushed me backwards and said, "Give me those fucking keys you bastard." He then pushed me again and grabbed hold of the lapels of my mackintosh repeating, "give me those fucking keys." I placed the keys in my pocket. PC Highton came over to us and pulled PQ off me by putting his arm around Q's neck and pulling. Q then raised his right arm and swung it backwards-hitting PC Highton on his chest. I then saw SH get out of the back of the Rover, go to my police motorcycle, raise his right leg and push it over onto its offside. I then ran to SH to restrain him. He grabbed me by the lapels of my mackintosh and said, "You @£$%^ &*! I want those keys fucking bastard." Then PQ came to CH's assistance and grabbed me. In order to break free, it was necessary for me to try and punch CH but he stepped back and I missed. He then ran to the car shouting "You swung the first punch; I'll kill you, you bastard." PQ then shouted, "Who saw this copper try and hit him?" I then heard "I'll fucking kill him the bastard." I turned around and saw CH standing by the rear of the car brandishing an axe in his right hand. He then started to run towards me. (PQ who was a very big man was holding me!) PC Pugh (a Box Hill PC had arrived on a motor-scooter in response to calls for assistance) ran up to CH and grabbed his right arm and another person his left. A tussle then took place in which PC Pugh disarmed CH. PQ then again grabbed hold of me and JQ came up and said "I've been to a fucking christening lets forget about it. Let's have the keys you @£$%^ &*!." He started pushing me back. By this time a large number of people had gathered around including many women and children. PC Highton came over to me, grabbed PQ and said, "I am arresting you for assault on police." PQ said, "Fuck off."

As soon as I was free, I went to CH and said, "I am arresting you for assaulting me." He then became very violent and with assistance of five other officers he was placed in a police vehicle and was taken to Dorking Police Station. (I have a memory of there being 25 police officers there eventually including PC Harry Sales who was on motorcycle duties and had just seized a shotgun at Coldharbour following a firearm enquiry. He was having a discreet ride to the police station with the shotgun on his back and came to the disturbance. The cry went up that armed police had arrived!) Inspector John Over arrived and tried to bring a sense of order. This was Dorking on a Sunday afternoon! PQ was also arrested and refused to get into the police vehicle standing with his legs apart and hands on the roof a very large strong man. A Metropolitan Police officer – one of four who had come to collect prisoners by chance from the police station – put his hands through PQ's legs and squeezed his testicles which made him double up and with a boot on his bottom he was "placed" onto the back seat of a patrol car covered in police officers. All he would say for a sometime was who the officer that had grabbed him was!)

The windscreen of the police bike DPL650B had been broken the footrest bent and the handlebars twisted. The men were later charged. I again interviewed CH on the 29 October, and he agreed all four had been involved in the fight at the Prince of Wales and that a shotgun and axe had been brought out and not used. When asked who had the shotgun he said, "I can't remember." (When eventually they appeared before the court 14 November, they pleaded guilty, and the full facts were never given to the court, and they were fined about £50 when they should have gone to prison. No doubt the lawyers did a deal. We were all very angry at the result)

1967 January: Colin Boyles I went to Horsley Section, part of Guildford Division in November 1966 when still a probationer. In January 1967 **Lambretta 200cc** scooters were introduced to rural areas to allow officers to patrol a wider area. I went on a course with Rowley Bowers and an instructor whose name escapes me. The object of the scooters was to allow the officer to ride to a location on his beat, park up and patrol the area. I also used mine to stop the local youths on their scooters. It was also a very good for public relations with the youngsters although Jacko as Superintendent at Guilford would not allow me to put a foxtail on the aerial! I later graduated to a Triumph 500cc speed twin with windshield, leg guards and a radio on the back, which altogether restricted the top speed to about 60mph. **(Ed:** The village PC at Coldharbour Geoff Langley had a scooter and possibly Ken Pugh on Box Hill)

Phil Waters: 1968 floods: I was just turned sixteen years of age and in my first week as a Surrey Constabulary cadet, Cadet 59 stationed at Leatherhead. My first Monday duty was to go to the Technical College at Redhill. My Mum and Dad lived at Fetcham, so I got my bike out and set off for the train station at Leatherhead. I got as far as the bus garage to be confronted by the beginnings of the flood. The River Mole had well and truly burst its banks. I thought I might be able to cycle through this puddle, but it quickly became apparent that was not an option, so I turned round and went back to join the crowd that had gathered to watch. I noticed a group of people had got over the fence to the railway line and were climbing the embankment in their quest to get to town for work. I decided this was a very silly option and so set off back to Fetcham village. The main road to Cobham was being closed off in Fetcham village by a uniformed constable and so I went to him introduced myself to him and asked if there was anything I could do to help. 'Stay here and stop any cars going up the road. It is underwater and not passable.' I was told. So, there I stayed stopping the traffic all day. Did I ever see that constable again, of course not!

