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

The working life of the Surrey Constabulary including the Reigate and Guildford Borough Police Forces 1851-31 December 1993

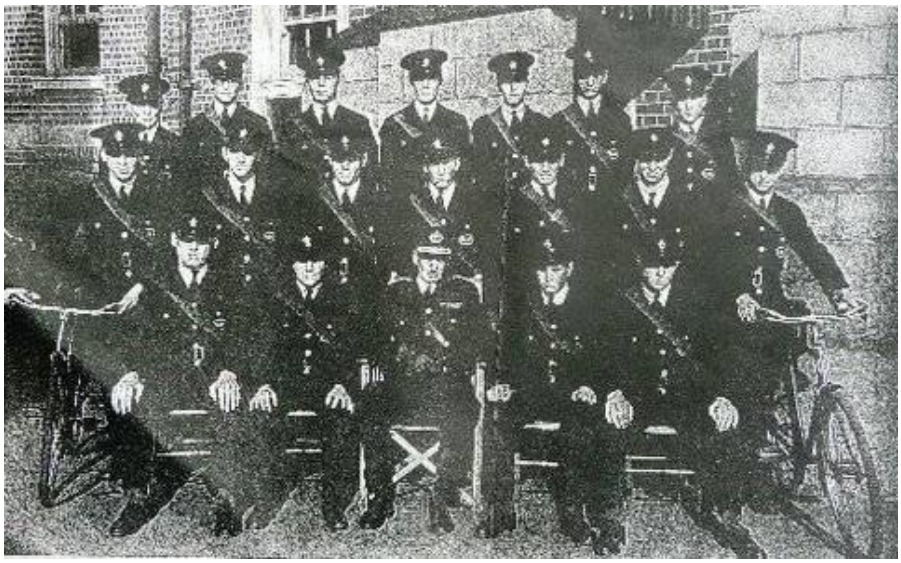
Policing Wars and Consequences

PART 3:3
From 1943-1950

Robert Bartlett February 2024

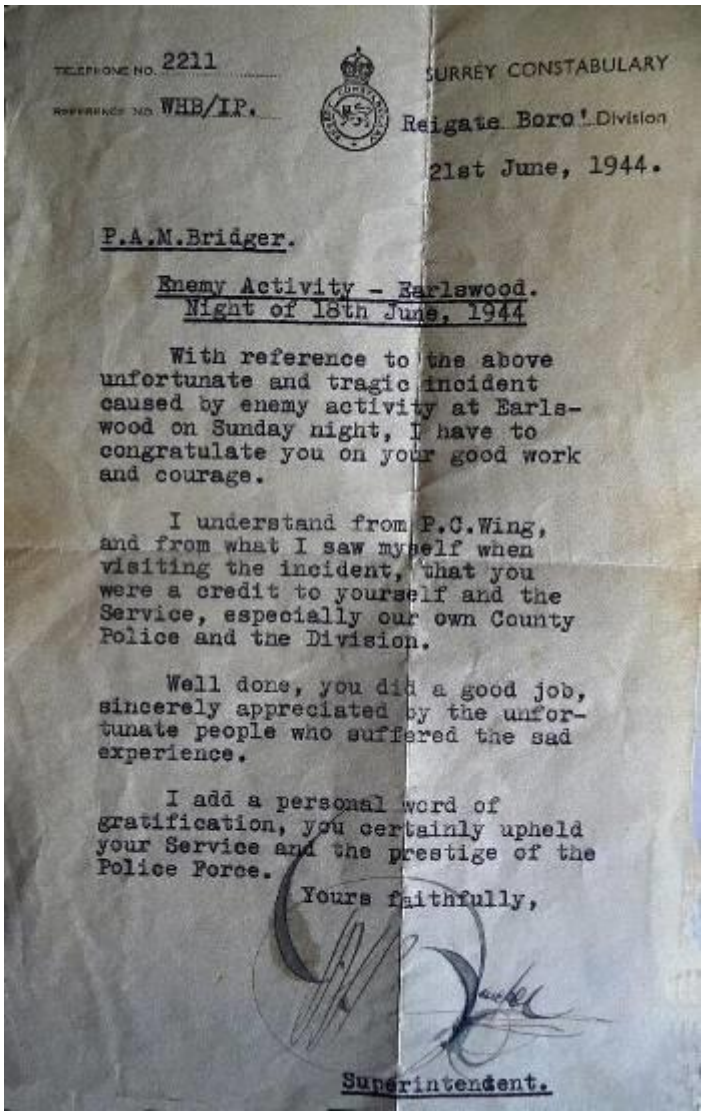
1943 January: German bomber down in Capel. The pilot of a Focke-Wolf realising he is about to explode warns approaching villagers to crouch. He gives himself up to two local brothers who had served in France in the First World War and were able to converse with him in French[1]

Reigate Borough 1942-43[2]
Back Row: H Simmonds, D Brazier, PR Robinson, and G Coe
Front: Sgt Selby, Insp. Atkins, Sgt Patrick, and G Capelin



Reigate Police PAMS[3]

[1] Dorking Museum display 2013
[2] Picture owned by Tony Collman
[3] http://www.redhill-reigate-history.co.uk/



TELEPHONE NO. 2211
REFERENCE NO. WHB/IP.

SURREY CONSTABULARY
Reigate Boro' Division
21st June, 1944.

P.A.M.Bridger.

Enemy Activity - Earlswood.
Night of 18th June, 1944

With reference to the above unfortunate and tragic incident caused by enemy activity at Earlswood on Sunday night, I have to congratulate you on your good work and courage.

I understand from P.C.Wing, and from what I saw myself when visiting the incident, that you were a credit to yourself and the Service, especially our own County Police and the Division.

Well done, you did a good job, sincerely appreciated by the unfortunate people who suffered the sad experience.

I add a personal word of gratification, you certainly upheld your Service and the prestige of the Police Force.

Yours faithfully,

Superintendent.

From the papers of PAM Bridger[4]
Signed by William Beacher now a Superintendent Surrey Constabulary
21 June 1944

[4] http://www.redhill-reigate-history.co.uk/bridger.htm

1942 – Ready for anything

1943 Gas mask training

1943 January 30: Surrey Joint Police formed following an order from the Home Secretary under the Defence (Amalgamation of Police Forces Regulations 1942 incorporating the Surrey Constabulary, Reigate and Guildford Boroughs.

Their strength on amalgamation: **Guildford Borough:** chief constable 1, chief inspector 1, inspector 4, sergeant 9, constables 25; total 40.

Reigate Borough: 1 chief constable, chief inspector 1, inspectors 5, sergeants 9, constables 23 totalling 39.[5] The Home Secretary has appointed Major G Nicholson as the first chief constable of the joint force.[6]

1943 17/18 January Reigate Borough December Air Raid No 63[7]
Air Raid Message Red received 2017 17 January 1943
Air Raid Message White received 2206
Air Raid Message Red received 0440 18 January 1943
Air Raid Message White received 0555
Within a few minutes o the siren sounding enemy planes were heard passing over the Borough and AA fire could be herd to the north and to the east.
Incident 1:
At 2045, an AA shell fell and exploded in Church Street, Reigate outside Mr Heck's premises and caused a small crater in the roadway about 50 yards from the Market Square. Inspector Atkins took over Incident Control, Incident Post, and Old Town Hall.

[5] CC notes 1945 on the administration of the county police during the war.
[6] The Times (London, England), Saturday, Jan 30, 1943
[7] Reports of Air Raid Incidents - Reigate Borough 1941-1942 Reigate Borough Police

Casualties: Deceased:

1. Jordan Douglas Harold 25 Crescent Road, A Park, Reigate

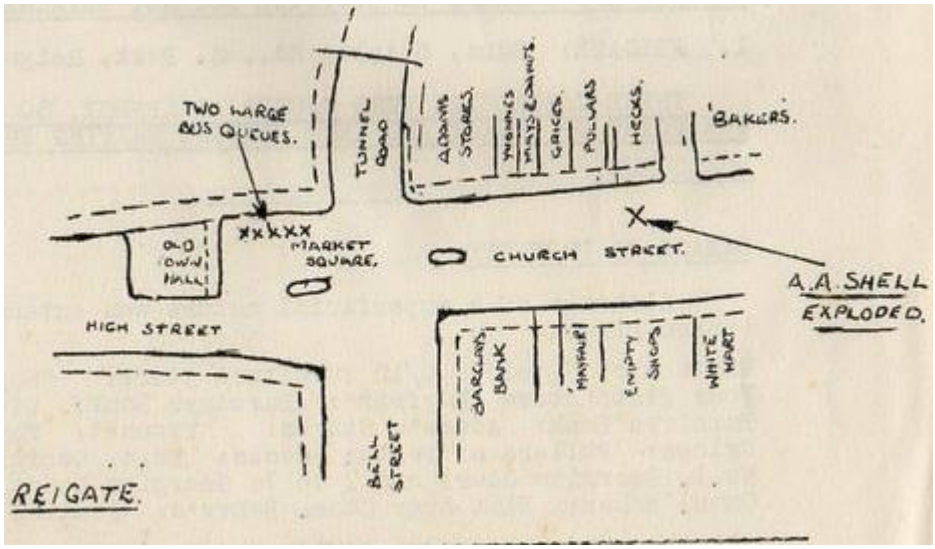
Injured and detained in hospital:

2. Beech Edmund, 43 Rookery way, Lower Kingswood
3. Jenkins Douglas Harry, 30 Sandcross Lane, Reigate
4. Skinner Patrick, Appledor Mogador Road, Lower Kingswood
5. Taylor Mrs Liliam Maud, 90 Earlsbrook Road, Redhill

Treated in hospital but not detained:

1. Felgate Edna, 8 Apley Road, S Park, Reigate

These casualties were caused at approximately 50 yards from the point of impact and were waiting in and near a bus queue



Damage although of a superficial nature was extensive and mostly glass confined mostly to shops in Church Street and High Street, Reigate

Incident No 2: AA shell exploded

At 2103 a report was received that east Fort Cottage, **Colley Hill** was on fire, Sergeant Brownlow was the incident officer and ascertained that the shell had penetrated the roof and exploded inside the cottage. No casualties. The occupant Mrs Florence Townshend evacuated herself to Rock farm, Reigate Hill.

Incident No 3: AA Shell exploded

At 2215 it was reported that **Laglands Farm Cottages** had been damaged by an AA shell. Extensive damage was done to the chimneystack and several roofs. No casualties. No necessity to evacuate occupants.

Incident No 4 AA shells exploded and unexploded

At **0847 on the 18th** an AA shell was found to have exploded in the lawn of **Wray Park,** Alma Road, Reigate. A further 2 AA shells (UX) were found in other parts of the grounds at this address. The presence of UX shells has been reported to the Report Centre. No casualties and no evacuation necessary.

W. H. Beacher

Chief Constable and ARP Officer, Reigate Borough

1943 January 16: Police Sergeant George Capelin **promoted temporary sergeant** having obtained a 1st Class certificate in ARP duties at Falfield.[8]

1943 January 17-18: **Limpsfield:** Three aircraft shot down over the east of the county two Junkers 88s and a Dornier 217. The British pilot Wing Commander Wright-Boycott was awarded and immediate DSO. Two German crews were all killed and one survived from the third parachuting into **Limpsfield.** One of the aircraft crashed on Town End at Caterham at 0530 with bodies found in adjacent gardens. Parachutes were ablaze when they jumped. That night Reigate AA opened up their guns with a shell dropping in Church Street killing one man, and seriously injuring 6 waiting for a bus in the Market Square. Other shells dropped at Chaldon and Chipstead.[9]

1943 January 22: German plane downed in Capel: A Focke –Wolfe 190 fighter bomber crashed landed in a ploughed field in Capel a few minutes after one o'clock on Wednesday. The pilot was thrown clear sustaining only minor scratches. The plane caught fire and burned fiercely and as villagers approached the German indicated to them to get down and soon the plane exploded. Two shopkeepers, Teasdale brothers, spoke to the German in French he had learnt during the First World War in France detaining him before handing the prisoner to PC Cooper the village constable.[10]

1943 January 28: Reigate Borough Chief Constable Beacher remained in the post until the Borough force was merged into a new Surrey force during World War Two when he became Superintendent of the Reigate Division. On this date Guildford Borough Police were also incorporated.[11]

Jimmy Bridger Ted Ayres, local policeman, had two bombs in his place at Warren Road, Reigate, one that exploded and one that didn't. Ted was a police inspector and when he retired became a runner for a solicitor, Pringle, I think. Ted Ayres was connected with the first smash and grab raid from a car in the country; I think it was from Tanner's jewellers in Station Road, Redhill. Whether he gave chase or was just involved in the investigation I can't remember.

I was a police messenger at the town hall, Reigate, during the war - you had to join something then - with Ted Ayres. Mr Solomons from Reigate Tailors was also a police messenger. They had a canteen there and Ted would often get me and the other boys a jacket potato. I wasn't in the Home Guard; I was a messenger boy for the police. The uniforms badges say 'PAMS' - Police Auxiliary Messenger Service. It was run by

[8] Surrey Constabulary Appointment book George Ellis James Capelin
[9] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[10] Dorking in Wartime David Knight
[11] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police

Captain Sutton who lived in a house called 'Elmsfield' in Clarendon Road, Redhill. I used to be on the switchboard.

Our action post for the police messengers was at the top of Redstone Hill in a lodge about where Chanctonbury Chase is. I was on duty with Walter Pendered when an air raid was on. Walter and I walked out the back and were standing by Redstone Hollow - there are houses in it now - and we saw a doodlebug coming. It was night and we could hear it and see the red glow from its exhaust. We wondered where it was going when suddenly it spun round - someone said it hit a Barrage balloon cable but I don't know whether it did or not. Down it went; it nearly knocked us off our feet up there, it was a hell of a bang. The phone was going and I was told to report to the action post in Earlswood Road. I jumped on my bike and sped down Redstone Hollow. I saw an air raid warden coming along and asked where the action post was. He said it was by the waxworks. I told him he was joking. I didn't mind biking a little way but I wasn't going to London. I didn't know there was a waxworks in Earlswood where they made wax for various uses. Anyway, once I realised where the action post was, I was one of the first messengers there.

As a messenger I went all over the place, to Redhill police station, Reigate police station - there were very few phones in those days people just didn't have them in their homes. Look at the Redhill 'phone numbers, mine at Latty's was 955, Linters was 950, John Roberts shop was 90, they were all under two thousand, and the telephone area was quite large. So, I would get given messages and I would take them wherever was necessary. Several times I went to St. John's School; I never knew why I had to go there. [12]

Walter Pendered was in the police. Lots of local trades' people joined the police. There were WRs (war reserves), TCs (temporary constables) and PCs, (police constables). I think Walter was a WR. All were like extra policeman. Each had his own job to do and all had to do nights as well. Many of the local trade's people joined. It was easier than the Home Guard. I could have gone into the air cadets, army cadets or sea cadets, but as Captain Sutton was a customer in our shop, I thought I'd join the police service as a messenger. A bonus was that it had a smarter uniform. [13]

Reigate 2211 was the 'phone number for Reigate Joint Police Force on the switchboard at Reigate. Of course, it was all disbanded at the end of the war. I've got a letter thanking me for my service and saying that I would be welcome back to continue with my duties, unpaid of course, any time you feel like it. I've a good mind to take the letter down to the police station now and say that I've come back to have a go at the switchboard. [14]

[12] http://www.redhill-reigate-history.co.uk/bridger.htm
[13] http://www.redhill-reigate-history.co.uk/bridger.htm
[14] http://www.redhill-reigate-history.co.uk/bridger.htm

1943 February 9: John Walter: At about 8 am, I looked out of my bedroom window from the bungalow we lived in **Lingfield,** Surrey. I was getting ready to go to school, which was in the village about a mile away. The air raid warning had sounded which was not unusual. Away to my right a German Dornier bomber appeared, flying quite low. It passed over the village, probably no more than 1,000 feet and to my horror the bomb doors opened and a "stick" of about six bombs fell. At first there was no explosion but as the bomber passed away all the bombs seem to explode together. The smoke and dust rose to an enormous height, at least twice the height that the bomber was. At this moment I was very scared and prayed that the bomber would not come back and drop a bomb on us.

About half an hour later I went into the village to meet up with my friends. My father had gone earlier because he was an Air raid warden. When I arrived at the bombsite, I found that it was my school that had been hit. A half an hour later and I would have been there. Most of the school had been demolished and the emergency authorities were there. My father was among those that dug for victims, there were no survivors. Fortunately, because it was so early there were not a lot of people there. Two little girls were killed and two lady teachers. My father was in the group that found the little girls. It greatly affected him.

One bomb had fallen on a small hotel and as we walked by, the ambulance crew were carrying out a very severely injured victim. As a result of the bombing our school was transferred to two buildings. One was once a pub and the other was an old manor house. Lingfield was in Surrey and because of this I was able to watch the Battle of Britain, but that is another story.

About sixty years later my daughter, who now lives roughly in this area, sent me a local newspaper with the story of some builders who had found one of the un-exploded bombs. There was a photograph of this bomb. I had seen this bomb 60 years previous--falling from the bomber![15]

This is Doris Jenner's story: It was about 8.30 a.m. on 9th February 1943 as my sister and I were walking through Lingfield village on our way to the station for a train to Oxted where we were pupils at Oxted County School. As we approached Lingfield village school, the siren sounded and, immediately, a German plane flew over dropping bombs as it did so. The village school received a direct hit killing five people who were already in the building. Other bombs fell in the direction of our home so, as soon as it was safe to do so, we returned home to see what had happened specially to know that mother was safe. I am pleased to say she was and because Dad had made wooden shutters to protect the windows, the damage to our house was minimal. However, we were soon visited by a warden who informed us that it was thought one of the bombs

[15] http://www.bbc.co.uk/history/ww2peopleswar/stories/48/a3941048.shtml

had not exploded so we must evacuate to an emergency centre in the village. During the afternoon we were allowed back home assuming all was safe.[16]

1943 February: Superintendent Ashley Steeds formerly of the Guildford Borough Police assumed command of the newly formed Guildford Division of the Surrey Joint Police. Still hoping for a temporary measure, and the restrictions of wartime, the Borough maintained their own uniform.

1943 February 19: Dorking: Following a change in enemy tactics it was decided to leave the air raid shelters unlocked during the daytime. The decision to keep them locked followed a series of acts of damage and theft. Seats had been broken electric light bulbs smashed or stolen. Sometime the marauders will be caught and will be heavily punished.[17]

1943 March 23: The new police, fire and ambulance **telephone pillar system** came into operation on the 23 March 1943. Twenty pillar systems controlled by a central switchboard at Reigate Police station; 24,487 calls received. Total emergency for 1943 21, police 12, fire 4, ambulance 5.[18]

1943 April 2 Sevenoaks Chronicle and Kentish Advertiser: Death of Miss Crisp: Was buried in the churchyard at Limpsfield the daughter of James crisp a retired Surrey Constabulary officer who served from the 1850s. Miss Georgiana Crisp was aged ninety and had moved to the village 73 years ago when her father was appointed the first village policeman. He served 30 years in the Surrey Constabulary retiring in 1885. His brother-in-law Mr Charles Barker reached the rank of Deputy Chief Constable Surrey Constabulary.

Junior Police Clerk Robert Frank Clutterbuck
Sergeant (Wireless Operator /Air Gunner)
Died aged 20 17 April 1943

Robert Clutterbuck served as a Sergeant Wireless Operator /Air Gunner in the Royal Air Force Volunteer Reserve on No 100 Squadron. Aged 20 when he died, PC Clutterbuck was the son of Edward and Elizabeth Clutterbuck, of Chelsham, Surrey. He is buried in Rheinberg Wesel War cemetery. 100 Squadron flew 308 sorties in Lancasters from Grimsby over Berlin during 1943-44 as part of a Group losing 20 aircraft 115 men with 20 taken prisoner.

From: Rob Davis Bomber Command Losses Database.

[16] http://www.bbc.co.uk/history/ww2peopleswar/stories/58/a2045558.shtml
[17] Dorking in Wartime David Knight
[18] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police

DATE: 16-Apr-1943 / 17-Apr-1943
UNIT: 100 Squadron
AIRCRAFT: Lancaster III
RAF BASE: Waltham
TAKE-OFF AT: 21:22
SERIAL: ED563
CODES: JA: G
TARGET: Pilsen

PILOT: Atkinson, Donald Keith, Sergeant, RNZAF (NZ/416075) (killed) CREW: Sergeant Norman Vanston (flight engineer) (1128891) (killed), Flight Sergeant Ian Stewart Brown RCAF (navigator) (R/124176) (killed), Sergeant John Rutter (bomb aimer) (1535677) (killed), **Sergeant Robert Frank Clutterbuck (wireless operator) (1292995) (killed**), Flight Sergeant Peter Rudick RCAF (mid-upper gunner) (R/140995) (killed), Pilot Officer Peter Vivian Monk RAAF (rear gunner) (Aus/416383) (killed)

DETAILS: Crashed near the churchyard at Rentrish, near Saarbrucken. All members of the crew are buried in the Rheinburg War Cemetery.

PC 350 Clive "Nibbs" Millward

Flying Officer RAFVR

Died aged 32, 25 April 1943

PC Millward was killed whilst on operations as a Flying Officer in the Royal Air Force Volunteer Reserve on No 241 Squadron. He was aged 32 when he died the son of Harry and Mary Jane Millward, husband of Joyce Hettie Millward, of Sheet, Hampshire. He is remembered on the Malta Memorial. He was a Hurricane pilot

On the 25 April 1943 Flying Officer Millward was in Hurricane IIC HV732. He failed to return when he was one of 12 Hurricane/bombers that took off at 0815 (presumably from their main base at Souk-el-Khemis) for a ground attack mission against field guns at Sidi Msir Station, ahead of the advancing Americans almost certainly in the push for Tunis. (Malcolm Barrass 'Air of Authority') He was presumed dead on the 5 November 1943.

PC Millward was appointed in the Surrey Constabulary on the 6th June 1937 and sworn in on the 11th June at Guildford having been and insurance clerk living at 128, King Charles Road, Surbiton where his mother lived. He was 25 and single when he joined having been born in Calcutta. PC Millward had previous military service in the Middlesex Yeomanry and in the Corps of Signals. He was described as being 6 feet 2 inches tall with a fresh complexion, brown hair and grey eyes.

Service:
12 June 1937 St George's Hill
25 October 1939 St George's Hill to Dorking
21 June 1941 Joined the RAF with the CC's consent.