Looking back the railway embankment option was not as silly as I first thought. Having said that, I was enjoying myself and felt I was doing some proper police work so soon into my fledgling career. As the day progressed the number of vehicles that can along the Cobham Road to where I was got less and less, until I was thinking maybe it is time to get on home, when along the road came a police patrol car. The driver was a Sergeant, my memory is not clear on this, but it was either Dennis Burfoot or Trevor Foxall, I think. He was going down River Lane to rescue a family trapped in a house close to the old golf driving range, by the floodwater. I went off down River Lane with the Sergeant and we waded through the water, being careful to try to keep to the road for fear of tripping or falling until we got the house. Both very wet, and we called up to the occupants who were upstairs. They very politely declined to be rescued, they were upstairs with provisions and were safe and warm and so we turned round and trudged back to the village. At that point very wet and cold I decided it was time to get on home for a bath and some dry clothes. When I finally made it into Leatherhead police station later on in the week the only communications with rest of the world was a police Lambretta motor scooter parked in the parade room so we could use its radio, and a hastily connected party line so we could make telephone calls. The downside to that was the other party was a local grocer's shop and from time to time the phone would ring and it would be someone wanting to place an order for delivery.

Robert Bartlett: I can vouch that the only communications in Dorking and Leatherhead were from motorcycle or scooter radios in the station office. I cannot remember how long the batteries lasted or how they ran the engines to recharge them without poisoning the staff!

Colin Boyles: Yes, that is me in the photograph. It was taken on the 4th January 1967 in Eashing Village, just off the A3. It was for an exhibition of Police equipment/vehicles by Kodak at their premises in Kingsway, London.

The scooter was a Lambretta 200cc Xtra Special 4 speed gearbox. As you say, to operate the radio you had to be stationary and had to keep the engine running or the battery would go down. Mine was not very reliable and usually malfunctioned when I was in the middle of nowhere. In windy weather the windscreen acted as a sail and made it very difficult to handle. I attended what was to be a two-week course at Burpham Traffic Centre but as I had had a motorbike on my 16th birthday and had held a full licence for 8 years, they sent me back to division (Horsley section) after a week.

There is no doubt that they improved Policing as you could cover much more area than on a cycle. I was the village PC for Effingham Junction, but we covered the whole of Horsley section, The Effinghams, Horsleys & Clandons.

Ken Clarke: Super picture of Colin Boyles who ended his service at Addlestone as a detective sergeant. From memory Terry Crockett and John Sutton were the scooter riders on Weybridge Division around 1967- 1969 era. When I was at Ash, I used to ride one, NPK 687 D and the radio was useless, the small battery on the scooter was just insufficient for the radio. Unfortunately, I do not have any photos of the scooter.

Paul Sacha who is also an enthusiast with the original photo of PC Colin Boyles in his garage.

Paul: Yes, that's me in my 'man cave'. I restore scooters for a hobby. The full size photo was rescued from the old Addlestone police garage where it had been used, on the reverse side, as a chalkboard. It

was propped up in the stairwell of the new police annexe at Addlestone. I asked if I could have it. It shows signs of water damage.

Fred Giles There used to be a life sized one of this photo at the entrance of either Addlestone or Mount Browne, can't remember which one.

Peter Davies: This photo is indeed COLIN BOYLES and was taken in Eashing village for publicity. The scooter was from Horsley Section where COLIN shared it with Pc 627 STEVE COPAS about 1967?

Ian Clinging: I do not have any photos, but remember Ken Pugh telling me his ambition was to stop a Rolls Royce while on his scooter. He came in one day with a big smile, he had succeeded.
Geoff Todd: My wife's father was the original person to import Lambretta scooters into the UK.

Surrey Constabulary Collection: On the left is Colin Boyles retired detective sergeant at a reunion in 1998.

PC Geoff Langley, Coldharbour, on Brockham village green

Geoff Langley: Sorry but I do not have any photos, if of interest I was posted to Dorking for Scooter duties mainly to patrol villages of Newdigate, Ockley etc but soon became divisional mobile attending RTAs, burglaries, sudden deaths and even escort of HGVs in country lanes.
It was valuable experience.

Ian Robertson: I can answer this one for you. I was one of the originals when they brought the scooters into the Force. The reason behind them was to replace the pedal cycles on the large beats. In my case it was to cover the area between Sutton Green, Jacobs Well, Fairlands Estate, and Worplesden, and Wood Street Village (Known as 10 Beat). We also had to cycle into the old Guildford Police Station once a

day to pick up correspondence for the beat. To put it mildly. The beat was a real stretcher when trying to cover all your points as well.

Then a new idea. Let's bring in Lambretta scooters to replace the push bike. Lo and behold, the officer will be able to cover the beat many times in a day. Great idea. Which did work. Then somebody had a bigger idea. Let us add a motorcycle radio to the Scooter and he can be a Mobile. My call sign was Gulf 28. Colin Boyles also one of the originals was Gulf 30 covering the Effingham area. The late Tom Gracey covered the Thursley area, but I cannot recall his call sign. I also do not remember the original officers who covered the outlying beats in the Eastern area. I think there were six of us in total. The other thing was. **You were not considered to be a Police Motor Cyclist** so could not draw motorcyclists clothing. All we were issued with was a white crash helmet with POLICE on it and a pair of gauntlets. That was it. Wet days. Wear your police mac.

All sounds good. But as far as Operations Room was concerned. You were not shown on the board as a Scooter. **You were shown as a Mobile** and thus available for deployment to whatever was happening.

So, the officer far from covering his large beat, found himself being sent to say an RTA, or a punch up, or any other incident anywhere on his division. The radio was fitted to a bracket at the rear of the seat.

What was never allowed for was a scooter only has a small battery, and no alternator to keep in charged up. Consequently, a big drain by the radio on the strength of the battery. If called at night, you would have to pull into the side of the road. Switch the headlight off and keep the engine revving, just to give the battery power enough to try and hear and converse with Operations Room. At times impossible as it was easily drowned out by passing traffic and the revving of the engine. Had to take the helmet off as well.

This often led to remarks that the ''Scooters did not respond to calls when contacted." Trying to explain to Ops, about the problems with the Radio often fell on deaf ears. Me being me, had several stand-up heated arguments with Ops Staff when accused of not answering the radio. And that was how things remained for my remaining time on the scooter. I was then 'promoted' and moved to the Crime Car.

Gulf 29 was then taken over believe it or not, by the late Nancy Faull. I was also the last cycling Officer on the old No 10 beat.

Ian Robertson and Nancy Faull

Colin Boyles: Just to say I endorse everything Ian (Robbo) said about the scooters and also HQ Ops regarding sending us to lots of incidents. I will correct him to amend my call sign, it was Golf 30.

WPC White at Camberley early 1960s – possibly a private scooter

1967 Alpha 29 Richings

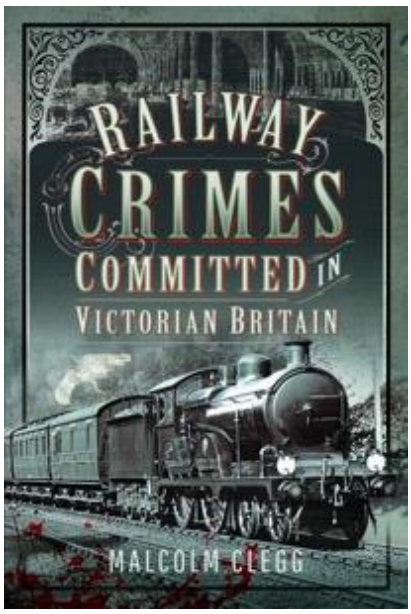
Robin Penn: I have attached the only picture I have of me on a Police Scooter taken in 1968 outside my police house at Nethern Court Road, Woldingham. The scooter was shared between myself, Robin Howard (stationed Warlingham) (subsequently transferred to Wiltshire) and Ted Howick (Stationed Tatsfield then A Div.). It was kept in the garage attached to the two Police houses at Woldingham and the other guys used their own vehicles to pick it up. As you can see it was not possible to operate the radio without stopping, but I don't think it was ever meant as a response vehicle, just as more efficient means of transport in rural areas than a bicycle. My recollection was that it was a 200cc engine and a bugger to start!

I had no idea that NYPD had used Lambrettas, interesting to say the least and total contrast to their urban use rather than our rural application. I owned my personal Lambretta from late 1964 - 1967 and used it primarily for travel from home in Croydon to work in Oxted where I was first stationed as a cadet. After

initial training in early 1967 I was posted to Caterham and acquired the Woldingham Police house in 1968. Because of my previous experience with Lambrettas, I think I was just "authorised" to ride without any other training or assessment. Not bad, I thought at the time', considering I was only into the second year of my probation.

Left, Colin Boyles a retired detective sergeant at a reunion.