Transferred to North Africa and re-equipped with Hurricanes, which it flew in the ground attack and tactical reconnaissance roles throughout the North African campaign. Conversion to Spitfires took place in December 1943.

PC 13 George Herbert Cone "Billy"
Pilot Officer (Nav. U/T.)
Died age 24 15 May 1943

PC Cone was killed in a flying accident in North Wales as Pilot Officer (Nav.U/T.) of the Royal Air Force Volunteer Reserve No 27 O.T.U. based at Litchfield in Staffs. He was the trainee navigator on **Wellington Bomber X3785. Aged** 24 when he died, he was the son of Herbert John and Anna Cone, of Chapel Farm, Bredfield, Suffolk the brother of Winifred a primary school teacher who died at Chapel Farm in about 1994. PC Cone was the husband of Babette Cone, of Farnham, Surrey. He is buried in his home village Bredfield (St. Andrew) Churchyard Suffolk where he is remembered on the war memorial.

PC Cone joined the Surrey Constabulary on the 19th March 1939 aged 20 being sworn in Guildford on 24 March 1939.He was 6 feet tall, fresh complexion, brown hair and grey eyes. Formerly he was a carpenter.

Service:

25 March 1939 posted to Seale
30 May 1939 from Seale to Farnham
23 March 1942 he joined the RAF with the Chief Constable's consent

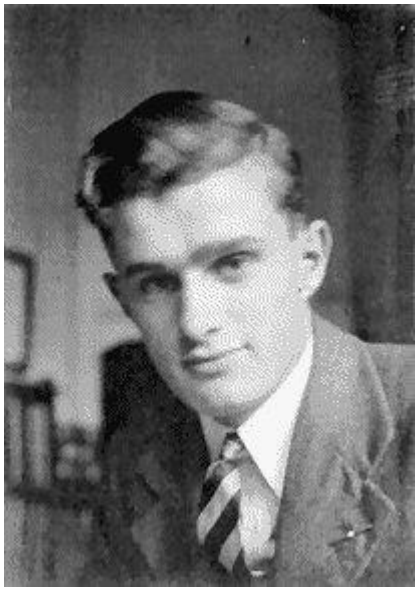
From the webs site of Rob Evans – Aviation artist and researcher

At about 10.50 pm on May l4th 1943, Wellington Mk. III, serial X3785, took off from 27 Operational Training Unit, Lichfield, for a night cross-country navigation exercise. The flight was to be from Lichfield to Rhyl, Isle of Man, Anglesey, Fishguard, Llangollen, Cannock Chase bombing range and return to Lichfield, one of the unit's standard training routes. Of the crew of six, the pilot was Flying Officer John William Robb of Glasgow, who had flown over three hundred hours, with twenty- nine on Wellingtons, ten of which were at night. The observer was Flying Officer Trevor Arthur

Ley from Australia, who had completed over thirty operations in North Africa, flying with 108 Squadron from Kabrit. A screened instructor, he had been at 27 0TU for only two months. The pupil navigator was Pilot Officer George Herbert 'Billy' Cone of Bredfield, Suffolk. Sergeant Arthur William Sayers from Kent was the air bomber. The wireless operator/air gunner was Sergeant Gordon Stone Lee from Weston-Super-Mare and Sergeant Ernest Leslie Clarke of Nottingham, air gunner.

About 3 ½ hours into the flight, on the Fishguard to Llangollen leg an engine caught fire. The wireless operator tried to transmit a signal to Lichfield, but seconds later the Wellington hit a small hill near Lake Vyrnwy and exploded, killing all on board. Just before the crash, local people heard the aircraft to be in trouble, with one engine misfiring before bursting into flames. The Wellington dived steeply into the ground at 2.35am on May 15th.

Some men of the local Home Guard were the first at the scene and were horrified by the destruction around them. All that could be done was to remove the bodies and the personal belongings that lay scattered on the ground. None of the crew appeared to be wearing parachutes. It seemed likely that they had been unable to reach them in time to bail out. On the other hand, Flying Officer Robb may have been trying to ditch the stricken aircraft, as the crash site is only 250 yards from the lake. Just before crashing, the Wellington narrowly missed a farmhouse still occupied by a man who was a six-year-old boy at the time. He recalls that his mother, on hearing a low-flying aircraft, followed by an explosion, had thought that the Germans were trying to bomb the dam on the south side of the lake. She rushed outside to remove the white bed sheets from the washing line, thinking that enemy airmen may have taken them to be some kind of signal from the ground. Mr. Evans also recalled that his mother had said that after the Wellington's engines and guns had been taken away, most of the wreckage was left for many years**.** With the exception of Flying Officer Ley, who was buried at Oswestry, the bodies of the crewmembers were returned to their hometowns.



PC George Cone

All that remains on the wooded hillside are small pieces of wreckage at the Wellington's impact crater, which can now easily be passed unseen. August l8th 2001 the aircraft and crew were remembered when around seventy guests were welcomed at the "Tavern Inn" near the lake to receive a picture entitled "Before We Go", representing the crew of X3785 studying their charts before take-off. Attending the presentation were relatives and friends of the crew, Chris Pointon of the RAF Lichfield Association, cadets of the Welshpool Air Training Corps and local people who could remember, or knew of, the crash. The sounding of the Last Post was followed by a minute's silence and an address by the Reverend Dick Jones.

To complete the dedication, a Royal Air Force Tornado flew over the lake, dipping its wings at the spot where X3785 had fallen. Chris Pointon explained that there were 250 training accidents involving aircraft of 27 OTU, mostly Wellingtons, but few had been commemorated, making the Lake Vyrnwy memorial very important. The memorial picture now hangs in the hotel overlooking the lake, where visitors can enjoy the view and spare a thought for the six young airmen who lost their lives nearby.

PC 36 Aubrey Charles Harris Guildford Borough
Sergeant (Bomb Aimer) RAFVR
Killed aged 30 25 June 1943

PC Harris served as a Sergeant (Bomb Aimer) in the Royal Air Force Volunteer Reserve No 90 Squadron. Aged 30 when he died, PC Harris was the son of Major Charles Basil Harris, Royal Artillery, and Gertrude Ann Harris; husband of Melissa Alexandra Harris, of Onslow Village, Guildford. He had been a member of Guildford Borough Police. Aubrey Harris is buried in Haasrode Churchyard Brussels.

PC Harris was born on the 30 December 1912 in St Helier, Jersey joining the police in Guildford Borough on the 30 July 1932 when he was 20. He was sworn in the Guildhall on the 5 August 1932. When joining he was single and a clerk living in 19 Hillsborough Road, Luton

Service:

27 November 1935 commended by HM Judge of Assize Mr Justice Finlay, at Hampshire Assizes for his action in assisting in the arrest of a car thief subsequently sentenced to death for murder. On the 7 April 1937 Aubrey passed his sergeant's exam.

From: Rob Davis Bomber Command Losses Database.

DATE: 24-Jun-1943 / 25-Jun-1943
UNIT: 90 Squadron
AIRCRAFT: Stirling III

RAF BASE: West Wickham
TAKE-OFF AT: 23:32
SERIAL: BK813
CODES: WP: O
TARGET: Wuppertal

PILOT: Teede, Walter Henry, Flight Sergeant, RAAF (Aus/16774) (killed)
CREW: Sergeant E H Stanton (flight engineer) (Prisoner of War), Sergeant Hyman Levine (navigator) (658831) (killed), **Sergeant Aubrey Charles Harris (bomb aimer) (1319009) (killed),** Flight Sergeant Leo Petersen RNZAF (NZ/403611) [Killed] RNZAF (wireless operator) (R/114943) (killed), Sergeant Patrick James
Taylor (mid-upper gunner) (1346152) (killed), Flight Sergeant Gordon Henderson RNZAF (rear gunner) (NZ/42327) (killed)

DETAILS: Shot down by night fighter (Ofw Reinhard Kollak, III/NJG4) and crashed 0139 at Haasrode, 3½ miles south, southeast of Leuven, Belgium. The dead of the crew are buried Haasrode Churchyard. Sgt Harris was the son of Major Charles Basil Harris of the Royal Artillery. Sgt Stanton bailed out and was aided by the local Resistance and after being taken to Bree, was helped as far as Paris. Here, he was arrested and incarcerated in the notorious Fresnes Prison before being sent to Germany and a POW camp.

90 Squadron was based West Wickham (re-named Wratting Common, Aug 43) Between May 1943-Oct 1943 90 Squadron were on the Berlin Raids and records show

that his squadron flew sorties 25/26 June to Gelsenkirchen and on the 24/25 June to Wuppertal/Elberfeld **(Bomber Command – Hastings)**

PC 382 Wilfred Harold James Pickard
Flying Officer RAFVR
Died age 26, 29 June 1943

PC Pickard served as a Flying Officer in the Royal Air Force Volunteer Reserve No 424 Squadron. Killed aged 26 whilst on operations with the RAF he was the son of Wilfred Thomas Pickard and Rosetta Pickard, of Bellingham, London he is remembered on the Malta Memorial.

PC Pickard went missing on operations as a navigator on a Wellington aircraft, which failed to return he was presumed dead by the RAF on the 21 January 1944. "-- in view of lapse in time and absence of any further news –to presume he lost his life on 29th June 1943".

PC Pickard joined the Surrey Constabulary on the 20 March 1938 and was sworn in Guildford on the 23 March. He was aged 20 when he joined having been born in Holborn, London. Pc Pickard's trade was given as "Filler" for Case Developments Co, in Greenwich. He was living in 34 Elfrida Crescent, Bellingham. On joining PC Pickard was described as being 5 feet 10 ½ inches tall, fresh complexion, with fair hair and grey eyes.

Service:
26 March 1938 Godalming
9 December 1939 Godalming to Haslemere
13 August 1940 Haslemere to Weybridge
18 August 1941 joined the RAF

Copperdrome Rehearsal

Copperdrome 1943 Godalming

1943: Formation of Coperdrome by the Godalming Division. This concert party enthusiastically backed and directed by Superintendent Webb and Inspector E Hooke, visited many towns and villages as well as army camps and hospitals and raised considerable sums of money for charity.[19]

Mr. F. Jenns from Farncombe has written to us about Copperdrome –

Dear Sir,

I was a member for several years, we put on shows at most of the West Surrey Village Halls also at Dorking Halls, Haslemere Hall, Agincourt Hall at Camberley. We also performed at St. Peters Hospital, Chertsey, Royal Surrey and St. Lukes Hospitals at Guildford. I believe I am right in saying that we always played to capacity audiences and that our efforts were always appreciated . . . .

May I through your magazine wish all members of 'Copperdrome' best wishes for the future.

Mrs. E. M. Field from Horsham Sussex has given us these pictures. She also remembers Copperdrome very well as she was a member for a short time and appears on the immediate left of the Copperdrome picture;

Off Beat December 1975

[19] "Blue Coat with Silver Lace" Inspector Richard Ford 29 January 1969 Page 8

1943 July 9: East Grinstead bombed and strafed killing 108 people during the afternoon striking the cinema amongst other buildings. Other German aircraft in the raid flew on to Croydon where 9 people died and severe damage caused. On returning the aircraft flew over Kenley where AA fire opened up and one of the Dornier's was hit crashing into White Hill between **Caterham and Bletchingly.** The remains of the airmen were almost unidentifiable. Some years late the Bletchingly aircraft was excavated and several unexploded bombs found.[20] On Friday 9th July 1943 a raid of Dornier 217 bombers crossed the coast at Hastings aiming for London and at 5.05 pm, late in the afternoon, the air raid sirens sounded in East Grinstead. By this stage of the war the country was used to the sirens sounding, they did not mean that a raid was specifically heading your way, just that it might. After nearly four years of war without a raid, the town saw no reason this one would be any different. About five minutes later one of the aircraft lost the others in cloud and instead of continuing alone to London, decided to find a 'target of opportunity.' This target was East Grinstead. After machine-gunning a train at Lingfield the pilot followed the railway south until he found the town.[21]

[20] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[21] http://www.roll-of-honour.com/Sussex/EastGrinsteadWW2Civilian.html

The last officers of the Reigate Borough Force before it was merged with the Surrey Force during World War Two [22]

PC 348 Herbert Alfred Sparrow
Sergeant (Bomb Aimer) RAFVR
Died age 26, 3 August 1943

PC Sparrow served as a Sergeant (Bomb Aimer) in the Royal Air Force Volunteer Reserve No 115 Squadron and was killed whilst on operations with the RAF and buried in Becklingen War Cemetery.

Reported missing as a result of air operations when a Lancaster aircraft in which he was flying as air bomber set out to bomb Hamburg and failed to return. The Air Ministry confirmed his death on the 17 March 1944.

PC Sparrow joined the Surrey Constabulary on the 22 November 1936 and was sworn on 18th December when he was 19 years of age having been born in Kent. He was described as 5 feet 11 ¾ inches tall, pale complexion with black hair and grey eyes. He had been an electrical apprentice living in Kingston upon Thames and working for the Kingston Corporation. He had a grandmother, uncles and aunts living in Woking.

Service:
9 January 1937 Woking
25 July 1938 Woking to Oxted
1 September 1941 Joined the RAF

From: Rob Davis Bomber Command Losses Database

DATE: 02-Aug-1943 / 03-Aug-1943
UNIT: 115 Squadron
AIRCRAFT: Lancaster II

[22] *Photograph Surrey Police Museum*

RAF BASE: East Wretham
TAKE-OFF AT: 23:50
SERIAL: DS673
CODES: KO: V
TARGET: Hamburg
PILOT: Bennett, Robert William, Sergeant, (1338150) (killed)
CREW: Sergeant George Austin Hodges (flight engineer) (1581728) (killed),
Sergeant Leslie Ernest Fuller (navigator) (1333900) (killed),
Sergeant Herbert Alfred Sparrow (bomb aimer) (1318964) (killed), Sergeant Dudley
Herbert Read (wireless operator) (1389067) (killed),
William Bellamy (mid-upper gunner) (903979) (killed),
Flight Sergeant Kenneth Eckert Schlegel RCAF (rear gunner) (R/152251) (killed)

DETAILS: Believed shot down by night fighter & crashed into the sea off the port of Wilhelmshaven. Four were buried in Sage War Cemetery three in Becklingen War Cemetery.

1943 August 3: Leith Hill a **Spitfire** of the RCAF 411(F) Squadron from Kenley crashed believed in poor weather conditions. [23]

PC Dennis Marshall Walder
Reigate Borough
Sergeant RAFVR (Navigator)
Died age 26, 24 August 1943

Dennis Walder served as a Sergeant RAFVR No101 Squadron. He was the son of Horace Albert and Harriett Annie Walder, of Plymouth. He was killed whilst on operations with the RAF and remembered on the Runnymede Memorial. No101 Squadron were based in Ludford Magna: June 1943 onwards, flying 363 sorties over Berlin between 1943-44 losing 25 aircraft, 133 men with 42 taken prisoner.

Missing from an operational sortie over enemy territory on the night of the 23/24 August 1943. The aircraft failed to return and there was no news. On the 14 April 1944 the Air Ministry stated that Sgt Walder lost his life on the 24 August 1943.

From Bomber Command database 2013: Navigator: Sergeant Dennis Marshall Walder RAF (1324776) [Killed]; son of Horace Albert and Harriett Annie Walder of Plymouth. Runnymede Memorial, United Kingdom, Panel 168[24]

PC Walder joined the Reigate Borough Police on the 19 April 1938 when he was 21 having been born in Midhurst on the 6 February 1917. He was described as being 6 feet

[23] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[24] Bomber Command EE192'

1 inches tall, fair complexion, brown hair and blue eyes. He was a single grocer's assistant living at 60 Goldsmith Road, Horsham.

Service:

15 February 1939; passed second Ambulance exam
19 April 1939 2nd Grade
3 May 1939 Commended by the CC in case of 3 young persons charged with store breaking and larceny
19 April 1940 Appointment confirmed
19 April 1940 3rd Grade
6 January 1941 Guilty of a summary offence and fined a day's pay.
19 April 1941 4th Grade
21 May 1941 Passed Police Educational Exam
2 March 1942 joined the RAF
19 April 1942 5th Grade
1 February 1943 Transferred to Surrey Joint Police
19 April 1943 6th Grade

From: Rob Davis Bomber Command Losses Database.

DATE: 23-Aug-1943 / 24-Aug-1943
UNIT: 101 Squadron
AIRCRAFT: Lancaster III
RAF BASE: Ludford Magna
TAKE-OFF AT: 20:31
SERIAL: EE192
CODES: SR: Y
TARGET: Berlin

PILOT: Mahoney, John Philip, Flight Lieutenant, (129466) (killed)
CREW: Sergeant John William Lowe (flight engineer) (1497432) (killed)
Sergeant Dennis Marshall Walder (navigator) (1324776) (killed)
Pilot Officer Patrick Joseph Ryan (bomb aimer) (135110) (killed),
Pilot Officer Joseph Eric Woodgate (wireless operator) (155878) (killed),
Sergeant Archibald Eric Thomas Hill (mid-upper gunner) (1269266) (killed),
Flying Officer Frederick Edward Phillips (rear gunner) (136525) (killed)

DETAILS: Lost without trace; all members of the crew are remembered on the Runnymede Memorial. The 1953 edition of the Runnymede Memorial register shows P/O Phillips as belonging to 601 Squadron.

1943 19 October: Underhill Farm, Buckland: A **Mosquito** from 554 Squadron RAF Benson, crashed. The pilot and navigator were killed.[25]

[25] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett

Second World War – Billingsgate market relocated to Reigate

1943 October: Home Office decided police **numbers could be reduced** – whole time establishment of 930. On the 31 December 1943 the actual establishment was Regular 396, Police War Reserve 468, First Police Reserve 35, SC 1631 and Woman's Auxiliary Police Corps 90.[26]

Junior Police Clerk Cecil Arthur Maskell
Sergeant (Nav.) RAFVR
Died age 20, 20 October 1943

Cecil Maskell served as a Sergeant (Nav.) Royal Air Force Volunteer Reserve, No166 Squadron. He died aged 20 the son of Charles John and Elizabeth Maude Maskell, of Guildford, Surrey. He is buried in the Berlin 1939-1945 War Cemetery. Cecil was the brother of John Maskell former ACC Surrey Constabulary.

166 Squadron who were on the Berlin Raids and flew a sortie 20/21 October to Leipzig) **(Bomber Command – Hastings)**

From: Rob Davis Bomber Command Losses Database.
DATE: 20-Oct-1943
UNIT: 166 Squadron
AIRCRAFT: Lancaster III
RAF BASE: Kirmington
TAKE-OFF AT: 18:00
SERIAL: LM312
CODES: AS: K
TARGET : Leipzig

[26] CC notes 1945 on the administration of the county police during the war.

PILOT: Bartley, Donald, Sergeant, (1321459) (killed)
CREW: Sergeant Leslie Arthur Steele (flight engineer) (1419176) (killed)
Sergeant Cecil Arthur Maskell (navigator) (1601545) (killed)
Flight Sergeant George Rodney Alexander Walkem RCAF (bomb aimer) (R/146393) (killed),
Sergeant Edward Frederick Maurice Barham (wireless operator) (1319073) (killed)
Sergeant Graham Read (mid-upper gunner) (1671157) (killed)
Sergeant James Ivan Wilson RCAF (rear gunner) (R/186325) (killed)

DETAILS: All members of the crew are buried in the Berlin 1939-1945 War Cemetery.

1943 6 November: Mosquito bomber crash Knaphill: During a storm on the afternoon of Saturday 6 November 1943 a Hunsdon (Hertfordshire) based twin-engine DH98 Mosquito from RAF 29 Squadron, Mk XII (Serial no. HK140) was heavily buffeted and began to break up over Brookwood Hospital in Knaphill. The plane spiralled to the ground close to the gates of the old East Lodge in Lower Guildford Road killing both crew members.

Brian Jones who now lives in Australia was a young boy growing up in Knaphill during the war and remembers the ‘big bang’ caused by the impact of the wooden framed aircraft hitting the ground as he sheltered with his mother and grandmother in an air raid shelter nearby. On hearing the ‘all clear’ they raced to the junction of Victoria Road and Lower Guildford Road, only to be told by A.R.P. wardens that it wasn’t an air raid but not to go any further, as there was ‘complete carnage, live ammunition, flames and dead bodies down there.’

Another Knaphill resident John Gray who lived in the Broadway remembers witnessing the whole drama as a boy from Waterers Park. The plane was flying through a ‘dry storm’ when it appeared to be hit by a lightning strike. John’s brother later went to the crash site and retrieved what John described as being a piece of ‘blood splattered wreckage.’ On returning home with his ‘trophy,’ his horrified mother ordered him to bury it in their garden, but apparently ended up doing it herself. The old East Lodge that stood on the edge of the hospital grounds suffered superficial damage. The crash site is very close to where the Cubitt Way children’s playground is now situated. East Lodge was demolished in 1994 when the hospital land was sold for redevelopment.

RAF records name the crew as, Pilot, Flight Sergeant Thomas Henry Mullard, aged just 20, from Morden, Surrey and Navigator, Sergeant Ernest William Knox aged 23 from Normandy, Surrey. Both airmen are buried at the nearby Brookwood Military Cemetery.

Accident Investigation Board (AIB) Conclusions: Loss of control in cloud in very turbulent conditions and aircraft broke up due to loads imposed when recovery attempt made. Both wings, fuselage and tail unit had disintegrated in mid-air.[27]

[27] http://www.theknaphillian.com/historyofknaphill.htm#922666048

Knox and Mullard graves visited by George- Blundell Pound August 2022 at Brookwood Military Cemetery

PC 321 Ronald Morrish
Flying Officer (Nav.) RAFVR
Died Aged 23, 6 November 1943

PC Morrish was killed on operations with the RAF whilst serving as a Flying Officer (Nav.) Royal Air Force Volunteer Reserve with No. 138 (Special Duties) Squadron. Aged 24 when he died, PC Morrish was the son of Alfred John and Daisy Morrish. He is buried in the Liesse Communal Cemetery, France.

He was reported missing on air operations during the night of the 6/7 November 1943 and the RAF presumed his death on the 16 May 1945.

PC Morrish joined the Surrey Constabulary on the 5th February 1939 and was sworn on the 10th February at Guildford when he was 19 having been born in East Plumstead. His height was 5 Feet 11 ½ inches, with a fresh complexion light brown hair and dark grey eyes. PC Morrish had been a clerk before he joined living at Palcham, Brighton.
Service:
11 February 1939 Oxted
11 November 1940 Oxted to Weybridge
11 August 1941 Joined the RAF

From: Rob Davis Bomber Command Losses Database.

DATE: 06-Nov-1943 / 07-Nov-1943
UNIT: 138 Squadron
AIRCRAFT: Halifax II
RAF BASE: Tempsford
CODES: NF: B
TARGET: SOE / Special Duties
PILOT: Copas, Kenneth Richard, Flight Sergeant, (1334120) (killed)
CREW: Sergeant Reginald Thomas Brown (flight engineer) (746335) (killed),
Flying Officer Ronald Morrish (navigator) (133734) (killed), Sergeant
Charles William Charrott (navigator) (1601866) (killed)
Sergeant William Aitkenhead (bomb aimer) (1051227) (killed)
Sergeant Frederick Lawrenson (wireless operator) (1439516) (killed)
Sergeant Joseph Robert George Day (mid-upper gunner) (1872295) (killed)
Sergeant Albert Reginald Flatters (rear gunner) (631814) (killed)

DETAILS: Special Operations Executive Operation Tom 6 and set course for France. Crashed near Liesse, 9½ miles north-east of Laon. All members of the crew are

buried in the 9 Nov 43 in Liesse Communal Cemetery. The aircraft carried two navigators.

The squadron's Second World War activities began in 1941 after the formation of the Special Operations Executive (SOE) – an organisation whose function was to promote sabotage against the enemy by stimulating subversive activities, spreading political discontent, disorganising and dislocating communications. The agents, ammunition and equipment to achieve this were dropped inside enemy territory, the first being flown by Lysanders of No. 419 Flight (later No. 1419 Flight), which formed at North Weald in August 1940.

Special Forces Role of Honour[28]

Surname	Morrish
Forename	Ronald
Rank	Flying Officer, No138 Squadron, (R.A.F.V.R.)
Number	133734
Date of death	6th November 1943
Age	24
Gravesite	Liesse Communal Cemetery, France Military Plot Row C

Coll. grave 1-6
Navigator SOE Op. Tom 6, France
Halifax JN921 crashed near Liesse, Aisne, France

1943 November 18: A man was found at 12.50 a.m. between Dorking and Reigate staggering about in the road. Police were called and the by then **unconscious man** was taken to Dorking hospital where he soon died. The PM revealed the cause of **death as hanging** with the rope apparently breaking before the job was complete. No evidence could be found of anyone else being involved and a verdict of suicide on a man whose identity was revealed some weeks later – he came from Wandsworth.

PC 388 James Francis Ward
Pilot Officer (Pilot) RAFVR
Died age 24, 3 December 1943

A Member of No 619 Squadron PC Ward was killed whilst on operations with the RAF and is buried in the Berlin 1939-1945 War Cemetery. No 619 Squadron were based in Woodhall Spa, Lincolnshire Apr 1943-Jan 1944

On the 7 January 1944 the Force received a letter from the Air Ministry confirming, "Pilot Officer Ward is missing as a result of air operations on the night 2/3 December

[28] http://www.specialforcesroh.com/roll-13552.html

1943 when a Lancaster aircraft of which he was captain set out to bomb Berlin and failed to return". The authorities in a letter of the 28 August 1944 confirmed his death.

PC Ward joined the Surrey Constabulary on the 29th May 1938 being sworn in Guildford on the 3rd June. He was 19 when he joined having been born in Bishopsgate, London. His trade was motor engineer working for Mr Manchee, 37, Lynton Avenue, Bexley Heath, Kent. He was living at 48, Bowness Road, Bexley Heath.

When he joined PC Ward was described as being 5 feet 9 ¾ inches tall with a fresh complexion, brown eyes and brown hair.

Service:
4 June 1938 Dorking
20 February 1939 Dorking to Farnham
30 May 1939 Farnham to Seale
1940 Seale to Caterham
1 September 1941 joined the RAF with CC's consent.

From: Rob Davis Bomber Command Losses Database
DATE: 02-Dec-1943 / 03-Dec-1943
UNIT: 619 Squadron
AIRCRAFT: Lancaster III
RAF BASE: Woodhall Spa
TAKE-OFF AT: 16:41
SERIAL: EE170
CODES: PG: N
TARGET: Berlin
CAUSE OF LOSS: Shot down by flak

Pilot: Pilot Officer James Francis Ward RAFVR 155509 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 25
Flight Engineer: Sergeant G W Cross RAF [PoW]
Navigator: Pilot Officer Edward Thompson Hargreaves RAFVR 155583 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 22; son of Leonard and Hilda Hargreaves of Poulton-Le-Fylde Lancashire
Bomb Aimer: Sergeant John Hubert Duncan RAFVR 1459879 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 20
Wireless Operator: Sergeant James Waugh Scott RAFVR 1370641 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 21; son of George and Margaret Waugh Scott of Edinburgh
Mid-Upper Gunner: Sergeant Ronald Smithers RAFVR 1395928 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 24; son of Alfred Henry and Ellen Smithers of Homerton London.
Rear Gunner: Sergeant George William Arlett RAFVR 1288844 [Killed]. Berlin 1939-1945 War Cemetery, Germany 9 L 23; son of Mr. & Mrs. George William Arlett; husband of Lorna May Arlett of Craigydon Llandudno Caernarvonshire.

DETAILS: Hit by flak north of Magdeburg and burst into flames. As the crew prepared to bail out, the aircraft exploded. Sgt Cross regained consciousness at 5,000 feet and landed safely despite several broken ribs. Others buried in the Berlin 1939-1945 War Cemetery.

PC Eric Norman "Timber" Woods Reigate Borough
Wing Commander DFC and Bar. RAFVR
Died age 33, 16 December 1943

Wing Commander Woods DFC and Bar RAFVR served in No126 (Persian Gulf) Squadron. He died aged 33 the son of William H. Woods, and of Kate Dora Woods, of Harborne, Birmingham. Killed whilst on operations with the RAF and remembered on the Malta Memorial.

PC Woods joined the RAF on the 28 June 1940 although the records show he resigned from Reigate Borough Police on the 15 November 1940.

PC Woods joined the Reigate Borough Police on the 25 August 1939 when he was aged 26 having been born on the 8th May 1913 in Buenos Aires, Argentina. He was described as being 6 feet 1¼ inches tall with fair complexion, brown hair and blue eyes. PC Woods was single and had been employed as a cable tester with Southern Telephone Cables, Essex.

UNBALANCED: Wing Cdr. Woods, D.F.C. and Bar, examining a blade of his D.H. airscrew which had been hit by ground flak. Despite the vibration he took his Spit IX on to shoot down a Ju 87.

WOODS, F/L Eric Norman (60119) - **Distinguished Flying Cross** - No.72 Squadron awarded London Gazette dated 14 July 1942.

This officer has participated in 74 sorties over enemy territory. He has led his flight, and occasionally the squadron, with courage, skill and judgement. His resourcefulness in difficult circumstances has helped to promote and maintain the high morale of the squadron. Flight Lieutenant Woods has destroyed one and damaged a further two enemy aircraft

On 16 December 1943 Wing Commander Woods was in Spitfire VC JK643 when he went missing. Air-Britain says he went missing from an air sea rescue search in the Gulf of Drin. They also have the same for MA905. This would appear to be incorrect as "249 sqn at War " show: - Whilst searching for a missing pilot, a pair of 249 Squadron Spitfires encountered two BF109s of 10/JG27 (operating from Kalimaki, northern Greece) off the headland west of Bize. The news of the encounter got back to Grottaglie and Woods took off from Grottaglie, Italy with 126 Squadron's new CO Squadron Leader K. Debenham (MA905) but both failed to return and it was believed that they had collided over the sea. It was thought that they were going to slip across the sea to Yugoslavia and under cover of the hills, wait for the BF109s to come into land and strike. ASR aircraft and launches failed to find anything. He was the Wing leader of 286 Wing when he went missing. He had left 249sqn when he was promoted to Wing leader on 30 November 1943. He is listed in 126 Squadron's Operational Record Book (Squadron Diary) for this sortie, so presume he was either with 126 Squadron as well as being Wing Leader or just listed in 126 Squadron's Operational Record Book because he flew their aircraft. He was on his 301st operational sortie and had been credited with nine victories plus three others shared. (Malcolm Barrass "Air of Authority")

Wartime Rank: Wing Commander 60119 seeing service with the Royal Air Force in Squadrons: 249, 72 and 126.

This must have been a remarkable short career but there are no other remotely similar names or dates of death other than for the Wing Commander within the CWGC database.

From Ross Skingley April 2004: "My father had a good friend in the police his name was Eric Woods he was so my mother says, in Reigate. Eric joined the RAF at the same time as Dad and became a spitfire pilot he was killed in a battle of Albania in December 1943 his rank then was Wing Commander with a DFC and bar. He was godfather to my sister who was born in 1941. He was a pilot officer in 42 so he must have been an outstanding pilot and commander to achieve wing commander and 2 DFCs in a year. My mother (who went out with Eric before meeting and marring my Father Jack) says that Eric was in Canada as a Mounty. I have various photos of Eric one of which shows him (from a war paper cutting) looking at his Spitfire's propeller which was badly damaged and the captions says "although his spitfire was damaged Wing Cdr Eric Wood took his aircraft on to shoot down a JU88""

Born in England (Shores) or Buenos Aires (Blatherwick), 8 May 1910
Father joined Royal Navy in 1914.
Family moved to Victoria in 1920 then to Vancouver in 1924, where he was educated.

Woods moved to England in 1936, working for a phone company and for the Reigate Borough Police Force. Enlisted in RAF, May 1940 but was placed in reserve until August 1940 when he began pilot training at No.10 EFTS (August to October, Tiger Moths) and No.15 FTS (Harvards).

Received wings and commission in January 1941; served at Central Flying School and No.58 Operational Training Unit (Grangemouth). Promoted to Flying Officer effective 14 January 1942 and joined No.124 Squadron in May 1941 to March 1942 when posted to No.72 Squadron as a flight commander (Flight Lieutenant) until the end of July.

On 10 August 1942 he flew off HMS Furious for Malta where he took command of No.249 Squadron. Rested in February 1943 when he was posted to Egypt and No.73 Operational Training Unit, Abu Sueir.

Took command of No.249 Squadron again in July 1943 and was promoted in November 1943 to lead No.286 Wing of Balkan Air Force, Brindisi. Missing in action 16 Dec 1943 while flying with No.126 Squadron (believed shot down by Bf.109s or collided with S/L K. B. L. Debenham, who also did not return)

Squadron leader Debenham and Wing Commander Woods

Victories Are as Follows:

13 March 1942, one FW-190 damaged, St. Omer area, France
23 March 1942, one FW.190 destroyed, St.Omer-Hardelot
- (No.124 Squadron, Spitfire BL918);
28 April 1942, one FW.190 damaged, Calais-Gris Nez
- (No.72 Squadron, Spitfire BL773);
8 May 1942. one Bf.109 probably destroyed, Dieppe
- (No.72 Squadron, same Spitfire);
17 May 1942, one FW.190 damaged, Gris Nez
- (No.72 Squadron, Spitfire BM516);
5 June 1942, one Bf.109F destroyed, Le Crotoy
- (No.72 Squadron, Spitfire BL773);
27 August 1942, one MC.202 destroyed on ground, Gela airfield
- (No.249 Squadron, Spitfire TE867);
2 October 1942, one MC.202 damaged, Syracuse area
- (No.249 Squadron, Spitfire TR466);
10 October 1942, one Bf.109 damaged, north of Gozo
- (No.249 Squadron, Spitfire TR466);
12 October 1942, one Ju.88 destroyed and
- one Bf.109 damaged, Luqa, plus
- one Bf.109 destroyed and
- one Ju.88 damaged off south Sicilian coast
- (all with No.249 Squadron, Spitfire TR466)
13 October 1942, two Bf.109F's destroyed 20 miles north of Gozo
- (No.249 Squadron, Spitfire TR466);
14 October 1942, one Ju.88 probably destroyed, Grand Harbour
- (No.249 Squadron, Spitfire TR466);
15 October 1942, one Bf.109F destroyed and
- one Ju.88 damaged off Kalafrana
- (No.249 Squadron, Spitfire TR466);
16 October 1942, one Ju.88 damaged, Halfar (No.249 Squadron, Spit TR466
- Woods was shot down in this engagement);
22 October 1942, one MC.202 probably destroyed plus
- one Bf.109 damaged north of Grand Harbour
- (No.72 Squadron, Spitfire AD529);
27 October 1942, one Bf.109 probably destroyed, Malta
- (No.72 Squadron, Spitfire AD529);
11 December 1942, one Bf.110 destroyed plus
- 1/3 Ju.88 destroyed (both near Lampari Island
- (No.72 Squadron, Spitfire AR559)
14 December 1942, 1/3 Ju.88 destroyed (west of Lampedusa
- (No.72 Squadron, Spitfire AR559);

19 December 1942, one Do.24 destroyed near Delimara
- (No.72 Squadron, Spitfire EP728);
4 December 1943, one Ju.87 destroyed at Podorica airfield
- (No.286 Wing, Spitfire MA701).

WOODS, S/L Eric Norman (60119) - Bar to DFC - No.249 Squadron warded as per London Gazette dated 3 November 1942.

In the recent heavy air fighting over Malta this officer has led his squadron against enemy formations with great success. Between 12th and 17th October 1942, 27 aircraft were destroyed by the squadron, and much of this success can be attributed to Squadron Leader Woods' outstanding leadership. In one engagement, on the 13th October, he shot down two enemy aircraft, bringing his victories to six. His example of courage and devotion to duty has inspired his fellow pilots.

From CWGC Site

Name:	WOODS, ERIC NORMAN
Initials:	E N
Nationality:	United Kingdom
Rank:	Wing Commander
Regiment:	Royal Air Force Volunteer Reserve
Unit Text:	No126 Squadron.
Age:	33
Date of Death:	16/12/1943
Service No:	60119
Awards:	DFC and Bar
Additional information:	Son of W. H. Woods, and of Kate Dora Woods, of Harborne, Birmingham.
Casualty Type:	Commonwealth War Dead
Grave/Memorial Reference:	Panel 6, Column 1.
Cemetery:	Malta Memorial

1943 December 31: Of an authorised regular establishment/strength of six hundred and sixty-three there were three hundred and ninety-six officers; two hundred and eight **in the armed services;** twenty-eight in the Royal Navy or Royal Marines; one hundred and nineteen in the Army and sixty-one in the RAF. Commissions had been awarded to thirty-two. Some were reported killed and others missing. All those serving in the military have **allowances to make their pay up to police rates** if they currently fell below.

Police War Reserve 1943 Woking with PS Bishop

1943 Open meetings are restored[29] The ban on Open Meetings of the Police Federation, imposed in 1932, was lifted.

Crimes in the Surrey Joint Police Area 1 January to 31 December 1943[30]

Division	Crimes alleged	Crimes deleted	Crimes detected	Not cleared up	Non Indictable prosecutions
Dorking	620	122	245	40.81	577
Farnham	1258	318	344	47.38	531
Godalming	984	210	338	44.31	656
Guildford Borough	839	164	256	49.9	748
Leatherhead	613	118	224	44.21	272
Oxted	517	107	194	41.78	388
Reigate Borough	517	78	239	38.68	296
Weybridge	1352	321	409	46.01	1034
Woking	1182	325	291	47.88	397
Total	**7882**	**1763**	**2540**	**45.41**	**4899**

Comparative strength and recorded crime 1943 [31]

Division	Arrests	Strength	Crimes per man

[29] http://www.polfed.org/aboutus/69DD9AB47F534348AD5D1415843163AA.asp Internet 19 Jan 2010
[30] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[31] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police

Dorking	108	98	6.33
Farnham	160	119	10.57
Godalming	185	118	8.34
Guildford Borough	257	91	9.22
Leatherhead	150	109	5.62
Oxted	92	104	4.97
Reigate Borough	161	67	7.72
Weybridge	238	145	9.32
Woking	158	118	10.02

Total crimes for the Surrey Joint Police
Not included are deleted crimes (probably refers to modern term "No crime"[32]

	1938	**1939**	**1940**	**1941**	**1942**	**1943**
Committed	2918	2831	3257	4046	3878	6119
% Detected	50.06	48	47.95	49.13	45.69	45.23

1943: Establishment Special Constabulary Reigate Borough Police 147 who performed 120,431.5 hours duty[33]
1943: Reigate Borough Police: An average of 44.2 Special Constables turned out on 87 air raid warnings. The Special Constabulary Mobile Section was reduced by the War from 24 to 9 cars but there was a car on duty every evening from 7pm at both Reigate and Redhill. The motorcyclists were reduced to four but every evening there was always one on duty. [34]

The ten **Action Stations** are run by the Special Constabulary. In the centre there is a **Control Room** with a Reigate police controller and Special Constables are entirely responsible for manning. There are no words that adequately describe the quiet and efficient manner in which the Special Constabulary have fitted into the police machine.[35]

1943 Road Traffic Accidents Reigate Borough: Fatal 5, serious injusry 105,. Total road accidents 2666 as against 274 in 1942[36]

1943: **Reigate Borough** Twenty officers are serving in the **armed forces**[37]

[32] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[33] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[34] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[35] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[36] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[37] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police

1943 there are two **War Reserve Constables in Reigate Borough,** one retired Reigate Borough and the other retired from the East Sussex Constabulary.[38]

1943 Vehicle Fleet Reigate Borough: Imperial motor-cycle JPG910; Triumph motor-cycle HPG474; Utility car JPF729; MG saloon CTH437; MG car JPB578; police ambulence[39]

1943 population Reigate Borough 34,547 in the last census but estimated civilians only now 41,928[40]

1943 November 18: A man was found at 12.50 a.m. between Dorking and Reigate staggering about in the road. Police were called and the by then **unconscious man** was taken to Dorking hospital where he soon died. The PM revealed the cause of **death as hanging** with the rope apparently breaking before the job was complete. No evidence could be found of anyone else being involved and a verdict of suicide on a man whose identity was revealed some weeks later – he came from Wandsworth.

1943 Surrey Joint Police formed from Surrey Constabulary, Reigate and Guildford Boroughs. Their strength on amalgamation: **Guildford Borough:** chief constable 1, chief inspector 1, inspector 4, sergeant 9, constables 25; total 40. **Reigate Borough:** 1 chief constable, chief inspector 1, inspectors 5, sergeants 9, and constables 23 totalling 39.[41]

1943 December: The **Chief Constable Major Nicholson CBE MC** has received the old borough forces into his administration in a most admirable and sympathetic manner ---- the change did not bring about a cleavage between the Borough and its police force and the old association has continued to remain.[42]

1944 January 7: Bomb Hits Watson Road, Westcott: 9 killed and several injured: Four houses were destroyed, killing a woman of 92, two babies and two evacuee boys who were thrown from their bed which landed on top of them.[43] Mr Wakeford was fire watching in Dorking to be called home and told of the death of his wife and two of his four daughters.[44] Canadian soldiers helped Civil Defence workers releas all the victims in less than four hours.[45]

[38] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[39] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[40] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[41] CC notes 1945 on the administration of the county police during the war.
[42] SCC Archive Centre CC/98/22/6 Reigate Borough Police as a part of the Joint Police
[43] Dorking Museum display 2013
[44] Dorking in Wartime David Knight
[45] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

1944 January 9: In the early hours of a Wednesday morning four houses in Watson Road, **Westcott** were struck by a single bomb the homes destroyed and nine people killed.[46]

1944: Recorded crime from 31 January 1939 to 1944 had increased by sixty-eight per cent

PC 390 Cyril Arthur Wakley

Pilot Officer 161784 (Pilot) RAVR

Died aged 26, 20 January1944

Same Squadron as PC Jack Skingley

Pathfinder

PC Wakley served as Pilot Officer (Pilot) in the RAFVR with No 97 Squadron. He died aged 27 the son of Arthur and Ada Florence Wakley, of Streatham Hill, London; husband of Winifred Grace Wakley, of Little Saughall, Cheshire. Killed in air operations with the RAF over Germany and is buried in the Berlin 1939-1945 War Cemetery.

Reported missing from operations with the RAF on the night of the 20/21 January 1944 his death being confirmed by the Air Ministry 20 January 1944.

PC Wakley joined the Surrey Constabulary on the 29 May 1938 and was sworn in Guildford on the 3 June aged 21 years. He was born in Clapham and when he joined, he was living at 43, Bedford Road, Clapham and was working as a clerk in Blomfield Street, London EC2.

Served:
4 June 1938 Chertsey
22 July 1940 Chertsey to Weybridge
20 October 1941 joined the RAF with the Chief Constable's consent

RAF Service: Pilot Officer Wakley was posted to 97 Squadron at Bourn on 8th December 1943 from No 1660 Heavy Conversion Unit at Swinderby.

From: Rob Davis Bomber Command Losses Database

[46] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

DATE: 20-Jan-1944 / 21-Jan-1944
UNIT: 97 Squadron
AIRCRAFT: Lancaster III
RAF BASE: Bourn
TAKE-OFF AT: 17:50
SERIAL: ND367
CODES: OF: K
TARGET: Berlin
PILOT: **Wakley, Cyril Arthur, Pilot Officer, (161784) (killed)**
CREW: Sergeant G Taylor (Prisoner of War)
Sergeant A J Alexander (Prisoner of War)
Sergeant E Lowe (Prisoner of War)
Sergeant Rendle George William Climo (wireless operator) (1031305) (killed),
Sergeant Jack Tye (mid-upper gunner) (1594010) (killed), T/S B H Stedman USAAF (killed)

DETAILS: Believed crashed at Zahrensdorf, 3½ miles east-north-east of Boizenburg, a largish town on the north bank of the Elbe, about 31¼ miles south-east of Hamburg. Three buried in the Berlin 1939-1945 War Cemetery; the remains of T/S Stedman could not be found despite an extensive search of the Zahrensdorf Friedhof, where he was initially buried. He is therefore commemorated on the Walls of the Missing at the US Military
Cemetery, Margraten, near Maastricht in Holland.

On the night 20/21 January 1944 when Cyril was lost, 769 aircraft despatched to Berlin where 35 aircraft were lost with 172 killed, 75 POWs and 10 evaders. **(The Berlin Raids – Middlebrook)**

Photos from the past

Above is a picture of PC Cyril A Wakeley, sent in by his widow, Winifred Lowe who now lives in Canada.