Book Review
Railway Crimes Committed in Victorian Britain



By Malcolm Clegg
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About Malcolm Clegg

Malcolm Clegg had a thirty-year career as a constable and sergeant in the British Transport Police. Most of his service was spent both in uniformed and CID policing of the railways and docks at Newport, Cardiff and Swansea. He spent ten years in London, stationed at Paddington, Liverpool Street, Stratford and the London Underground Network. His final years were spent working as a detective sergeant in Swansea, investigating crimes in South and West Wales. After his retirement, he became an active member of the British Transport Police History Group (www.btphg.org.uk). He has carried out extensive research on behalf of the group and has written several articles. He has written four other books entitled; British Steam Locomotives before Preservation, The Last Days of British Steam, LMS and LNER Steam Locomotives, British Transport Police (A definitive history of the early years and subsequent development), each published by Pen & Sword.

Summary: The vast majority of Britain's railways were built between 1830 and 1900 which happened to coincide with the reign of Queen Victoria (1837-1901). By the turn of the Nineteenth/Twentieth Century, over one hundred different railway companies were operating in Britain on more than 22,000 miles of railway track.

Although these new railways brought prosperity to the nation and enabled goods and passengers to be speedily transported the length and breadth of the country for the first time, this remarkable feat of engineering brought with it some unwelcome side-effects, one of which was crime. Wherever crowds of people gather, or unattended goods are being transported, a few unscrupulous individuals and career criminals will usually emerge to ply their trade. Some railway staff members are also unable to resist the temptation of stealing money or goods passing through their hands.

This book gives an insight into the nature and types of crime committed on the railways during the Victorian era, incorporating such offences as theft, assaults and murder, fraud, obstructing the railways and various other infringements of the law.

Over seventy different cases mentioned in the book are true accounts of events which took place on the railway during the Victorian era, the details of which were obtained as a result of hours of researching British Newspaper Archives of that period. The author hopes that readers will get as much pleasure from analysing the various cases cited in the book, as he himself derived from researching and writing about them.

Review: This work encompasses a wide range of crimes committed on the railways and dealt with mainly by railway police forces of which there were many! Much of the crime was no different to that dealt with by Home Office police forces but some offences required specialist knowledge, contacts and understanding to ensure an effective investigation.

Most of the material is new to the general reader but poor old Colonel Valentine Baker's moment of madness on a train near Woking in Surrey in 1875 is again given publicity. A military man of great promise who stumbled and justifiably fell. How the mighty can fall!

Railway policemen were killed on duty; Detective Sergeant Robert Kidd of the London and North Western Railway Police in Wigan murdered in 1895. Keeping observation with a colleague, suspects were seen and challenged resulting in a fight during which he was stabbed and later died. The second officer was also stabbed but survived. Three separate police forces responded, Wigan Borough, Lancashire Constabulary and the LNWR police. Arrests were made and eventually one man was hung for the murder,

A most amazing story resurrected by the author, involves the Taff Vale Railway Police under the command of George Fisher who was also a civil engineer for the company. There was a dispute over the ownership of engineering materials during the construction of a part of the line. On one side were the Taff Rail Police employed by the company and the other a construction contractors who called in the Glamorgan County Constabulary, known for the robust way they dealt with disorder. Big men all, as they needed to be to police some of these very tough mining communities. In November 1853 Superintendent Thomas of the constabulary took some of his officers to the site where Taff Vale Police were expected with their superintendent. Superintendent Thomas instructed the Glamorganshires to form a cordon across the entrance to the site to stop the Taff Railway Police and workmen entering the yard where the disputed materials were stored. When the railway police arrived two police forces were now face to face and close to conflict! Thomas and Fisher "conferred", and Fisher left with his officers promising to return "with enough men to finish the job!"

Additional security was put on the site by the contractors armed with guns, swords and other weapons until the property was loaded on carts to be taken to a different yard nine miles away. As the carts in convoy arrived at Tonypandy, Superintendent Fisher accompanied by several officers, some carrying swords, came towards the railway contractors, about 30 of them. With Fisher's officers were a large number of Taff Vale workers armed with sticks and other weapons. The railway police and railway workers attacked the contractors causing a number of injuries, stab wounds from police swords but no fatalities.

An enquiry followed and Superintendent Fisher with thirteen others appeared at the Assizes but there were no convictions following a technical legal argument over ownership of property by a liquidated company. This was probably the first police chief, Fisher, to appear at the Assizes and probably the unique event of two police forces almost, coming to blows.

This is an interesting and well researched small book of interest to any police historian. One gripe is the very poor index which accounts for a single page and appears to be a last minute add on. For researchers a detailed index is an essential part of any work.