Winifred wonders if the picture will stir memories for colleagues who knew Cyril. She tells us he was stationed at Chertsey, for a while, in 1939 and later transferred to Weybridge, where Inspector Curry and Sergeant Holland had the unenviable task of keeping the 'lads' in order.

John Place (CID) was Cyril's close friend and best man when he and Winifred married in May 1943. Soon after Cyril joined the RAF and was piloting a Lancaster Bomber over Berlin in January 1944 when he was shot down and killed.

Off Beat February 1988 – surname spelt wrongly

1944 January 21: Operation Steinbok or the baby Blitz which lasted nine weeks the Germans losing 300 aircraft. A badly damaged Heinkel attempted a forced landing at Whitmore Vale, **Hindhead** – two were killed and four taken prisoner.[47]

1944: Arthur Boulter: I left the Royal Grammar School in Guildford in 1944 having spent many hours in the air-raid shelters, with a passable school certificate in six subjects, but did not have the opportunity to go to university. I joined the (then) Surrey Constabulary as a **non-uniformed 'un-established clerk.'** This was my first

[47] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

experience of public service until in 1946 His Majesty called and National Service interrupted it – or extended it – depending on your point of view. [48]

1944 January 25-26: At 2156 Dornier shot down over Dorking landed in the garden of a house at Parsonage Lane, **Westcott** with one of its wings touching the wall of the house.[49] Two of the crew were arrested by a Special Constable attracted by the firing of very lights by the crew trying to attract attention and taken to the Wotton Hatch. Two other crewmembers were found dead. [50]

1944 January 25-26: Junkers shot down and crashed at Blackbrook on **Holmwood Common.** [51]

1944 February 20: RAF Redhill USAAF bomber landed with two engines on fire. The co-pilot was killed. [52]

1944 February 22-23: One of the worst of the Steinbock raids when a great cluster of bombers dropped flares over the Thames which drifted towards **Weybridge.** The flares were followed by 15 high explosive bombs, which killed 15 people and injured many more in Vale Road, Baker Street, and Old Palace Road and also at **Cobham and Hersham.** A number of homes in Queens Road, Weybridge were also destroyed.[53]

1944 24 February: German bomber down in Westcott: A Dornier is shot down and crashes in Parsonage Lane. Two of the crew landed by parachute at Wotton and are arrested by a special constable and taken to the Wotton Hatch Hotel[54]

PC 35 Leonard John Gould
Trooper Royal Tank Regiment
Died age 28, 1 March 1944

PC Gould died from his wounds whilst in enemy hands. Served as a Trooper in the No 46th Royal Tank Regiment, R.A.C., He was aged 28 when he died and the son of Sidney and Evelyn Gould and the husband of Marjorie Gould, of Byfleet, Surrey. He is buried in the Rome War Cemetery.

PC Gould joined the Surrey Constabulary on the 7 July 1936 being sworn in Guildford on the 17th July. He was 21, 5 feet 10 ¾ inches tall with fresh complexion, brown hair and light grey eyes. He was born in Hascombe and was a farmer's son from Peace Farm,

[48] Internet
[49] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[50] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[51] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[52] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[53] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[54] Dorking Museum display 2013

Hascombe where S J Gould employed him. He had parents, brothers and sisters living in Hascombe.

Service:
11 January 1937 from Woking to Dorking
25 September 1937 from Dorking to Holmwood
15 November 1937 Holmwood to Caterham
4 April 1938 Caterham to Camberley
11 February 1938 Camberley to Woking
10 July 1939 Woking to Esher
15 January 1940 Esher to Woking
20 August 1942 Woking to the Army
22 April 1944 posted missing in the central Mediterranean Theatre of War whilst serving with the Royal Tank Regiment
26 July 1944 Letter from OIC Records Royal Armoured Corps states "Gould died in enemy hands as a result of wounds on 1 March 1944"

Tony Forward: PC Gould's wife Margery was a WPC in Surrey. She remarried as Mrs Christmas, widowed again. Her name appears on the Welfare Dept list of the dead read at the NARPO meeting on 7 March 2004. Leonard's brother has attended the Armistice Day service at Mount Browne on 11 November in the past.

1944 March 3 bomber crashes in Westcott: The German plane with a crew of four, two bailed out and landed about two miles away after which they fired pistol lights to attract attention to themselves leading to their detention by a Special Constable and taken to the Wotton Hatch Hotel. The other two-crew members were found dead in the plane. Shot down by a Mosquito from 29 Squadron based at Ford in Sussex.[55]

1944 March 14: German bomber down in Holmwood: Three crew members were killed when the Junkers crashed on Holmwood Common close to Blackbrook[56] Shot down by a night fighter at 2305 diving almost vertically into the ground.[57]

1944 April 11: A **train of loaded petrol tanker wagons collided** with a light engine at Shalford Station. There was a terrific blaze and some of the tank wagons were under the A281 road bridge, the heat causing the bridge to buckle. Driver Arthur Griffen received the British Empire Medal for dividing the burning train and moving the front part to safety.[58]

It must be borne in mind that every air attack and dropped bomb or other related war time incident required police attendance, often investigation and reports to central

[55] Dorking in Wartime David Knight
[56] Dorking Museum display 2013
[57] Dorking in Wartime David Knight
[58] http://website.lineone.net/~alan.c.edwards/chilworthtalk040228.html

government to allow for the publication of regular Home Security Operations Bulletins which were sent in confidence to all key people in Home Defence.

1944 April 12: On duty at Godalming Police Station on 12th April 1944, PC Gunning and TPS Storr were attempting to control a male prisoner who was in possession of a "Mills" hand grenade. The prisoner had attempted to pull the pin and the two police officers had reason to believe he had, but they closed on him, secured the grenade and Gunning replaced the pin. Both were commended by the chief constable in the first class for their bravery and devotion to duty, qualities the pair would continue to demonstrate. A native of Westbury, Gloucester Brian Gunning had been a sales representative for Baker & Co in Bristol. He was first stationed in Dorking, later moving to Mayford, Cranleigh, and Esher on to Godalming in January 1941. Edward Storr was born in the parish of Worplesdon, Surrey and lived and worked with his father on Lawford's Farm near Guildford. Storr joined Surrey Constabulary on 9th September 1928, beginning his long service in Woking. Whilst in Leatherhead, PC Storr became temporary sergeant, prompted no doubt by his commendation from the chief constable for his endeavour in preventing a prisoner's escape from custody. He had a long and violent struggle with the prisoner, an armed soldier, who threatened to shoot him[59]. By 1942, Sgt Storr arrived in Godalming and became paired with PC Gunning.[60] (Gunning was superintendent Dorking Division in the mid 1960s)

1944 April 14: The **murder of Constance Curtis**[61] a pretty 17-year-old factory worker was investigated by Inspector Springate in April 1944. On May 7th News of the World reported that police in an enquiry led by Detective Superintendent Roberts were trying to trace two **Canadian** soldiers. Constance had been to the fair where she was seen talking to Canadian soldiers one of whom Donovan was picked out on an ID parade at Cove. PS D. G. Hobbs found the girl on The Moors at 8 am on the 15th April. He saw a girl's dead body lying on the grass, which had been disturbed and two parallel lines ran from the area of trampled grass to where the body was lying, a distance of nearly sixty feet. He found a pair of girl's shoes, which appeared to have been pulled off by a hillock over which the body had been dragged. The body was naked except for her stockings and her clothing, which appeared to have been forcibly removed, had been thrown over her. A piece of her dress had been torn off and was wrapped around the body. [62] Dr Gardner undertook the PM and it appeared that the girl had been strangled and left naked except for her stockings[63]. The girl had been partly stripped and beaten to death.

[59] Edward Storr Police Service Record *Defaulters Book 1911-1931*, pg1964, History Centre Woking (later known as Storr Service Record).
[60] Luke Franklin Journal Police History Society January 2011
[61] News of the World 30 April 1944
[62] Camberley News and Bagshot Observer October 13, 1944
[63] Camberley News and Bagshot Observer October 13, 1944

The men were traced and Sergeant Bicknall and PC Noakes initially interviewed one, John Francis Donovan. A further interview was undertaken by Detective Inspector HA Springate before being committed for trial where he was found not guilty his plea of mistaken identity was accepted. The prosecution case had rested on the confident identification of Donovan as the man who was with the deceased only an hour or two before her death; he made an alibi, which broke down; he gave contradictory evidence. A witness who had seen Connie leave the fair with Donovan went again when the fair returned the following week. She recognised Donovan as being the man with Connie and told PC Noakes who was on duty at the fair in plain clothes, probably tasked to find the suspect.

PC F. Deacon who when giving evidence was serving in the RAF, attended a parade of a Canadian Signals Reinforcement Unit at Cove and found the defendant who answered the description of the suspect. Police Sergeant Bignall went to the fair to support PC Noakes. Bignall stopped Donovan and asked him if he had been to the fair before and he agreed he had been to the last one – when the Constance had been murdered. Donavan was allowed to go but he gave up his pay book calling later that night at Camberley police station where he was interviewed by Inspector Springate and PC Yalden, denying he had been to the fair the night of the murder. Some days later he was to change his story again and say he was there. An ID parade had been held and Donovan was not picked out by witnesses.[64] The Laboratory report stated that hairs submitted to them were like those of Donovan but could not be said to be his with certainty. They were not hairs from Sergeant Horton or the dead girl.[65]

There was great concern within the legal system, and in particular by the Judge of this case Mr Justice Birkett, over identification of suspects following the case of Adolph Beck in 1896 who had been wrongly identified on a fraud charge and spent a long time in prison. In 1901 he was released on license but three years later was again arrested on a similar charge and convicted. In the meantime, another ex-convict was arrested who was guilty of these offences and Beck's innocence was proved. He was given a free pardon and £5000 in compensation. He died in 1915.[66]

1944 April 22: Dorking: Part of Vincent Lane was **machine gunned** by a lone German.[67]

PC 209 John Raymond Bathe
Flight Sergeant (Bomb Aimer)

[64] Camberley News and Bagshot Observer October 13, 1944
[65] Camberley News and Bagshot Observer October 13, 1944
[66] News of the World Dec 10, 1944
[67] Dorking in Wartime David Knight

Died age 30, 25 April 1944

PC Bathe served as Flight Sergeant (Bomb Aimer) in the RAFVR No 76 Squadron. Age 30. PC Bathe was the son of Arthur Henry and Maud Mary Bathe, of Witley and was killed on operations with the RAF being buried in Witley (All Saints) Churchyard.

PC Bathe was born in 1914 in the parish of St Mary, Marleybone. When joining the Surrey Constabulary on the 18th June 1939 he was 5 feet 10 and half inches tall, fresh complexion, dark brown hair and brown eyes. By trade PC Bathe was a motor engineer employed by Surrey County Council. He lived in Witley as did his parents with aunts and uncles in Haslemere. He was sworn in on the 23 June 1939 at Guildford and posted to Weybridge in the 24 June. On the 23 February 1942 with the Chief Constable's permission John Bathe joined the RAF being killed just over two years later, on the 25 April 1944.

DATE: 24-Apr-1944 / 25-Apr-1944
UNIT: 76 Squadron
AIRCRAFT: Halifax III
RAF BASE: Holme-On-Spalding-Moor
TAKE-OFF AT: 22:09
SERIAL: LK789
CODES: MP: L
TARGET: Karlsruhe
PILOT: Dibbins, Douglas Robert, Pilot Officer, (171730) (killed)
CREW: Sergeant Gerard John Head (flight engineer) (1801075) (killed), Sergeant Kenneth Craven Oswald (navigator) (1493028) (killed)

Flight Sergeant John Raymond Bathe (bomb aimer) (1395700) (killed)
Sergeant James George Davenport (wireless operator) (1337654) (killed)
Sergeant Norris Mervyn Harrison (mid-upper gunner) (1819564) (killed)
Flight Sergeant J Anderson (injured)
DETAILS: On return to base, the aircraft was shadowed by an intruder and shot down 0420 near Welney, 7 miles southwest of Downham Market. The dead of the crew are buried various UK cemeteries.

Patricia Jones is the niece of John Raymond Bathe. She found out from her aunt; he was said to be a very funny, but quite an unassuming man and everybody thought highly of him. He used to ride an Ariel Square Four silver motorbike and would often visit his aunts when stationed at Weybridge as a policeman. During the burial service the police formed a guard of honour for him. Unfortunately, she has no other details.

1944 May 19 two RAF North American Mustang IIIs of 122 Squadron collide in cloud near Honeywood House in Surrey. [68] (Ockley?)

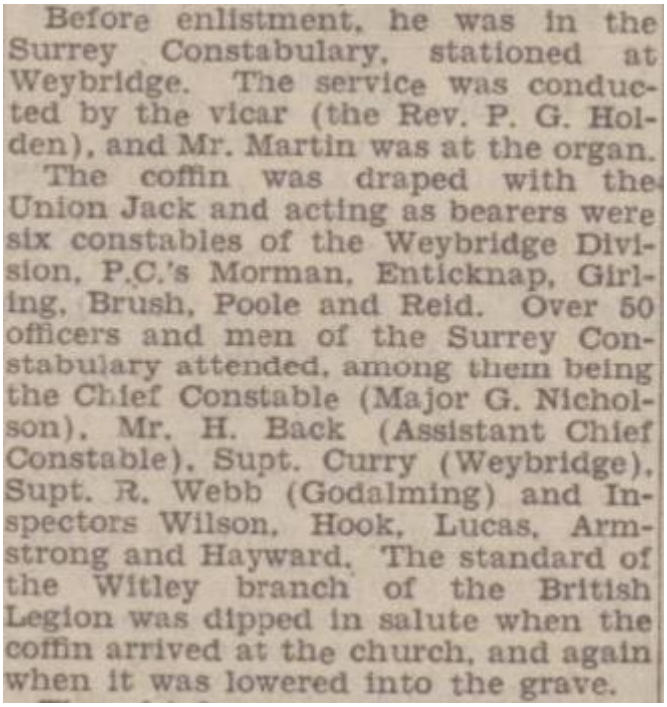
1944 May 6 Surrey Advertiser: PC (Flight Sergeant) Bathe funeral.

THE LATE FLT.-SERGEANT BATHE

FUNERAL AT WITLEY

There was a large attendance at the funeral at Witley Church on Saturday of Flight-Sergeant J. R. Bathe, R.A.F.V.R., only son of Mr. and Mrs. A. H. Bathe, of Dalmeney, Crossways, Witley, who, as reported last week, was killed on an operational flight over enemy territory.

[68] https://en.wikipedia.org/wiki/List_of_mid-air_collisions_and_incidents_in_the_United_Kingdom#1950s



Before enlistment, he was in the Surrey Constabulary, stationed at Weybridge. The service was conducted by the vicar (the Rev. P. G. Holden), and Mr. Martin was at the organ.

The coffin was draped with the Union Jack and acting as bearers were six constables of the Weybridge Division, P.C.'s Morman, Enticknap, Girling, Brush, Poole and Reid. Over 50 officers and men of the Surrey Constabulary attended, among them being the Chief Constable (Major G. Nicholson), Mr. H. Back (Assistant Chief Constable), Supt. Curry (Weybridge), Supt. R. Webb (Godalming) and Inspectors Wilson, Hook, Lucas, Armstrong and Hayward. The standard of the Witley branch of the British Legion was dipped in salute when the coffin arrived at the church, and again when it was lowered into the grave.

1944 June 28: Flying bombs, rockets and bombs hit the county. The first one fell on Guildford on Saturday, June 28th at 2.05.pm. It fell in a field near Foxburrow Avenue. A second one fell later that day in Stoke Recreation ground.

1944 June 28 Trial of Canadian soldiers: During the case of armed robbery against a Canadian soldier at Surrey Assizes the judge said, "In some respects it would be better for offences by Canadian soldiers to be dealt with by Canadian courts-martial. In my experience there is great reluctance by juries to convict Canadians and a natural reluctance in the part of any court to inflict punishment upon Canadian volunteers."[69]

1944 June 29: The summer of 1944 brought a new terror to the skies over Southeast England in the shape of the now infamous **'Doodle-Bugs' or V1 flying bombs**. John Neil in his book 'The History of Merstham School' records an incident when one of these 'doodle-bugs' fell close to the school: 'On 29th June 1944 just as morning assembly was coming to an end, a flying bomb hit the Corporation Yard in Albury Road, Reigate just a hundred yards from the school. Damage from the blast was extensive, but miraculously there were no serious casualties among the 200 children and the staff.'

Guildford Flying bombs landed Foxburrow Avenue, Stoke recreation ground, East Shalford Lane, South Warren Farm, Aldersley Road.

[69] The Times 28 June 1944

Number of flying bombs exploding September 1944 in the Dorking rural area[70]

Abinger 5	Betchworth including Brockham 5	Buckland 2	Charlwood 5	Capel 1
Headley 7	Holmwood 5	Horley 5	Leigh 1	Newdigate 6
Ockley 2	Wooton 5	Dorking Rural District total of 49 killing one and injuring 50		

Guildford Flying bombs landed Foxburrow Avenue, Stoke recreation ground, East Shalford Lane, South Warren Farm, Aldersley Road.

1944 June 30: 74-year-old Elizabeth Cheesman died of shock when a flying bomb lands in Ockley 100 yards from her cottage.[71] [72]

1944 July 2: A **flying bomb fell about 200 yards from Headley** rectory. The garden was devastated but the walls remained standing with the exception of the lean-to kitchen. The interior was wrecked along with the outbuildings and the gardener's cottage. A couple of weeks earlier windows at the rectory had been shattered by a bomb that fell in nearby woodland.[73] [74]

1944 July 7: At least two further **flying bombs** fell on Merstham that year. One fell in the woods on Church Hill causing extensive damage

1944 July: Merstham was declared in an **'evacuation area'** due to the increasing risk of attacks and many families made preparations to leave.

PC 214 Norman Horace Edwards
Trooper Royal Armoured Corps
Died age 25, 9 July 1944

PC Edwards was killed whilst serving with the Royal Armoured Corps as a Trooper in "E" Army Delivery Squadron. Son of Horace and Theresa Maud Gertrude Edwards; husband of Marjorie Jean Edwards, of Walton-on-Thames, Surrey he is buried in the Rome War Cemetery having been killed in a motor accident in the Central Mediterranean Theatre of War.

[70] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[71] Dorking Museum display 2013
[72] Dorking in Wartime David Knight
[73] Dorking Advertiser 20 December 2012 Yesteryear page
[74] Dorking in Wartime David Knight

PC Edwards joined the Surrey Constabulary on the 13 November 1938 aged 20 having been born in Capel and was sworn on the 18 November at Guildford. Six feet 1 inches tall, with fresh complexion, fair hair and dark blue eyes he joined the police when living in The Glen, Honeycrock Lane, Salfords. His parents lived at Salford and a sister at Chipstead. He was a motor mechanic.

Service:
Posted to Walton on Thames 19 November 1938
23 August 1941 Walton to Weybridge
November 1941 to August 1942 Reserved Cycle duties
20 August 1942 joined the Army having been called up for service. De-reserved 1st July 1942

PC Jack Skingley, Flight Lieutenant DFC, RAFVR
Reigate Borough
Died aged 29, 21 July 1944
Pathfinder

The same Squadron as PC 390 Cyril Arthur Wakley who was killed in January 1944

Jack Skingley was reported missing from night operations with the RAF during an attack on Courtrai. On the 23 May 1945 the Air Ministry stated that Flight Lieutenant Skingley lost his life on the 21 July 1944.

PC Skingley joined the Reigate Borough Police on the 27 April 1936 aged 19 having been born on the 7 July 1916 in Watford. He had previous military service with the 1st Battalion the Royal Sussex Regiment in which he served for 2 years and 14 days. PC Skingley's job when he joined the police was a Furniture Remover living at 8 Clifton Road, Watford. His mother was Winifred Maude and his father was deceased. The officer was described as being 5 feet 11 inches tall with a fresh complexion, brown hair and grey eyes.

Service:
18 November 1936 passed First Aid exam
5 December 1936 Discreditable conduct fined £1 on each of 3 charges and £2 on another charge.
27 April 1937 Second Grade
4 April 1938 Appointment confirmed as from 27 April 1938
27 April 1938 3rd Grade
27 April 1939 4th Grade
10 July 1939 Disobedience to Orders fined £2 by the CC

27 April 1940 5th Grade
27 April 1941 6th Grade
11 August 1941 Joined the RAF
27 April 1942 7th Grade
1 February 1943 transferred to the Surrey Joint Police Force
27 April 1943 8th Grade

Jack Skingley married Marjorie Henderson 18 November 1940

PC Skingley's father was a police officer as was his grandfather, and on his wife's side was a policeman who was present at the Sidney Street siege in 1911. He was a member of the Reigate Borough Police where he lived with his wife and where their son Ross was born.

PC Jack Skingley Reigate Borough

From Ross Skingley in April 2004: "My father was a Bomb aimer in No 97 Squadron Pathfinders and flew in Lancasters. He joined the RAF in 1942 (records show 1941) and trained in Canada. Between August 43 and July 44, he flew on 40 missions over Germany, France and Belgium, many of these over Berlin. I have no DFC citation as this was posthumously awarded. However, I shall send for his records as all the other information was gathered from photos and the ops records from Kew.

He and his crew went missing on a short raid from Coningsby to Coutraui in Belgium on the night of 20 July 44 out of the 14 Lancasters to go out his was the only one that did not return. His Pilot was P/O Edwards.

PC Skingley served with the Pathfinders who were volunteers for this particularly dangerous role. He was killed in a night operation in Lancasters with the RAF and is remembered on the Runnymede Memorial. No 97 Squadron were based Bourne Airfield Cambridgeshire and were Squadron were on the Berlin Raids 1943-1944.

FLT/LT Jack Skingley D.F.C. Bomb Aimer trained in Canada 1943 after which was posted to 7 Sqdn Oakington in 1943 and also served with 207 Sqdn and transferred as F/O with P/O W.H.Benton and P.O J.I. Rogerson to 97 Sqdn in late '43. Jack was most likely on his second tour when he took part in ops to Courtrai on 1/7/44. His aircraft piloted by P.O Edwards was lost in the raid.

1944 July 21 several pilotless bombs dropped in the area on dropping in Reigate and killing three people. Another having hit a balloon cable dropped in the grounds of Earlswood Asylum causing a great deal of damage but no casualties. [75]

1944 July 21: Dorking: Flying bombs fell at Mickleham, Old School Lane, Brockham, Pixham, Flint Hill, North Holmwood and in the chalk pit at Dorking North Station.[76]

[75] Rev WAR Ball vicar of St Johns http://www.stjohnsredhill.org.uk/pdfs/wardiary1940.pdf
[76] Dorking in Wartime David Knight

1944 July 26: Redhill: Flying bomb landed near a school with 100 children in assembly with one injured staff member. However, three men in the highway's depot close by were killed.[77]

1944 July 28: News has come to hand that Herbert James Robertson, only son of Mr and Mrs "Jock" Robertson of 11, Brambletye Park Road, Redhill who has been training with the RAF in South Africa has been awarded his "wings" and promoted to the rank of Sergeant-Pilot. Son of a popular member of the one-time Borough Police Force, who came out of his well-earned retirement on the outbreak of war and donned the blue uniform again. Herbert Robertson was educated at St-John's School, Reigate attending the latter for five years. In the early stages of the war, he worked in a war factory but the moment he was de-reserved he volunteered for service, and was accepted into the RAFVR, in August 1942. After about a year in this country he went to South Africa under the Empire Air Training Scheme and on receiving his "wings" he had been posted to another station in South Africa. While training out there he met quite by chance, one of his father's younger colleagues of the local police force PC Parsons, who formerly worked in the office of the late Chief Inspector Ash. He heard to from another Reigate policeman PC Jenkins, who like PC Parsons was doing his air training. Sergeant Pilot Robertson has not been so remote from his home ties as some of his fellow trainees for has relatives in South Africa, with whom he has been able to spend his leaves.[78]

1944: Flying bombs, rockets and bombs hit the county. The first flying bomb fell on Guildford on Saturday, June 28th at 2.05.pm. It fell in a field near Foxburrow Avenue. A second one fell later that day in Stoke Recreation ground.

Internet: My mother, father and myself lived in a house in Recreation Road, right next door to the recreation ground and the doodlebug dropped just the other side of the recreation ground fence. My parents heard the engine cut out, and my father went down the garden to look for it, and was consequently blasted to the ground, all his breath taken from him. My brother and I were covered in plaster, debris and glass as we lay in our beds. When he was woken, my brother thought that he had been called to get ready for school. He had slept right through the blast! We were rescued by members of the AFS, to which my father belonged, and one of his colleagues took my brother and I back to his lodgings in Martyr Road. My father walked about all night in a dazed state, while my mother was taken to hospital to have forty-eight stitches in one side of her face, which had been badly cut by flying glass. My father joined her in hospital the following morning due to shrapnel damage to his leg. We lodged with grandparents and relatives for nine months while the house was repaired, and, in parts, rebuilt. My father was utterly devastated by the sight of his beloved garden, from being mature and fully stocked, making us self-sufficient in vegetables, to a flattened wasteland. My main

[77] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[78] 1944 Surrey Mirror July 28

distress as a child at the time was that I had that very afternoon cleared out a large glass tank of very mature tadpoles, and which of course, were blasted sky high.[79]

1944 August 3: The early Norman church at Abinger Common destroyed by a flying bomb – There were no casualties. (Re-building began in August 1944)[80] The nearby Abinger Hatch Inn and Max Beerbohm's Manor House Cottage are damaged.

1944 August 4: Westcott: Isolation Hospital at Westcott seriously damaged by a bomb which fell in a field about 100 yards from the hospital buildings. No one was seriously hurt.

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[81]

1944 August 25 Guildford: A **flying bomb** caused the death of three women when it struck a house in Aldersley Road. Two died at the time, and the third died later of injuries. "I recall the noise of the doodlebug, which droned to an alarming halt and then just waiting for the crash and explosion and yes, it came! The windows of Tormead and Lanesborough Schools were blown out, and I think some of the replacement windows are still in place today. At home we retreated into our Anderson shelter, made of heavy steel, with a large mattress placed inside."

1944 August Flying bomb fell on 'Innisfree' in Rockshaw Road killing all the occupants.

1944 August 27: Cranleigh infant school was hit by a V1 flying bomb and demolished. Fortunately, this occurred early on a Sunday morning, and the school was empty. The only casualty was the Rector, who was in his garden not far away and was injured

1944 September: On a night in September 1944 a Mitchell bomber of Number 180 Squadron, lost power during take-off crashing near Dunsfold village[82]. Gunning and Storr were quickly on the scene and extricated members of the RAF from the crashed Mitchell bomber. Gunning and Storr showed no regard for their own lives as the ground was littered with burning debris and the bomber's fuel tanks still full. Gunning was later commended by the chief constable for bravery, determination, devotion to duty

[79] http://tpyftest.da.ulcc.ac.uk/20/59/Guildford_At_War_2_The_Blitz_2b_V1_Bombs__Doodlebugs_.pdf
[80] Dorking in Wartime David Knight
[81] Dorking in Wartime David Knight
[82] Paul. M. McCue, Dunsfold: Surrey's Most Secret Airfield, page 166, (Walton, 1991).

and initiative displayed at Dunsfold that night. By 1945, this feat of bravery had come to the notice of King George V who ordered the names of the two officers to be publicized in the London Gazette of 26th June 1945 as having been commended for brave conduct[83]. PC Gunning also received praise from the Air Ministry, the Home Secretary, and the then Prime Minister Winston Churchill himself[84]. After the war, PC Gunning passed his sergeants course as well as further courses to end his career as Superintendent based in Dorking. [85]

1944 September 7: Another **Canadian** was charged following an attack on September 7, 1944, of a lone heavily pregnant young married woman.[86] Private Horace R Gordon aged 28 a Canadian Soldier was committed for trial on a **charge of murdering by stabbing,** Dorothy May **Hillman** an eighteen-year-old married woman of less than a year, at Bramley. The victim who lived with her family in Palmer's Cross, Bramley left home with her dog and walked towards the Leathern Bottle. The accused was seen to cycle near her. Later two airmen found the victim crawling along covered in blood. She had eleven stab wounds to her body and had crawled one hundred yards before being found. A field service cap was found by the scene owned by Gordon. He said he had come across the woman after she had been attacked and tried to help her and said he left her to go to Cranleigh police to report what he had seen but took the wrong road and went to Hascombe. Detective Sergeant Storr and Detective Constable Gunning on patrol in a car at Hascombe stopped Gordon and found stains on his clothing. He said he had cut his hand and wiped it on his clothes. He had a khaki handkerchief with what appeared to be bloodstains on it. He had an open knife and packets of chewing gum, chocolate wrapping paper and cigarettes. At the scene of the attack was found chewing gum wrappings and papers from chocolate that could be linked to the suspect. When interviewed and charged Gordon did not deny being at the scene and that he had spoken to the woman who told him she had been attacked. He gave her a piece of chewing gum. He tried to wipe some of the blood off with grass and then his 'kerchief. [87]

[83] Gunning Service Record, page 2092. 5th Supplement to The London Gazette 22nd June 1945, page 3335, (HMSO,1945).
[84] Air Ministry Letter 25th June 1945, Surrey Police Museum, Home Office Letter 25th June 1945, Surrey Police Museum, Kings Order signed by Winston Churchill, Surrey Police Museum.
[85] Luke Franklin Journal Police History Society January 2011
[86] The Surrey Advertiser and County Times 28 October 1944
[87] The Surrey Advertiser and County Times 28 October 1944

8

JAMAICAN TO DIE FOR STABBING GIRL

BEFORE HE WAS SENTENCED TO DEATH AT SURREY ASSIZES YESTERDAY FOR THE MURDER OF A YOUNG MARRIED WOMAN, WHOM HE WAS SAID TO HAVE STABBED, A 29-YEARS-OLD JAMAICAN IN THE CANADIAN ARMY, DECLARED: "I AM INNOCENT."

THE JUDGE REPLIED: "THE JURY HAS CONVICTED YOU OF MURDER UPON EVIDENCE WHICH, IN MY OPINION, LEFT THEM NO ALTERNATIVE."

The Jamaican, Private Horace Beresford Gordon, 29, of the Royal Canadian Ordnance Corps, went into the witness-box yesterday to deny that he had stabbed Mrs. Dorothy May Hillman, 18, at Bramley, Surrey, about 100 yards from her home, as she was going to an inn to buy cigarettes and tobacco.

She died 15 days later.

Gordon said that on the evening of September 7 he was cycling to Horsham when he saw Mrs. Hillman standing on the verge, with a dog on a lead. He asked her the way to Horsham.

"I took off my pack, in which were 4lb. of pears," Gordon continued. "I gave her a piece of gum and a piece of chocolate, and I then lifted up my pack to put over my shoulders, but the straps became twisted. I said to her, wanting her to adjust the straps, 'I want you to do me a favour. It won't take long.

The Morning Advertiser 2/12/44

LET THE DOG LOOSE.

"She misinterpreted my words and said, 'Go away, you dirty, black nigger.' Before I knew what she had done, she had slapped my face and grabbed me by the tunic. The knife fell out of my tunic pocket, and as I tried to pick it up she let the dog loose. She was shouting and screaming and as she told me her husband was working in the field, I did not want to be seen wrestling with her."

Gordon continued: "In picking up the knife I held it up and her neck dropped down on the knife. I then saw saw blood coming from her neck. I got very frantic and frightened and was trying to get away. That is all I remember."

Mr. J. P. Eddy, K.C. (defending): When she said "dirty black nigger," what effect had that ou you?—I resented being called a nigger. In my own country I am called a coloured man, and everywhere I go in this country people treat me very nicely and nobody has called me a nigger.

NO INTENT TO KILL.

Mr. Linton Thorp, K.C. (prosecuting): Have you any doubt you killed Dorothy Hillman?—I will not say I killed her, because I had no intention of killing in my mind.

Have you any doubt you stabbed her 11 times?—I did not know I had stabbed her.

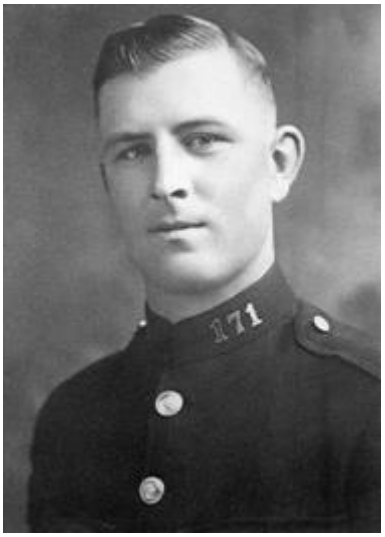
Mrs Hillman lived to give birth to a still born child two days after the attack, make a clear statement of what happened to her and identified Gordon, before dying on the 22 September. Gordon was found guilty at Surrey Assizes Kingston before Mr Justice Humphries and sentenced to death. Gordon was Jamaican and had a wife and family there. **1944 December 20: Murder appeal dismissed**: The Court of Criminal Appeal yesterday dismissed the appeal of Gordon. **8 January 1945: No reprieve for Canadian Soldier**: Horace Beresford Jordan a native of Jamaica and a soldier in the Royal Canadian Ordnance Corps whose execution for murder was postponed pending the arrival of representations from the Canadian Government to the Home Secretary is not to be reprieved. The Home Secretary could find no grounds for interfering in the due course of law. Gordon was sentenced to death for murder of a young woman stabbed on September 7 and who died on the 22 September.[88]

[88] The Times 8 January 1945

1944 September 8: Dunsfold Believed RAF aircraft that had been on a bombing raid over Normandy when a bomb got hung up in the bomb bay and exploded on landing killing all the crew.[89]

1944 September 14: PC Albert Edwin Enticknap awarded **King's Police Medal for Gallantry** tackled and overpowered an armed housebreaker who had pointed a revolver at him.

Albert Edwin Enticknap was born in 1912, in Hascombe in Surrey. He joined the Surrey Constabulary on the 19th of May 1936. He was sworn in on the 29th of May 1936 at Guildford Magistrates Court and allocated collar number 171. His previous trade was a farm worker employed by his father at Crab Tree Farm in Dunsfold, Surrey.



Pc 171 Albert Edwin Enticknap (KPM)[90]

PC Enticknap's record shows the following information under the heading Removals:

14th November 1936	moved from Woking to Horley.
28th March 1938	moved from Horley to Weybridge.
22nd February 1940	moved from Weybridge to Henshaw.
15th April 1940	moved from Henshaw to Weybridge beat, (But still lives at Rodney Road, Walton-on-Thames)
26th April 1941	moved from Weybridge to Walton-on-Thames.
9th January 1950	moved from Walton-on-Thames to Englefield Green.
17th February 1957	moved to own house.

The circumstances behind PC Enticknap being awarded **the Kings Police Medal for Gallantry:** About 1.20 pm on the 14th of September 1944, a message was received at Walton Police Station that a man had broken into a house in Rydens Avenue. An

[89] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[90] Researched by Terry Colman for Old and Bold

inspector, a sergeant and two constables, one of whom was PC Enticknap, immediately went to the scene of the occurrence. The inspector posted one constable at the back of the house and one at the front, the latter being joined by the sergeant. The inspector made two attempts to enter the house, but though he was able to get into rooms on the ground floor he found that the hall doors were locked. The man had already shown that he had a revolver and it seemed from the noise inside the house that he was barricading one of the upstairs rooms. The inspector decided to go and get assistance from some soldiers who were nearby. Meanwhile the sergeant went to the front door where there was a broken pane of glass and called to the man to come downstairs. He did so, pointing his revolver at the sergeant. The officer dodged to the side and the man disappeared into one of the rooms at the back. It was then that PC Enticknap, who was posted at the back of the house, saw him through a window. The man pointed his revolver at the constable and he moved aside. The next thing that happened was that the constable heard a window being opened at the other end of the house and saw the man running across the lawn.

PC Enticknap immediately gave chase, shouting to the other officers, who followed him. The man jumped into the garden of the adjoining house, continuing to run for about one hundred and fifty yards until he came to a hedge, where he stopped and turned round to face the constable, pointing his revolver at him. Without hesitation the constable closed with the man, who fell to the ground, dropping the revolver. By the time the other officers and the military had caught up, the thief was arrested.

PC Enticknap's service record shows that he was awarded the Kings Police Medal, on the 18th of June 1945. He was awarded the Defence Medal, on the 4th of February 1946. He was awarded his Police Long Service and Good Conduct Medal, on the 1st of July 1959.

PC Enticknap's medals

1944 September 15: Abinger Common at 0800 the church was struck by a flying bomb severely damaging the church, the Abinger Hatch Inn and the Manor House.[91]

[91] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

1944 September 29: Dorking: Twenty flying bombs fell in the Dorking Urban District without a significant "hit" in the urban area. One fell at Pixham and another near Dorking Town Station in the chalkpit and another at Flint Hill. Of the twenty bombs three fell outside the boundary of the Urban District and caused damage within the district. Overall, the 20 bombs resulted in three people being killed, one seriously injured and 28 slightly injured.[92]

1944 September 19: Crash of Avro Anson NK607, Dean Lane, Merstham: five men perished in Avro Anson NK607, as it hit a tree in thick cloud and crashed in woods, somewhere within the grounds of an Army Ordnance Depot, near Dean Lane, Merstham, about three miles from RAF Kenley. After taking off from RAF Northolt at 9.40am, the aircraft was "heard apparently circling over the neighbourhood of Merstham… It then broke cloud at a very low altitude over wooded country and was seen to be banked almost vertically to the left. It crashed almost immediately afterwards but, before it did, the tip of the port wing broke away." The five men who died were:
W/Cdr. ROWLAND BRANSTON COX. RAFO. Aged 31. (Pilot)
Commanding officer of 34WSU at the time of his death.
W/Cdr. COLIN FRANK MORTLOCK CHAPMAN OBE. RAF. Age 25. (Pilot 2)
Son of Frank and Lillian Mary Chapman, husband of Barbara Sylvia Chapman, of Cobham, England. Caterham and Warlingham Burial ground. Sec.M. Grave 2.
Fl/Lt. PAUL HENRY WESTON PRIESTLY. RAFVR. Aged 23. (Wireless Op/ Gunner)
Son of Albert Weston Priestley and Minnie Margaret Priestley, of Malvern, Worcestershire.
Caterham and Warlingham Burial ground. Sec.M. Grave 3.
F/O. WALTER DAVID DICK COOPER. Aged 29. RCAF. (Navigator)
Son of Walter and Agnes A. Cooper, of Burlington, Ontario, Canada.
Brookwood Military Cemetery. Grave 55.E.2.
Fl/Sgt. ALEC STEPHEN KAY. (Wireless Op/ Gunner)
Kirk Ella Church Cemetery. Grave 16.

PC 235 Joseph Ronald Muncaster
Gunner 17 Field Regt. Royal Artillery
Died aged 28, 4 October 1944

PC Muncaster was a Gunner with 17 Field Regt. Royal Artillery who was killed in Italy as a result of a battle accident and buried in the Santerno Valley War Cemetery.

PC Muncaster joined the Surrey Constabulary on the 19 March 1939 and was sworn on the 24 March in Guildford. He had previous service in the Lancashire Constabulary from 5 April 1937 to 27 December 1938. He was 23 in 1939 having been born in Preston and was described as being 5 feet 10 inches tall, fresh complexion, brown hair

[92] Dorking in Wartime David Knight

and grey eyes. He had been a motor driver by trade and lived in 2 Park Road, Lancashire.

Service:
20 March 1939 Godalming
1 January 1940 Godalming to Englefield Green
3 September 1942 joined the Army when he was called up having been de-reserved on the 1 July 1942.

1944 October 6: RAF Dunsfold: Two **Mitchell** aircraft collided on night take-off and the crews were all killed.[93]

1944 October 28: (also given as 25 October[94]) Jacobs Well: briefly reported: "A Dakota crashed in a field in Clay Lane, Jacobs Well, on Wednesday morning and burst into flames. The National Fire Service from Guildford put out the flames with foam and recovered four mangled and charred bodies."

The aircraft was a US Army Air Force, Douglas C47a Skytrain (known as a Dakota when in RAF service), Serial No.42-100766 named "Lilly Bell II". It belonged to the USAAF's 89th Troop Carrier Squadron (TCS) part of the 438th Troop Carrier Group (TCG) based at Greenham Common, Berkshire. "Lilly Bell II" was individually coded as aircraft "D" of the 89th TCS and carried the Squadron code of "4U" on the fuselage behind the cockpit.

It was loaded with 5,120lbs of signal equipment including a large amount of "field wire" which had all been lashed down and balanced within the aircraft.

On the morning of Wednesday, October 25, four C47's took off from Greenham Common and formed a diamond formation with "Lilly Bell II" in the right-hand position behind the lead aircraft.[95]

The four men on board were: pilot, 28-year-old 1st Lieutenant Mercer Wilson Avent; acting co-pilot, 32-year-old Flight Officer John Edmund Wright; crew chief/flight engineer, 21-year-old Technical Sergeant John R. Hillmer; radio operator, 21-year-old Staff Sergeant Dale E. Dellinger.

The formation's destination was the northern French airfield at Denain / Pouvry (code number A83) south east of Lille near the Belgian border. The weather that day in southern England was total cloud cover at about 1,000ft height and visibility of 2,000yds. Flying below the cloud level, the formation's route would entail clearing the

[93] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[94] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[95] The Surrey Times of Saturday October 28, 1944

600 foot high North Downs. As they flew from west to east, they approached the high ground just after 11am.

The formation commander decided to lead the four aircraft up through the cloud.

What happened next is best described by the pilot of the rear aircraft of the formation, 2nd Lt. Harry E. Watson: “The last time I saw him (Avent) he was at approximately 1,300ft and was climbing in an effort to go up through the overcast. His aircraft seemed to be in trouble. It appeared that Lt. Avent’s ship would collide with my ship, so I dropped the nose, opened the throttle and got out of the way. I then lost sight of him in the clouds, and our formation continued on its flight.”

It appears that Lt. Avent may have seen a gap in the cloud and climbed too steeply to get through it. The aircraft then either stalled and/or the load in the fuselage shifted rearwards leaving it momentarily vertical.

It then did a tail slide dropping straight down until the tail surfaces developed enough lift to bring the nose down. The aircraft, now upside down, then dived towards the ground. At such a low height the pilot had no chance of regaining control or the crew any chance of baling out.

The aircraft crashed into a field about 85 yards north of Clay Lane’s present-day junction with Queenhythe Road at Jacobs Well, two miles north of Guildford, Surrey.

The engines, propellers and nose section became buried in the ground while the centre and rear fuselage together with the wings remained on the surface.

Fire broke out upon impact and much of the forward and centre section were burnt out despite the efforts of the National Fire Service. They could do nothing for the crew who would have all been killed in the impact.[96]

[96] http://www.guildford-dragon.com/2012/04/20/the-wwii-crash-of-c47-lilly-bell-ii/

1944 October: Murderer Karl Hulten US Airborne soldier: Elizabeth Maud Jones a stripper born in 1926 in Glamorgan was to team up with an American airborne soldier who was a deserter and living in London Karl Hulten. She had pretensions to be a gangster's moll and he spun the yarn of being a gangster in the States. They teamed up and committed a number of crimes that escalated to the murder of a taxi driver for which he was hung and she sentenced to a lengthy term of imprisonment. One of the crimes was committed in Runnymede and was dealt with by the Surrey Joint Police. Picking up 18-year-old Violet May Hodge in a stolen US Army lorry in October 1944 they drove to Runnymede where they violently attacked her throwing what they thought was a lifeless body in The Thames. Violet was to come around in the cold water and managed to get from the river go to a house and raise the alarm. It was six days before Violet was able to make a statement and a week before she was released from hospital. **97**

1944 PC William Charles Tucker and Special Constable William Douglas Reffell were **commended** for **showing great bravery** in attempting to rescue an aged woman from a burning building at Gomshall.

1944 November 19: Leith Hill a Dakota Mark3 RAF 217 Squadron Down Ampney crashed in poor weather and the two-man crew killed.[98]

[97] Dark City -Crime in Wartime London 2010 Simon Read Ian Allen page 78 et seq
[98] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett

PC Geoffrey Alexander Farquhar, Reigate Borough

Corps of Military Police

Died aged 27, 22 November 1944

Killed in a motoring accident in West Bromwich whilst serving as a member of the Special Investigation Branch of the Military Police

PC Farquhar a single man joined the Reigate Borough on the 5 June 1939 and was posted to the Redhill Division. Having been born on the 6 May 1917 in West Norwood he was the son of Henry and Mary Farquhar. When he joined the police, he was living at 62, Broxholme Road, West Norwood and was employed as a clerk at the London School of Motoring, Hampstead.

The records show previous public service as "Surrey Constabulary and 1 month in the Metropolitan Police".

Service:

26 March 1940 Passed ambulance exam

3 June 1940 second Grade

29 January 1941 congratulated by the CC and the Chairman of the Reigate bench for his action in the case of Police v Byers, drunkenness and assault on Police.

1 Sept 1941 Appointment confirmed as from 5 June 1941

27 October 1941 Discipline for falsehood and prevarication fined £2

5 June 1942 4th Grade

14 September 1942 Neglect of duty fined 10/- by the Chief Constable

1 February 1943 Transferred to Surrey Joint Police Force

3 June 1943 called up for service in HM Army

5 June 1943 5th Grade

1944 26 November: Aircraft crash Leith Hill a USAF Villeneuve Vertus from RAF whilst on a resupply mission in poor weather and having deviated from the flight plan. Two of the crew survived with minor injuries.[99]

1944: Three V bombs are listed as having landed in **Bookham**[100]

[99] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[100] Dorking Advertiser article 13 September 2012

Internet: My mother, father and myself lived in a house in Recreation Road, right next door to the recreation ground and the doodlebug dropped just the other side of the recreation ground fence. My parents heard the engine cut out, and my father went down the garden to look for it, and was consequently blasted to the ground, all his breath taken from him. My brother and I were covered in plaster, debris and glass as we lay in our beds. When he was woken, my brother thought that he had been called to get ready for school. He had slept right through the blast! We were rescued by members of the AFS, to which my father belonged, and one of his colleagues took my brother and I back to his lodgings in Martyr Road. My father walked about all night in a dazed state, while my mother was taken to hospital to have forty-eight stitches in one side of her face, which had been badly cut by flying glass. My father joined her in hospital the following morning due to shrapnel damage to his leg. We lodged with grandparents and relatives for nine months while the house was repaired, and, in parts, rebuilt. My father was utterly devastated by the sight of his beloved garden, from being mature and fully stocked, making us self-sufficient in vegetables, to a flattened wasteland. My main distress as a child at the time was that I had that very afternoon cleared out a large glass tank of very mature tadpoles, and which of course, were blasted sky high.[101]

Up to 6,184 people were killed and 42,146 injured by V1's, mainly in London, Kent and Surrey.

Normandy: It was estimated that about thirty large bombs dropped within the borders of Normandy parish. However, only minor damage occurred in Normandy. A string of four bombs was dropped south to north, the first one landing near the British Legion hut. The next one cleared the houses and fell behind some kennels. The third ended up in a field and the last in a wood without exploding. A report stated that an aerial torpedo was dropped on the western side of the stream going under Glaziers Lane. This failed to detonate but was found twenty-five feet down in the earth. What a torpedo was doing so far from the sea was not explained. A land mine was dropped near Tunnel Hill on the ranges. John Mullard recalled that the explosion lifted his bed off the floor but when he asked his father what he should do the reply was "It's a bit late now, go to sleep". The village policeman told him later that the land mine had felled a swathe of pine trees of about half a mile in diameter fanning out from the centre of the explosion. Finally, what was reputed to be the second Doodlebug (flying bomb) to land on British soil ended up in the sewage farm near Elm Hill. Several aircraft crashed in the area including a Dornier bomber that came down near the Anchor but the most tragic incident occurred in 1941. On the night of 10 March, a Halifax bomber returning from its first raid on enemy territory was hit by "friendly fire" and the wreckage crashed at Merrist Wood just inside the parish boundary. Four of the crew were killed but two survived by bailing out.

---

101 http://tpyftest.da.ulcc.ac.uk/20/59/Guildford_At_War_2_The_Blitz_2b_V1_Bombs__Doodlebugs_.pdf

Headley, Leatherhead: During the Second World War, Headley received in the region of one hundred bomb hits including a near miss on the rectory with a flying bomb but no one was seriously injured. Headley Court became the headquarters of Canadian forces in Europe and Headley Heath was used as a training ground for engineers building airstrips and trench systems then demolishing them again.

Abinger Common: The parish church of St James August 1944 was hit by a German flying bomb.

Albury Church: Most of the original stained-glass windows of the church were destroyed or damaged by a flying bomb that fell on Weston Wood in 1944.

Cranleigh School pupil: That Autumn I went to Cranleigh School. I was a border and to begin with, not very happy, but after I had made some good friends, it was fine. The school was in Surrey near Guilford. The Germans were bombing London, and sometimes they dropped bombs quite near the school. We could hear them whistling as they came down. There would be a huge bang and once or twice some windows were broken. During the day, if there was an air raid warning, all the school had to go and sit in air raid shelters built on the school grounds. I used to hope for an air raid warning if I hadn't done my prep. We were expected to spend one afternoon a week digging and working growing vegetables on a part of the school grounds. Later, when I was older, I became part of the school section of the Home Guard. This was rather exciting as we had to practice firing guns, including a very primitive anti-tank gun which fired a bomb and was supposed to bounce along the ground and hit the underneath of the tank – some hope! Just before I left to join the Navy in 1944, the Germans started sending VI bombers to attack London. These were flying bombs and they would often pass right over the school. As they were coming over at all kinds of time, it was impossible to spend all the time in shelters and do no work. So, the oldest boys took it in turns to stand on the roof of the school and press a hooter if a 'Buzz Bomb' looked as though it might hit us. We felt very important.

Guildford was very lucky compared with many other towns. There was never a planned German air attack. Nevertheless, there were five hundred and forty-two air-raid alerts throughout the war and bombs were dropped on thirty-one occasions. These were mostly from stray aircraft that were probably lost. Four people were killed in total, the worst incident being in Cline Road. In addition, four more were killed just beyond the Borough boundary in Rydes Avenue. In the summer of 1944, V1 flying bombs were launched against south-east England. Five landed in Guildford. Most were on the outskirts, but one killed two people in Aldersey Road. On 28 June another fell. By great good luck, it exploded in the middle of Stoke Recreation Ground. If it had fallen even a short distance on either side it would have killed many people living in the busy streets

around. **Graham Hardy:** Two Mustangs crashed over Stoke Park, together with a number of other air crashes, including a Dakota off Clay Lane[102]

Westcott: Mr. Lawrence recalled when a flying bomb hit a tree at Rookfield, further down the street. He said: "I remember there being a hell of a bang and then the curtain rail came through the window, as I hid under my bed." Another time three or four stick of bombs landed on the common and the shrapnel got stuck in our roof." A bomb fell on my mother-in-law's road in **Westcott** destroying four houses and killing nine people. On the whole this was one of the most devastating attacks on the area with the majority of bombs and V2s falling in fields or not even exploding.

Reigate: Shaw's Corner, 1940, 1st or 2nd Sunday in August, approx. 1pm A bomb fell outside The Foresters Pub (now called The Hatch) possibly killing four men. A second bomb fell in St. Mary's Cemetery. Holmesdale Road Cottages that backed onto the Railway Line near Reigate Station were demolished during a night raid, as was Mr Holmes, the vet's house in Warren Road. St. Albans Road cul-de-sac, a time bomb was dug up by the Royal Engineers. West Street near the junction with London Road a time bomb was removed by the Royal Engineers. A loan raider bombed Charlwood the Bakers at approximately 11.30am in October 1940 or 41. Clifton's Lane, a bomb fell in the grounds of Fairhall a (large house). Merstham, Easter 1941, Wells Nursery and South Merstham Church were destroyed during a night raid. Reigate Hill a bomb fell in allotments on the west side of Reigate Hill above Brokes Road during a night raid. Evesham Road, a small bomb fell on the junction between Evesham Road and West Street during a night raid.

A large number of incendiary bombs fell in the Colley Lane area between the A25 and North Downs during the Blitz. An unexploded AA shell fell in the Market Square (outside Old Town Hall) killing Doug Jordan who was waiting for a bus by La Trobes shop during the evening. **Flying Bombs (Doodlebugs) 1944**. The first flying bomb to fall in the Borough was on June 16th at Sanders Estate at Buckland at approximately 10am, this was the first real day of the battle. Earlswood Road, Redhill, exact location unknown but there was a lot of damage and many casualties. Reigate Hill, on the east side opposite The Rock a house was demolished during mid-afternoon. The Clears, Sheep Walk - the sheds of the Hearthstone Quarry were destroyed, there were no casualties this happened during the early hours of the morning. Corner of St Albans Road and Brokes Road a house took a direct hit during the early hours of the morning.

Redhill "On one occasion during a school holiday, the Co-op milkman was making deliveries from his horse-drawn float when the spiteful pilot of a "Stuka" dive bomber decided to shoot-up "The Square". The noise these planes made as they dived down was expressly designed to terrify, but when they eventually flattened out and roared

[102] "Guildford, the War Years" by Graham Collyer and David Rose ISBN 1 85983 177 X (1999) has a short section on the police

along the road at rooftop height, spitting out bullets, which ricocheted off the road like red-hot missiles, it was petrifying. Mum shouted to the milkman and held the front door open for him to take cover. He ran up to the doorway, paused, then immediately ran back again in spite of the bullets, to release his horse from the shafts and allow it to gallop off with eyes rolling in fear. The milkman told us, he just had to give his pal of many years a sporting chance.

Reigate: "My mother was about halfway down a very low flying plane flew south to north up the line of Reigate Hill. It must have circled because a few minutes later it returned the same way again and my mother identified it as a German fighter. It was low enough for her to see the pilot and the Germany markings. It repeated the manoeuvre a third time, but machine gunning as it flew up the hill. One bullet passed through the rim of my Mother's hat, another through the hem of her long coat. She threw herself over the side of the hill, brushed herself off and continued down the hill when she was sure the fighter had gone. She carried on, went through the tunnel into Reigate High Street, with the intention of catching a bus to Redhill from outside the Old Town Hall. When she turned right from the tunnel into the High Street there was chaos and pandemonium.

It seems the High Street had been strafed by a fighter, whether it was the same one or not she doesn't know. She thinks some twenty or so people were killed or injured. Her father eventually found her in Reigate High Street amongst all the mayhem. He was apparently ashen faced as he thought she might have been killed. He wasn't too good either after she showed him the bullet holes in her hat and coat. She didn't realise at the time just what a close call she'd had.

A Flying Fortress crashed on the top of Reigate Hill; it was already shot up and needed an emergency landing; it was dusk or dark, because the pilot asked for permission to land at Redhill aerodrome but they would not turn the landing lights on because enemy fighters were about and they would have shot up the airfield.

German plane crashing close to **Kingswood Church;** the pilot was captured by Canadian troops who were billeted around the area.

Reigate: "I went to Sunday school at the Methodist church in the High Street. One day we were playing outside before class began when we heard the unmistakable drone of a German plane...we kids knew the sound of those engines from experience and used to say the rhythm was saying " It's for you.... it's for you.... it's for you...." When we rushed in to tell the teacher she told us not to be silly because no air-raid siren had sounded but if we wanted, we could be seated in the classroom and resume lessons, which we did. A few moments later came the high-pitched whistling of bombs falling as the German bomber, being pursued by a Spitfire fighter, jettisoned a string of bombs which fell at intervals along the high street but fortunately didn't explode. And the teacher was on her belly along with the rest of us beneath our desks for protection. On

another occasion (also when no alert had sounded) I happened to glance down grandmother's garden from the living room of Number 1 Nutley Lane where she had re-located, just as a Messerschmitt 110 fighter-bomber flew by extremely low, hedgehopping we called it. I saw the swastika insignia and the pilot quite distinctly. He then circled and flew over the railway lines with machine-guns and cannons firing at a train. A close friend had a near-miss when one of the cannon shells penetrated the window and lodged in the arm of an easy chair he was sitting in at the time."

Cranleigh: Early one Sunday morning I awoke to the most unusual noise not at all like any aircraft I had heard before. Suddenly it stopped and was soon followed by an explosion. The first flying bomb to hit Cranleigh had landed in the Rookery, a small wood between the railway line and Knowle Park. A couple of weeks later another one landed on Jubilee Field at Cranleigh School. My home was in the middle of Parkgate Cottages near the crossroads. The first doodlebug damaged our back bedroom windows. A week or so later we were getting ready to have our tea when the siren went. Very soon we heard a doodlebug approaching. Its engine cut out and we could hear it whooshing through the air. We scrambled into the cupboard under the stairs just as it hit the gasholder near the bottom of our garden. There was one fatality in this incident: Mrs Ede, the wife of Jack Ede, the gasworks foreman. They lived in a cottage next to the gasholder. She went outside and was hit by a part of the gasholder.

Frensham: When the flying bomb attacks began, I used to watch them from my bedroom window as they passed across the sky. One morning a flying bomb landed in the woods not far away and our garden was showered with pine needles. On another occasion I was woken with a very large bang and, on opening the window, I heard what sound like a train rushing towards us. It was the only V2 that landed in our locality although I do not know where it hit the ground; the sound like the train was in fact the rocket motors that were heard after the actual explosion.

Holmwood: When we heard or saw a plane coming down, we would try and beat the local policeman, Sergeant Bishop and the RAF to the scene for souvenirs. One day there was a plane that crashed on Holmwood common and we got there first, the wreckage was strewn over a wide area as it had exploded and it was still on fire. Whilst searching the wreckage one of us found a gauntlet after picking it up they found the Gauntlet still had a hand in it, needless to say it was soon dropped. Shortly after we heard several loud bangs, the bullets had started to explode and we ran for our lives. At these crash sites there was always a terrible smell that you will never forget. We had a Junkers 88 that came over our house just missing our chimney, this crashed in the Paddock about fifty yards behind Folley Farmhouse. As time went on, we started having flying bombs. We used to stand and watch the doodlebugs flying over and as soon as the noise changes from a drone to a hiss we would either dive for cover or try and run in the opposite direction. There was a local chap named Freddy Fairbrother who used to deliver newspapers to Mill Bottom, Freddy was walking down the lane with the papers under his arm and this doodlebug came down in the woods about fifty

yards from him. The papers were blow out of his hands and he was left standing there, he simply picked up the papers and continued with his deliveries.

Caterham: Both Caterham and Kenley held legitimate war targets for bombers, but as always civilian property in the area were bound to collect over and under or misdirected bombs. While we saw the over flyers during the daylight battle of Britain nothing but a couple of forced landings by Hurricanes damaged our soil. At Caterham it was a different matter since the barracks and the airfields of Kenley and Croydon had suffered by mid-August, and with civilians collecting their predictable over and under. With the main night bombing starting in mid-September, then the over flyers already operating through the August weeks, now increased in great numbers. One bomber in late August gave us an awful midnight fright. The bomber was ablaze with petrol and bursting engines and perhaps on-board exploding ammunition, for the popping and banging and spluttering was seemingly closing by the second; the blazing wreck passed overhead and lit up the garden and bungalows. Luckily the Heinkel managed to fly another half mile before smothering a house in Queens Park where two people were killed. Caterham one blitz night what was described as an aerial torpedo had exploded underneath a family shelter, killing all eight members instantly. Quite a lot of bombs fell at Caterham and at Coulsdon a spinning German fighter came down towards to crash into the Green. Several bombs fell at and around the Chaldon crossroads one night, damaging a bungalow. More bombs fell around our very local fields one evening of lesser activity. We heard the bomber coming from an easterly direction, which, in our wisdom of experience, meant it, was a wanderer and needed watching. Mum was visiting a sick friend nearby, so grabbing our young sleeping brother, my sister and I stuffed him and us under the table just as the whistling of a dozen or more bombs began a drawn-out descent. Dull 'thuds' ended their fall period for they were incendiary bombs, and a couple of time-bombs or duds. In early 1941 the blitz nights were much reduced and often intermittent and we no longer used the shelter. Two minutes after a bomber flew overhead there came a shattering 'bang'! It must have stirred the dust of every loft for miles around. It was in fact a land mine exploding near Merstham.

Leatherhead: Sixteen V1 bombs landed the most serious in Chaffers Mead and Thorncroft where two hundred houses and thirty-two shops were badly damaged. Three V1 landed close to the Ronson factory in Oaklawn Road, and on Bookham Common. A further two exploded in Newton Wood, Ashtead. In all five hundred and ninety-one high explosive bombs fell on Leatherhead, nearly three thousand houses damaged, eight hundred air raid warning were sounded all resulting in one hundred and twelve casualties of which eleven were fatal, including three ARP wardens.

Brockham: V1 fell on the 3 August in a field opposite Jubilee Terrace; 19 and 20 July Coach Road and Pondtail Farm; 18 July Nutwood Avenue in River Mole; 21 July and

24 August Box Hill Farm north of the railway; 4 July on Box Hill near the monument.
Brockham: 52 High explosive, 7 oil incendiary 600 other incendiaries[103]

Dorking Town: high explosive seventy-seven; ten oil incendiary and fifty other incendiaries. [104]
Westcott: fifty high explosive, one parachute bomb; two oil incendiary; seven hundred and eighty-five other incendiary. [105]

Mickleham and West Humble: 42 high explosive, 2 oil incendiaries and about 300 other incendiaries[106]

North Holmwood: 11 high explosives, 3 oil incendiaries about 500 other incendiaries[107]

Box Hill: Forty-four high explosive; two oil incendiaries; about one hundred incendiaries. [108]

Ranmore: Nineteen high explosive and about four hundred incendiaries. [109]

Leatherhead: After the war broke out, she worked in a factory (which was previously a Ronson Lighter factory) where she made instrumentation for wartime boats and aircraft, as well as camouflage nets. Iris, her brother Ted and her sister Olive worked together in the Ronson factory. One day, amidst heavy bombing, the employees were told that if they did not have transportation home, they should stay in the factory. Iris had her bicycle so she raced home dodging the bombshell craters. Her mother was anxiously awaiting her and news of Ted and Olive. Later that night, when the bombing had ceased, Ted and Olive were able to walk home safely. In the morning twenty-six craters were discovered around the factory. The factory was not hit, but the guard shack was and the guard killed. [110]

Cranleigh St Nicolas Parish Church: The parish church of St Nicolas stands in the village of Cranleigh and was built in the early 12th Century and its font also dates from this time. In 1944, during the Second World War, a bomb hit the church destroying the church room and infant school, leaving only three of its fourteen stained glass windows intact. The church also has a 12th century carving known as the Cheshire Cat which some believe to have been Lewis Carroll's inspiration for his famous Alice in Wonderland character.

[103] Dorking in Wartime David Knight
[104] Dorking in Wartime David Knight
[105] Dorking in Wartime David Knight
[106] Dorking in Wartime David Knight
[107] Dorking in Wartime David Knight
[108] Dorking in Wartime David Knight
[109] Dorking in Wartime David Knight
[110] http://www.canadianwarbrides.com/ricketts-iris.asp

Junior Police Clerk Arthur Heming Sub-Lieutenant (A)
Royal Naval Volunteer Reserve
Died aged 19, 7 December 1944

Arthur Hemming was a Sub-Lieutenant (A) in the Royal Naval Volunteer Reserve based at HMS Nightjar. Aged just 19 when he died, he was the son of Arthur Reginald and Dorothy Heming, of Epsom. He is remembered on the Lee-On-Solent Memorial

HMS Nightjar was the Operational Training Unit for the Fleet Air Arm. Here, new aircrew would learn about deck landings etc. Examination of the CWGC website showed that Heming's forename was Arthur.

Casualty Lists of the Royal Navy and Dominion Navies, World War 2 under 7 December 1944 is this entry:

FAA, 763 Sqn, Nightjar, air crash
CALLANDER, William W, Ty/Act/Sub Lieutenant (A), RNVR, MPK
HEMING, Arthur, Ty/Act/Sub Lieutenant (A), RNVR, MPK
WESTCOTT, Norman, Ty/Leading Airman, FAA/FX 605264, MPK

MPK means 'missing, presumed killed' and probably their aircraft went down into the sea. [111]

1944 Inspector Lionel Norman Head and PC Brian Gunning were **commended** after facing the greatest danger, rescued some of the crew from a blazing **RAF bomber**, which had crashed at **Dunsfold**.

1945 January: At 4am on a January morning in 1945, two people were woken at the Moat House, Walton on Thames by **two men wearing masks and carrying revolvers.** The couple were made to lie face down on their beds whilst they were trussed with electric flex. The robbers tried without success to get the rings of the woman's fingers, and then allowed them to take them off themselves. In a curiously chivalrous gesture, they handed back a wedding ring. They then demanded the combination number of the safe and when the householder refused to give it, they began to beat him with a truncheon. He escaped the worst of this when the doorbell rang and two policemen were seen outside. The intruders fled and one got clear. Arthur Cox, the man arrested was sent to penal servitude for eight years. [112]

1945 January 4: Flying bombs landed at Titsey Hill, **Oxted.**[113]

[111] Mike Atkinson [mike.atkinson@fairadsl.co.uk]
[112] An Underworld at War
[113] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

1945 January 6: Flying bombs landed Manor Farm at **East Shalford**, and one near the Hogs Back at **Guildford**. [114]

1945 January 16: A flying bomb hit **Banstead** [115]

1945 February: A **V2** rocket landed close to Freemans School, **Ashtead** resulting in the windows of fifty houses being broken and one casualty.

1945 February 9 Capel: A Mustang, possibly RCAF, crashed between two Capel houses in Vicarage Lane on Wednesday. None of the occupants of the houses were hurt. The pilot of the American Mustang plane landed at Roll's Farm, Newdigate and was taken to Dorking hospital with minor injuries. [116] [117]

1945 February 14: Killed in action – son of a serving police officer: Driver Edward Robert Matthews Royal Army Service Corps. Service Number T/1724585 Born 13th March 1909, Died in Belgium 14th February 1945 age 35.

Edward Matthews is buried in the Schoonselhof Cemetery, Antwerp, Belgium. The inscription on this headstone reads: "Until the Dawn Breaks"

1939 Register Edward Matthews was a House Painter and Decorator, living at 58 Nutwood Avenue, Brockham with his wife Rose Teresa. Edward was the son of George Robert and Harriet Mary Matthews. 1911 census, Edward Robert Matthews was age 2 and living with his father, George Robert Matthews, (46) a Police Constable in the Surrey Constabulary with his mother Harriet Elizabeth Matthews (45). They lived at 2 Brooklyn Terrace, North Holmwood Electoral Register for 1961 his widow Rose T Edwards is still a resident at 58 Nutwood Avenue, Brockham.[118]

PC 202 Edward Alfred (Ted) Hines
Aircraftman 2nd Class (Pilot U/T) RAFVR
Died aged 29 19 February 1945

PC Hines was killed on service with the RAF in a flying accident as Aircraftsman 2nd Class (Pilot U/T) Royal Air Force Volunteer Reserve. PC Hines was aged 29 when he died the son of William Henry George and Elsie Amel Hines, of East Croydon, London; husband of Doris Gertrude Hines, of Wakefield, W. Yorks. He is buried in Bulawayo (Athlone) Cemetery.

[114] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[115] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[116] Dorking in Wartime David Knight
[117] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[118] Email Tony Hines 29 January 2020

PC Hines joined the Surrey Constabulary on the 28 January 1940 being sworn on the 2 February 1940 aged 24 having been born in Croydon. He was 5 feet 10 inches tall with a pale complexion dark brown hair and hazel eyes. His trade was tile fixer working for Walkers (Tooling) Ltd., Beddington Lane Croydon and was living at 123 Alexandra Road, Croydon.

He was posted to York Town on the 16 March 1940 and from there, on the 28 June 1943 he left to join the RAF having been de-reserved on the 1 July 1942.

PS 38 Alfred Samuel Deakin, Guildford Borough
Lieutenant on the General List
Control Commission Europe
Died aged 37, 1 March 1945

PS Deakin trod on a mine whilst serving as a Lieutenant on the General List as a member of the Control Commission. He was aged 37 when he died the son of Alfred and Alice Elizabeth Deakin of Guildford and husband of Lily Margaret Deakin, of Guildford, Surrey, England. He is buried in the Groesbeek Canadian War Cemetery, Netherlands.

PC Deakin joined the Guildford Borough Police on the 8 August 1931 being sworn in the Guildhall on the 10 August before W T Patrick Esq., DR G C Williamson, Mrs E Harris, R F Billing Esq. Formerly he had been a machinist and soldier with the Coldstream Guards for 7 years. When joining he lived in 33 Greenwood Villas, Lower Farnham Road, Aldershot. Born in Aston Warwickshire he was single when he joined the police, height 6 feet 1 inches tall, fresh complexion, light brown hair and blue eyes.

Bill Leahy: “Sergeant Sam Deakin was promoted during the war from constable and as hostilities came to a close, he volunteered to become a member of the Control Commission and act as a chief of police in Europe. He trod on a mine and was killed whilst working in the Netherlands. He was an excellent young man.”



Lilly Mullard married Deakin

1945 March 2: Flying bomb landed at **Woking**[119]

PC 109 Frederick Charles Collis
Sergeant (Flight Engineer) RAFVR
Died aged 37, 3 March1945

PC Collis was killed when serving as a Sergeant (Flt. Engr.) in the Royal Air Force Volunteer Reserve, with No 70 Squadron. At the time of his death, he was aged 37 the son of Henry and Jane Collis and husband of Muriel Collis, of Epsom Downs, Surrey. PC Collis is buried in the Bari War Cemetery, Italy.

Surrey Police records show that he was killed on the 3 March 1945 when the Liberator aircraft in which he was flying crashed on route to a target in northeast Italy.

PC Collis Joined the Surrey Constabulary on the 13 November 1931 at Guildford when aged 24 years being sworn before Capt. E Tuckwell. He was born on the 26 November 1907 in Guildford and when joining the police, he was 5 feet eleven and half inches tall, fresh complexion, dark brown hair and dark grey eyes. He was married to Muriel and had no children. PC Collis joined Surrey from the Royal Navy where he had served from the 22 May 1923 to the 7 November 1931 a total of 8 years and 6 months. His date of appointment to the police was 8 November 1931 one day after leaving the Navy. Frederick was the brother of PC 249 Collis. He served:

Service:
27 February 1933 Guildford to Ashtead
10 December 1934 Ashtead to Lowfield Heath
23 March 1935 Lowfield Heath to HQ
8 June 1935 HQ to Oxted
11 October 1937 Oxted to Dorking

[119] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated

20 April 1939 neglect of duty 2 cases he was fined one day's pay
23 May 1939 Dorking to Fetcham
23 December 1939 he was commended by the CC with PC Storr for skill and persistence in the case of Adam Barker and Drewell- Larceny. Also commended by the Justices
5 July 1943 from Fetcham to the RAF with the Chief Constable's consent
PC Collis passed both the sergeant and inspector's examination.

1945 March 19: Flying bomb landed at **Nutfield**[120]

1945 In the year 95 V bombs fell on **Godstone Rural District**[121]

Wartime Air Disaster on Reigate Hill[122]

1945 March 19: A Tragic Accident: On 19th March 1945 a number of aircraft of the US 384th Bomber Group stationed at station 1O6 Grafton-Underwood in Northamptonshire were returning from a bombing raid on Plauen, near the Czech border. For protection against enemy fighters the aircraft normally flew in formation but because of dense cloud the formation split up and Flying Fortress 43-39035 SO-F was making its own way home. Over the Weald cloud was solid at 800 feet and broken at 300 feet. Flying too low, the aircraft crashed into Reigate Hill at 1740 hrs.

The Crash: Why the crash occurred is not fully known, but an enquiry put the cause down to pilot error. This is possibly borne out by the presence in the 'plane of maps showing ground heights above sea level and no evidence of a serious malfunction, as well as other factors. One account of the incident said that the pilot tried unsuccessfully to get in at Gatwick and failing that at Redhill (in spite of it being grass), but no evidence of attempted local landings has come to light.

The Scene in 1945: First on the scene was Dorothy Edwards. She was in uniform for she worked at Southern Command and was on her way back to her accommodation on Reigate Hill. Seeing the aircraft plunge into the side of the hill above her she scrambled up the slope and found the pilot. All she could do was hold the hand of a dying man. A local poacher checking his traps also arrived. The Reigate fire brigade attended to douse the fires and soon after a detachment of the RAF Regiment arrived to seal off the area. A number of other people saw or heard the 'plane go over. One of those was just arriving for duty at the ARP post under the Town Hall when it passed overhead. Others said that they saw the aircraft pass over Merstham High Street, but questions about how it then crashed on the southern slope of Reigate Hill may be answered by their sighting being of another aircraft from the dispersed formation. All of those who witnessed the scene

[120] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[121] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[122] http://www.redhill-reigate-history.co.uk/US.htm

after the crash speak of the utter devastation at the site with broken and burnt trees, broken ground, and the tangled and spread-out ruin of the once proud Flying Fortress.

1945 March 23 Westcott: A corporal of the Royal Highlanders of Canada was shot and **killed during a firing exercise** at Westcott Rifle Buts last week. Accidental death was recorded –a stray bullet from Bren gun firing on the next range may have been the cause.[123]

1945 April 20: (Also recorded as 12 April) An RAF Hudson returning from Germany with an engine fire dived onto the **Dorking** by-pass in the early hours of the morning and immediately caught fire setting off ammunition. The four occupants had bailed out safely the pilot waiting until he was certain the plane would miss the houses. He landed at Deepdene.[124] [125] The crew all escaped with minor injuries.[126]

John Molyneux (retired Surrey Constabulary): I remember the Hudson bomber coming down on Dorking By-pass. I think the pilot not only wanted to avoid the houses but was trying to make for Cotmandene, which was only 200 or so yards to his right. Although I was still at primary school at the time, I remember the incident as it was the first time I had been sworn at! (Many, many more times since, and not just when I was in the RAF) After a hurried lunch, several of us lads went to have a look at the crash. Although most of the aircraft was burnt, the Fire Service were still in attendance, and one of the firemen had dug a deep hole at the roadside, filled it with oil, and was throwing the unexploded ammunition into the hole. When we asked why he was doing that, his reply was, "To stop you thieving lot of buggers from nicking it!"

1945 May 6: 33 die as transport plane hits a pylon at Hindhead: An American plane carrying wounded from France hit a pylon at Gibbet Hill. A British airman on the ground was also killed.[127]

1945 May 7: Germany surrendered unconditionally. Twenty-two members of the Force including the Boroughs **lost their lives** and four were decorated for gallantry. Total killed in Surrey (including London Surrey) 5216 seriously injured and 8905 slightly hurt– civilians – 2,300[128]

1939-1945 dates unknown – serious incidents taken from Day Books [129]

[123] Dorking in Wartime David Knight
[124] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[125] Dorking in Wartime David Knight
[126] Email from Robin Cooper Dorking 26 April 2016 to Robert Bartlett
[127] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[128] Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
[129] Off Beat February 1978 page 2

- Hurricane fighter made a forced landing at Gatton Park, Merstham. Flight Sergeant Hallam 73 Squadron RAF Debden, Essex. Redhill dealing

- Junkers 88 crashed in a field NE of searchlight post at Danemore Lane, South Godstone. No trace of crew who are thought to be at large. Search being organised from Brickmaker's Arms. Message received from Mrs Bowles, Irwen House who has seen a man in overalls carrying a gun. She spoke to him but he did not understand and ran away across the fields.

Crash at Godstone – note the police sergeant in tin helmet rear right

- Spitfire crash: shot down Chelsham. Prop and undercarriage bent; Flight Lieutenant Courtley slight bruising. Taken back to Biggin Hill in a private car to rejoin operation.
- High explosive bombs hit Stockhurst farm, Dormansland one pig severely injured and one rabbit killed
- Flying bomb hit Burstow sewerage works, Smallfields. Blast damage to a shop window
- Hurricane fighter made forced landing at Fetcham Downs. Aircraft damaged but the pilot Flight Sergeant Horsborough of the Royal Australian Air Force was uninjured
- Hudson twin bomber crash-landed on Dorking By-pass on return from operations. The crew of four bailed out safely and Flight Lieutenant Webb was slightly injured and taken to Dorking hospital. The by-pass was closed to traffic.
- British Typhoon fighter crashed and badly damaged at Byworth Estate, Farnham. Flight Lieutenant Bolton was injured and taken to Farnham hospital. Aircraft was returning from operations.
- American Liberator bomber crashed Trundley Heat Road, Shalford. The crew of 11 bailed out at Selsey and all accounted for.

- Spitfire crash-landed Whitmore Common Worplesdon. Caught fire: Squadron leader Martindale uninjured
- Three (sic) American Dakotas crashed into Leith Hill 600 yards east of the tower. All of the Pathfinder Group returning from an operation. Two of the crew managed to bail out and were taken to Dorking General Hospital
- Troop glider force landing at Ramster Park, Chiddingfold without damage or injury. On route to France but a premature cast off of towline.
- British propaganda leaflets printed in German were dropped in mass over Windlesham

1945: Norman Ratcliffe: On Thursday 23rd August 1945 at about midday, an RAF Mosquito fitted with experimental equipment from the RAE was flying over the Hogs Back at about 17,000. Something went wrong and it dropped to 12000 feet and broke up. The plane hit the ground around Wanborough Manor Farm. The pilot was Fl. Lt Brooks and he was able to deploy his parachute and landed safely near Flexford Farm, Wanborough. His passenger was a scientific officer from the RAE, Mr Becker. He was killed and his body recovered in Greencut Copse, Wanborough. At the Inquest into the death of Mr Becker evidence was given that the flight was authorised and experimental elevator equipment was on board. No explanation was given as to why the aircraft broke up, not even by the pilot. PC Deacon of Puttenham gave evidence of finding the body. The cause of death was multiple injuries. The Inquest verdict was Accidental Death. [130]

At the same time as the crash an army lorry carrying Guardsmen from Pirbright was coming down from the Hogs Back. It was suggested the driver swerved to avoid the falling wreckage and lost control. The lorry hit the verge and turned over, killing four Guardsmen and serious injuring four more. At the Inquest it was said the lorry zigzagged for some distance before hitting the verge and turning over. The front passenger in the lorry said it was doing about 20 – 25 mph on a straight road, and when the driver braked it shot across the road and turned over. PC Nokes of Camberley said there were some broken areas near the verge otherwise it was a good road. No evidence seems to be given to connect the lorry as avoiding the plane.

Comparative bombing casualties across the Surrey police forces areas – each incident required a police attendance, sometimes in numbers, followed by an investigation and detailed report[131]

Local Authority	Killed	Seriously injured	Slightly injured	Total
Bagshot	4	19	24	47

[130] Acknowledgements: - Guildford the War Years Graham Collyer and David Rose The History of the RAE

[131] www.tpyfdigitalarchive.org.uk/20/59/Guildford_At_War_2_The_Blitz_2b_V1_Bombs__Doodlebugs_.pdf

Local Authority	Killed	Seriously injured	Slightly injured	Total
Caterham and Warlingham	34	15	232	281
Chertsey	19	36	48	103
Dorking UD	25	20	56	101
Dorking and Horley Rural	6	36	101	143
Egham	18	27	50	95
Farnham	0	0	2	2
Frimley and Camberley	1	1	14	16
Godalming	0	2	17	19
Godstone	25	44	169	238
Guildford Rural	13	25	65	103
Guildford Borough	5	10	63	78
Hambledon	13	51	64	128
Haslemere	1	10	12	23
Leatherhead	11	61	77	149
Reigate	50	80	81	211
Walton and Weybridge	120	233	372	725
Woking	2	0	52	54
Total	347	670	1499	2516
East and west emergency area	2300	5216	8905	16421

Local Authority	Incidents	High explosive	Flying bombs	Rockets	Buildings destroyed	Buildings damaged
Bagshot	42	190	5	0	7	16
Caterham and Warlingham	293	879	21	0	125	268
Chertsey	100	202	4	1	21	179

Local Authority	Incidents	High explosive	Flying bombs	Rockets	Buildings destroyed	Buildings damaged
Dorking UD	123	267	19	0	15	65
Dorking and Horley Rural	266	578	49	0	29	83
Egham	49	45	2	1	28	87
Farnham	13	45	0	0	7	61
Frimley and Camberley	17	87	1	0	5	1
Godalming	23	29	2	0	5	32
Godstone	684	1726	95	4	54	160
Guildford Rural	240	629	33	0	35	86
Guildford Borough	31	109	3	0	25	125
Hambledon	195	529	14	0	8	71
Haslemere	17	32	1	1	0	10
Leatherhead	91	594	16	1	71	282
Reigate	184	498	17	0	98	317
Walton and Weybridge	217	392	19	0	108	364
Woking	90	311	7	1	39	79
Total	2675	7142	308	9	680	2286

1945 Pay Scale B is abolished: ‘Scale B’, the lower pay scale for post-1932 recruits, was abolished. Police pay was formally increased for the first time since 1919. [132]

1945 Decorations: Well over a hundred men returned from the fighting services in 1945-46. There were men awarded decorations who died, but four constables who survived were decorated.

PC Leonard J. Saltmarsh
Squadron Leader DFC and bar 7 Squadron Pathfinder

[132] http://www.polfed.org/aboutus/69DD9AB47F534348AD5D1415843163AA.asp Internet 19 Jan 2010

Leonard Saltmarsh served before and after the war in the Surrey Constabulary and I am working on the history of that force. In December 1942 he trained in a Tiger Moth and went on to fly Wellingtons and Lancasters with 7 Squadron, Pathfinders. He was awarded the DFC for actions on the 26th of August 1944 in a raid over Kiel. He flew 99 Operational sorties.

D.F.C. London Gazette 3 October 1944. The original recommendation states:
'Flying Officer L. J. Saltmarsh has so far completed 17 successful sorties as Pilot and Captain of Lancaster aircraft, and has been most conspicuous at all times for his extremely high standard of courage and resoluteness. On two difficult occasions during daylight attacks on Vaires on 12 July 1944 and on Emieville on 18 August 1944, he observed a crippled bomber proceeding at a very reduced speed away from the target. On both occasions he dropped behind the main bomber stream in order to escort the damaged bomber safely back to England. On 15 August, during a daylight attack on the airfield at St. Trond, one of his engines became unserviceable on the way to the target and the propeller had to be feathered. But in spite of the fact that he was getting behind the mainstream, owing to his reduced speed, he pressed on and bombed the target, and secured an aiming point photograph. On the way back from the target another engine became unserviceable but did not deter Flying Officer Saltmarsh from proceeding to and bombing an alternative airfield target with a bomb that had failed to be released over the primary target, and once more he secured an aiming point photograph. He eventually arrived safely over base and made a perfect two-engined landing. It was not until after he had landed that he reported the fact that two engines had become unserviceable during the sortie. This very gallant pilot is strongly recommended for the award of the Distinguished Flying Cross.'

Bar to D.F.C. London Gazette 16 November 1945. The original recommendation states:

'This officer has completed 53 operational sorties, of which 28 have been carried out in the squadron, in the Path Finder Force, 18 of them as Captain of a Marker Crew. Flight Lieutenant Saltmarsh is an efficient and skilful pilot who has always shown a strong devotion to duty and a cheerful confidence, which has always inspired a high standard of morale in his crew. He has always displayed exceptional fearlessness in the face of danger, complete disregard for personal safety and has pressed home his attacks against the enemy with the utmost determination.'

Leonard James Saltmarsh commenced pilot training at No. 31 E.F.T.S. at De Winton, Alberta in December 1942, and graduated from No. 34 E.F.S. at Medicine Hat in June 1943. Back in the U.K., he attended No. 11 A.F.U. at Shawbury, prior to joining No. 26 O.T.U. at Little Harwood in early January 1944, where he gained experience on Wellingtons, and then attended a conversion unit for Lancasters at Waterbeach, at which place he joined No. 514 Squadron that June.

Thus, ensued his first tour of operations, commencing with a strike against L'Hey on the 23 June and ending with another against Emmerich on 7 October, the intervening period witnessing him attack numerous French targets in support of the Allied invasion, but also a number of heavily defended German targets, including Bremen, Dortmund, Saarbrucken, Stettin and Stuttgart. And as confirmed by the recommendation for his D.F.C. after 17 sorties, several of these trips were not without incident, his flying logbook further stating that his Lancaster received flak damage during strikes against enemy panzers and transport at Villiers Bocage on 30 June and against a supply depot at Beauvoir on 2 July. Similarly, too, during a visit to Bremen on the night of 18-19 August.

In October 1944, Saltmarsh attended the Path Finder Force's training centre at Warboys, as a result of which he was transferred to No. 7 (P.F.F.) Squadron at Oakington in the following month, flying his first such sortie on the night of the 11th-12th, against Dortmund. A daylight strike against enemy communications at Julich, in support of General Patton's troops, followed on the 14th and a night operation to Sterkrade on the 21st, Saltmarsh's flying logbook again noting flak damage. Then on the 29th he flew as support aircraft to the Master Bomber on a raid to Dortmund, a role that he would fulfill with growing regularity over the coming months. Such heavily defended targets as Duisburg, Essen (twice) and Karlsruhe formed the backbone of his operational agenda in December, while January 1945 saw him attacking, among other locations, Hanover, Magdeburg, Munich and Stuttgart, his flying logbook noting an encounter with a Ju. 88 on the Munich run. February witnessed his Lancaster carrying out strikes against Dortmund, Gelsenkirchen, Ludwigshaven and Pforzheim, in addition to participating in the famous "firestorm" raid on Dresden on the 13th, an action that Saltmarsh would robustly defend in years to come.

March saw him completing five more sorties to German targets, three of them in daylight, and April another four, two of these in daylight, including Bremen on the 21st, which latter operation marked the end of his operational tour. He did, however, fly three "Cook's Tours" to the Rhur in May, and ended his career with an appointment in Transport Command in December 1945. Over and above all of this, however, it would appear that he flew 56 "unspecific" sorties of a secret nature, evidence for which is to be found in the following endorsement from "Bomber" Harris. He also flew: Diversions, experimentation of special equipment, including radar, photographic reconnaissance, these top-secret sorties and others. In May 1945 he was selected and volunteered to form a new squadron for the continuation of hostilities against Japan.'

PC Wilfred St. G Chandler DFC

A sale of medals: A very rare Second World War Photographic Reconnaissance Unit pilot's Mediterranean theatre D.F.C. group of seven awarded to Flight Lieutenant W. St. G. Chandler, Royal Air Force Volunteer Reserve, who flew nearly 90 solo missions in unarmed, stripped-down P.R.U. Spitfires, and latterly Mosquito aircraft

Distinguished Flying Cross, G.VI.R., reverse officially dated 1945 and further engraved, 'F./Lt. 141356 W. S. G. Chandler', with Royal Mint case of issue; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals; Police Exemplary Service Medal, E.II.R. (Sergt.), mounted as worn, good very fine, together with Royal Life Saving Society and S.J.A.B. medals / badges from the 1950s, both named to the recipient

D.F.C. London Gazette 2 January 1944. The original recommendation states: 'This pilot completed an operational tour in eleven months, flying 86 sorties amounting to 300 hours. These missions over Greece, Crete, the Dodecanese and Cyclades entailed long hours in a single engine unarmed aircraft, and often a complete front as high as 35,000 feet was encountered but with determination this pilot continued to his target.

On one occasion he was intercepted by a twin-engine enemy aircraft, which he evaded. He continued his mission and was then attacked by two Me. 109s. These he also evaded and returned to base. On another sortie he was again attacked by a twin-engine enemy aircraft over Thera. He managed to break away from this enforced combat and continued his sortie, returning to base with valuable and detailed visual information of Candia harbour.

He is recommended for the honour of the Distinguished Flying Cross.'

Wilfred St. George Chandler, who enlisted in the Royal Air Force Volunteer Reserve in September 1941, commenced pilot training at No. 29 E.F.T.S. in January 1942 and qualified for his "Wings" at No. 22 E.F.T.S. at Thornhill exactly one year later. Commissioned as a Pilot Officer, he was posted to the Middle East and attended No. 74 Operational Training Unit, gaining flying experience on Hurricanes and Spitfires, prior to being sent to No. 680 (P.R.) Squadron. Given the importance of a pilot's high-altitude capabilities if he was to be at all effective in a Photographic Reconnaissance Unit, unarmed Spitfire, Chandler was quickly assessed in a decompression chamber, and, showing no 'evidence of bends' and good 'eustachian clearage', he went operational four days later, flying a mission to Candia on 17 September 1943. As evidenced by his Flying Logbooks and D.F.C. recommendation, over the next eleven months he was constantly on active service, flying nearly 90 solo operational sorties. And nor were prowling enemy aircraft the only danger, his entries making mention of intense flak opposition at several "targets." In June 1944, he started to fly his first missions in Mosquito aircraft, in addition to Spitfires, and it was not until the end of July 1944 that he completed his last sortie to Greece. Chandler returned to the U.K. in October 1944 and served as an instructor at assorted training units for the remainder of the War.

Sold with a quantity of original documentation, including the recipient's Flying Log Books (2), covering the periods January 1942 to November 1943, and December 1943

until August 1945; Buckingham Palace forwarding letter for the D.F.C. and Air Council campaign medal forwarding slip; R.A.F. Service and Release Book and Medical Card Record; eight wartime photographs; and his R.A.F. officer's peaked cap and two pairs of uniform "Wings".

Cyril V Hearn BEM

Hearn, C. (1964). With Royal Military Police Special Investigation Branch in North Africa & Italy during WWII. London: The Adventurers Club.

From a policeman extraordinary and one of England's most decorated men, C.V. Hearn, here is a racy account and graphic portrayal of the thrilling stories of wartime crime, when the author was a member of the Army's little known Special Investigation Branch. Of the many battlegrounds of WWII none gripped the British public's imagination as strongly as North Africa. In this fast-moving story of a fast-moving, fluid war, the author has chosen the more exotic, the more bizarre and the more un-English types of crime committed abroad. *Desert Assignment* bristles with exciting incident involving murderers, arms traffickers, drug peddlers, espionage, dope, vice and intrigue on a grand style. C.V. Hearn was known as a tough, plain-speaking policeman, who upheld the traditions of law and order, honestly and impartially. He pulled no punches in his work and pulls none in this book. The qualities of British policemen are well known throughout the world - quiet, helpful, efficient, stolid, and calm in the face of chaos, with the ability to make big decisions when the occasion demands. Instead, Hearn became a tough and ruthless breaker of international gangs and excelled as a fast-shooting law enforcement officer, allied with a Cockney wit, a determined spirit and a profound respect for British justice and police methods. Appropriately, he dedicates this book to policemen everywhere.

Robert Porter Kimm DFM 156 Squadron - Pathfinder

In February 1942, 156 Squadron reformed at RAF Alconbury in Huntingdonshire as a medium bomber squadron equipped with Wellingtons and operated under 3 Group. A few months later when the Pathfinder Force formed in August 1942, No 156 was one of the four squadrons selected to form the nucleus of the new force, with the object of securing more concentrated and effective bombing by marking targets with incendiary bombs and flares dropped from aircraft flown by experienced crew and using the latest navigational equipment. It remained with the Pathfinder Force for the rest of the European war and, still flying Wellingtons at first and then Lancasters, played a major part in Bomber Command's Offensive. In over a span of 38 months of operations it dropped 16,017 tons of bombs and lost 45 Wellingtons and 117 Lancasters.

When it had finished operations against Germany, No 156 marked the dropping zone at Rotterdam and The Hague for the bombers engaged in dropping food supplies to the starving Dutch people, also repatriated British ex- P.O.W.'s to Great Britain and

transported British troops from Italy to Great Britain also dropped unwanted incendiary bombs into the sea. The squadron disbanded in September 1945

A number of those who remained on duty also received awards:

PC 275 Robert McBrien BEM: In 1940 at great personal risk rescued a woman trapped under the debris of a house demolished by a bomb at Horsley.

PC 405 Alfred James Everitt KPM: In June 1941 for arresting an armed soldier who attempted to shoot him at close range from the top of a railway carriage in Dorking.

PC William Charles Tucker and Special Constable William Douglas Reffell: Commendation for showing great bravery in attempting to rescue an aged woman from a burning building at Gomshall.

Inspector Lionel Norman Head and PC Brian Gunning: These two officers were commended for facing the greatest danger, rescued some of the crew from a blazing RAF bomber, which had crashed at Dunsfold.

1945 August 27: Upper Hale, **Farnham** Division **Murder** of Agnes Muriel Ellacott. George Ellacott, Muriel's husband and Dennis Nash were close friends. Over time the relationship between Muriel and Nash developed and they began an affair. The husband became suspicious and he asked his friend not to go to the house when he was not there. Nash visited Agnes at her home and was told to leave which did returning a few hours later. He tied a rope around her neck and tried to strangle her; then he slit her throat with a razor and before leaving the cottage, turned the gas taps on. As soon as the body was discovered and the police informed Nash was soon arrested tried and found to be insane.[133]

1945 A report from the Special War Executive for the administrative county of Surrey listed the following incidents – and as you read the numbers think everyone was an incident that required a police response and the figures do not include the tens of thousands of incendiary bombs and resulting fires or damage.

Event	**County**	**Dorking Urban DC**	Dorking and Horley RDC
Incidents	6800	123	266
HE Bombs	13,335	267	578
Flying Bombs V1	759	19	49
Rocket Bombs V2	17		1
Persons killed	1584	25	6
Seriously wounded	3616	20	36
Slightly wounded	6243	56	101

[133] "Foul Deeds and Suspicious Deaths in Guildford" Caroline Maxton Wharncliffe Books 2005 page 155

Buildings demolished	5603	15	29
Badly damaged		65	83
Slightly damaged		1512	2484

The Surrey County Council Special War Executive published an official report on bomb damage, covering the Surrey Constabulary area (this report cannot at present be located but extracts have been published elsewhere). The report split Surrey into two areas: Eastern which included pre1974 boroughs now in Greater London plus Epsom and Esher, and Western covering the remainder of Surrey but excluding Spelthorne which was then in Middlesex. [134]

The casualty figures for Surrey as of 1945 were:
2,300 killed
5,216 seriously injured
8,905 slightly hurt

Total 16,421[135]

There does not appear to have been any deliberate bombing of towns in Surrey with very little damage to town centres. (There were significant number of solo aircraft strafing town centres). There was however a large number of bombs dropped in rural areas, 240 incidents in Guildford Rural District often without damage or casualties. This was probably due to aircraft dumping bombs in order to increase the chances of getting home. Farnham and Camberley escaped much bomb damage despite a number of military targets over the Hampshire border at Aldershot, Farnborough, Sandhurst and the airfields at Odiham and Hartford Bridge. The opening of Dunsfold airfield later in the war meant it was too late to receive much attention from the Luftwaffe.

1939-1945: The recorded incidents during World War II in the Borough of Reigate were[136]

Civilians Killed	50
Civilians Injured	161
Houses totally destroyed	115
Houses damaged	4189
Air Raid Alerts	893
High explosive bombs	496

134
http://www.exploringsurreyspast.org.uk/themes/subjects/military/bomb_damage/bombing_casualties
135 Surrey at War 1939- 1945 Bob Ogley Froglets Publications undated
136 Kevin Austen:
http://www.merstham.co.uk/merstham/MersthamHistory.htm#Merstham%20at%20War%20%C3%AF%C2%BF%C2%BD%20World%20War%20II

Oil bombs	18
Incendiary bombs	5847
Flying bombs (Doodlebugs)	17
Parachute mines (Both Fell on Merstham)	2

For every incident a police response, for every response a report; for every fatal casualty a post-mortem and report to the coroner so it is clear that if all the other work associated with the war is included, these Borough men were extremely busy and probably frequently worked long difficult hours.

1945. Special Constabulary dinner: In an undated and unnamed newspaper report of a Reigate Division Special Constabulary dinner a number of statistics were offered. Differing by one from the above entry, 51 killed and by 20, 141 injured.

The dinner was held at Bridge House Restaurant, Reigate Hill. Guest of Honour was Captain CJ Sutton who had led the Specials whose service went back to 1926 and the general strike, and Sir Malcolm Campbell. Colonel E Waley was in the chair. Also on the top table were Inspector Parker, Special-Inspectors Goad and Ede, ex-Inspector Green, Superintendent Beacher, Major Stacey, Inspector Atkins, Special Inspector King and Special Sergeant Sherlock. Several people were mentioned including Detective Inspector Ayres known affectionately as the Gestapo, and not minding it in the least. He used to come into the canteen and no matter how tired he was would play the piano.

Superintendent Beacher gave the following statistics:

Hours worked by Special 78,822 from September 1939 to December 1940; 100.994 hours in 1941; 85,770 1942; 120,431 1943.

Hours worked by Police Messengers: 6541 in 1941; 6690 1942, 5,239 1943

The average turnout of specials was in 44.2 in 1943. Court cases in which Specials gave evidence 21 in 1940, 46 in 1941, and 12 in 1942.

During the war in the Borough of Reigate 401explosive bombs were dropped locally, 45 unexploded bombs, two parachute mines, oil incendiary bombs18, about 4.864 incendiaries and 17 flying bombs.

The superintendent paid tribute to Sir Malcolm Campbell who had the distinction of forming the first mobile section of its kind in the country. Also, they had a fine aircraft section with so many police as observer; some of them were Battle of Britain boys.

Sir Malcolm Campbell said he had joined the special constabulary in 1928 when the police had no cars and their only way of accessing them was through private individuals. The idea then was to cope with smash and grab raiders in Brighton who then drove direct to London. The idea was that the Brighton Police should contact Superintendent Beacher and give him the tip about those fellows so that an attempt could be made to stop them if they passed through the Borough. No one was ever caught

and Sir Malcolm speculated that, “they put the fear of God into them so much that they never attempted it.”

Captain Sutton a member of the Special Constabulary since 1926 when they guarded railway trucks now handed over command of the special constabulary to a distinguished soldier Colonel Waley. Captain Sutton praised the messengers during the war and thought that would be an admirable thing if a special constable’s cadet organisation were founded.[137]

1945 Surry’s first policewomen

Mr RC Nichols: retired inspector: Inspector John Lucas is standing with WPCs Bell, Ball and Adams. Seated are WPC Mrs Gould the widow of a Surrey police officer, Woman Inspector Urquhart and Miss Avenall an auxiliary during the war then a special. Miss Urquart left the police service for the probation service and was succeeded by the late Woman Inspector Kathy Mackenzie formerly of the Lanarkshire and Kent Constabularies.[138]

1945: Police vehicles: The Force had 55 cars, 4 vans and 51 motorcycles.[139]

[137] Unknown and undated newspaper cutting obviously post war passed to Robert Bartlett by Tony Collman.
[138] Off Beat May 1976

[139] CC notes 1945 on the administration of the county police during the war.

Enemy Attacks on Surrey

Local Authority	Incidents	High explosive	Flying bombs	Rockets	Buildings destroyed	Buildings damaged
Bagshot	42	190	5	0	7	16
Caterham and Warlingham	293	879	21	0	125	268
Chertsey	100	202	4	1	21	179
Dorking UD	123	267	19	0	15	65
Dorking and Horley Rural	266	578	49	0	29	83
Egham	49	45	2	1	28	87
Farnham	13	45	0	0	7	61
Frimley and Camberley	17	87	1	0	5	1
Godalming	23	29	2	0	5	32
Godstone	684	1726	95	4	54	160
Guildford Rural	240	629	33	0	35	86
Guildford Borough	31	109	3	0	25	125
Hambledon	195	529	14	0	8	71
Haslemere	17	32	1	1	0	10
Leatherhead	91	594	16	1	71	282
Reigate	184	498	17	0	98	317
Walton and Weybridge	217	392	19	0	108	364
Woking	90	311	7	1	39	79
Total	**2675**	**7142**	**308**	**9**	**680**	**2286**

Event	County
Incidents	6800

HE Bombs	13,335
Flying Bombs V1	759
Rocket Bombs V2	17
Persons killed	1584
Seriously wounded	3616
Slightly wounded	6243
Buildings demolished	5603

1945: Police forces, Surrey (amalgamation) [140]

Mr. Touche asked the Secretary of State for the Home Department whether he will now revoke the wartime amalgamation of the Reigate Borough Police with the Surrey County Police.

The Secretary of State for the Home Department (Mr. Ede) The future of the Reigate Borough police force cannot be considered in isolation from that of other forces amalgamated under the emergency powers. This general question has been receiving the consideration of the Government; and I hope shortly to be a position to put my proposals before Parliament.
Mr. Tauche Would the Right Hon. Gentleman agree that the amalgamations made under Defence Orders are based on wartime considerations, which have ceased to operate?
Mr. Ede*:* The amalgamations made were under special powers granted during the war. The question of what the suitable size for a police force is one that we shall submit to this House for their consideration in the new Bill.

1945[141]: Total crime Reigate Borough 498, detection 51.6%

Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime
1921	56	1922	56	1923	80	1924	85	1925	80	1926	114
1927	121	1928	165	1929	132	1930	131	1931	98	1932	103
1933	151	1934	235	1935	254	1936	231	1937	337	1938	330
1939	414	1940	426	1941	493	1942	434	1943	489	1944	579

[140] http://hansard.millbanksystems.com/commons/1945/oct/11/police-forces-surrey-amalgamation House of Commons HC Deb 11 October 1945 vol 414 cc377-8*377*
[141] SCC History Centre CC/98/22/8

Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime	Year	Total crime
1945	498										

1945: The Women's Auxiliary Police Corps (Reigate Borough) of eleven was reduced to four by resignations at the end of the War.[142]

1945 the Reigate Borough police vehicle fleet consisted of six vehicles including a CID car and a coroner's officer's vehicle[143]

1945 September 1: Surrey Advertiser: Ex-police inspector's death: Descendant of Windsor Custodian of 1266: Mr Frederic Conrad Lightfoot a former police inspector in Leatherhead died in Leatherhead hospital on Sunday aged 71. He had been in ill health living at his home 83 Kingston Road, Leatherhead for some years, never recovering from the loss of his wife. He was the son of the late William Lightfoot of Crowthorne, Berks who for 43 years was in the service of the Royal Family at Windsor Great Park.
His eldest brother the late Maurice Lightfoot was the editor of the Windsor, Slough and Eton Express.

Ex-Inspector Lightfoot's family were long resident in Windsor Park, and he claimed descent from the Robert Lightfoot custodian of the Park Gate in 1266 and keeper of the manor in 1277. He and his brothers were educated at the Royal School, Windsor Great Park and one of his cherished possessions was a bible presented to him by Queen Victoria.

Mr Lightfoot joined the Surrey Constabulary in April 1895 and was posted to Oxted and later Caterham and Merstham, and as a sergeant in the western part of the county. In 1921 whilst an inspector at he was posted to Leatherhead as the inspector in charge until retirement in 1926.
Funeral attendees included Mr and Mrs CE Lightfoot, Mr and Mrs SC Lightfoot (sons and daughter in law) Miss P Lightfoot daughter, Mr Charles Lightfoot brother. Mr and Mrs Ernest Lightfoot brother and sister in law. Miss Lightfoot sister, Roy Lightfoot nephew.

A guard of honour was formed by members of the Surrey Joint Police Force and others present included Inspector Durrant, ex-Superintendent Dawes, ex-Sergeant Ariss, and ex- Constables Cooper and Savage.

1946 February PS William Locke awarded **King's Police Medal for Gallantry** placed himself in front of a prisoner who was displaying an automatic pistol and attempting to

[142] SCC History Centre CC/98/22/8
[143] SCC History Centre CC/98/22/8

escape from Guildford Police Station. The prisoner fired at point blank range but the bullet struck the bottom button of the sergeant's uniform jacket and was deflected. Sergeant Locke thereupon closed with the prisoner and overpowered him. In February 1946 PC Wilson on patrol in Guilford stopped a man who gave unsatisfactory answers and aroused the officer's suspicions and so he was arrested. He was wearing a coat several sizes too large and whilst being searched at the police station by Sergeant Almond the man suddenly produced an automatic pistol. Both the policemen moved very fast PC Wilson out of the line of fire and Sergeant Almond out of the door. Meanwhile Sergeant Locke having heard the disturbance came at the gunman from behind. Sergeant Almond who must have returned shouted a warning and the gunman turned when the sergeant was about four feet away the gun was fired. The bullet blew a metal button off the sergeant's tunic. On further investigation it was found that the gun had four more bullets but the gun had jammed. The man was sentenced to seven years [144] 1946 8 March: Surrey Assizes sentenced King aged 23 to seven years penal servitude for shooting at Police Sergeant Locke at Guildford police station. King asked for three cases of theft to be taken into consideration. [145]

From Mrs Thompson, Guildford: April 2009: Daughter of George Locke: When my father challenged this man, he struck him hard with his left hand as his right hand was injured. He then fell on him and an outline of the gun was found on his stomach. Later that evening he was brought home by the police surgeon as he was quite shaken by the event and later that night the police surgeon attended again and I remember him saying "Locke, you are on fire!" The following day he was fine and returned to work. My father was a Borough man who never gave up his rights as he wanted to stay in Guildford. His KPM is in a display cabinet in HQ along with a letter from him in his beautiful handwriting. I remember being told that in about 1926/1927 on his very first night on patrol in Guildford with a senior man they captured a man who had a pistol. On another occasion he was checking an unoccupied house and found a window open. He entered and searched and found a man hiding in one of the beds. He was a big tough man and one night he gave chase, leaping a five barred gate to catch a criminal something he could never normally do!

1946 March 8: Sentenced to 7 years penal servitude at Surrey Assizes, Kingston, Reginald King aged 23, shop assistant of Worthing for shooting at Police Sergeant William Locke at Guildford police station with intent to murder him. King asked for three cases to be taken into consideration.[146]

1946 Police Act: Surrey Constabulary lost to the Metropolitan Police, Esher, Cobham, Stoke D'Abernon, and Walton on the Hill, Kingswood, Chipstead and parts of the parish of Coulsdon and Epsom and Ewell District Council. In exchange came Warlingham

[144] Roberts P 91
[145] The Times 6 March 1946
[146] The Times (London, England), Friday, Mar 08, 1946

1946 Married women: The ban on married women serving in the police service lifted. [147]

1946 February 7: It is fair to say that with one or two notable exceptions such as the riot in Aldershot in July 1945, relations between the British populace and the Canadians improved to the extent that **congratulatory letters** were sent to the General Office commanding these troops and even the ill-used British police and magistrates had some kind words to say about them. W.H. Pilcher JP Chairman of Godalming Petty Sessions in remarks made from the Bench:

"As this is probably the last Annual Licensing Meeting before the departure of our Canadian friends, I think a word of commendation is due to them and the troops generally ---- the justices feel that the average standard of behaviour --- has been very good, especially on the streets at night --- I should like the superintendent to bring this expression to the notice of the officer commanding Witley camp. Some share of the credit is due to the Licensees and to the police and we hope Godalming will preserve its good name in the matter" Superintendent R Webb endorsed entirely the remarks with regards to the behaviour of the troops, to which the Chairman replied, "Great credit is due to you personally." [148]

Superintendent Webb wrote to Brigadier T.J. Rutherford commanding E Group of the Canadian reinforcement Units, expressing appreciation of the "excellent conduct" of the Canadians during local VE Day celebrations. Not one complaint had been received.

1946 October 18: Surrey Police announced yesterday that a considerable amount of **jewellery** had been stolen from Ednam Lodge where the **Duke and Duchess of Windsor** were staying. **Ednam Lodge, Sunningdale** the house of the Earl of Dudley where Duke and Duchess of Windsor had been guests and her jewellery was now reported stolen. Detective Superintendent Tom Roberts attended. As the theft was close to the Metropolitan Police District, Metropolitan Police assistance was sought and the head of New Scotland Yard fingerprint department Superintendent Cherrill with DI Capstick and DS Monk came to help. The jewels were priceless because of their historic association but were never found.[149] [150]

[147] http://www.polfed.org/aboutus/69DD9AB47F534348AD5D1415843163AA.asp Internet 19 Jan 2010
[148] "The Gentlemen at War" Roy Ingleton page 247
[149] Tom Robert's Book Friends and Villains
[150] 1946 October 18: The Times

Duches of Windsor's abandoned jewellery case[151]

Dick Kirby in his book "The Sweeney" writes that the suspect was a Barry Fieldsen who had become Barry Redvers Holliday a wealthy man about town, whose background appeared shrouded in mystery. Obviously, he was a man of means because he attended Hunt Balls, was welcomed at lavish dinner parties and frequented many of the better racecourses where he gambled heavily. Immaculately attired in Saville Row suits he owned several properties (including on in Chelsea and another in Sunningdale) and a cabin cruiser, a Bentley and a Mercedes. He could afford to do so, because he specialised in breaking into the homes of the very rich. It is estimated that during his 25 years of crime he had amassed a fortune of a quarter of a million pounds probably £7m at today's prices.

On the afternoon 16 October 1946 the Duke and Duchess of Windsor had been staying at Ednam Lodge, Sunningdale, the country estate of their friends the earl and Countess of Dudley. In fact the Earl and Countess had vacated their property and moved temporarily to Claridges Hotel so the Duke and Duchess might enjoy the privacy of their surroundings. (It took three army lorries to deliver the duchess' luggage.

The duchess had a jewel box, which was locked in a small trunk and this, she had been urged to deposit in the strong room of the Lodge. Instead, she opted for her personal maid to move it into the bedroom. The Windsors left for London and the staff went to tea and two hours later that the chest had been forced and the case missing. The duke initially made a claim to the insurance company for half a million pounds – he later amended the sum to £20,000. Jack Capstick was detached from his Ghost Squad duties and raced to the scene. No information came in from informants. The following year a staff member was charged with housebreaking at Surrey Quarter Sessions with 26 cases taken into consideration and not surprisingly he became a suspect. His garden was dug over and he had repeated visits when in prison but no evidence was revealed.

[151] Tom Robert's papers

The years passed and then Holliday did something stupid; he stole a pie from a pub where he was known. Information on the theft arrived on the desk of Bob Lee at New Scotland Yard who decided to go to Sunningdale and keep watch on Holliday. Lee recognised Holliday as a thief he had known 25 years ago in south London. There followed a three-month surveillance made difficult by the suspect using counter-surveillance techniques. In December 1949 the suspect was seen going into a bank near Sloane Square with a parcel under his arm, leaving without it. A search warrant was obtained and gems to the value of £10,000 were found, some identified as stolen property. Holliday was arrested at his house from where more stolen property was recovered. He was charged and bailed and surveillance continued. He was not however followed three days before Christmas when he booked into the Wheatsheaf Hotel, Virginia water where he shot himself dead. Over a period of time other safe-deposit boxes rented by Fieldsen were discovered and jewels to the value of £100,000 were recovered much of it positively identified as coming from burglaries between 1932 and 1949. There was little doubt that Fieldsen was responsible for the burglary at Ednam Lodge, none of the jewels stolen were recovered.[152]

1946 November 30: Tom Roberts called to a murder at Woldingham by Superintendent King of Oxted Division. **Chalk Pit murder**. The extraordinary events surrounding the murder of John Mudie whose strangled body was found in a Surrey chalk pit in 1946 and the most unlikely pair who were charged with the crime Thomas Ley, former Minister of Justice in New South Wales and Lawrence Smith, a labourer. A lady whom Ley admired happened to live in the same lodging house as Mudie and he became convinced they were having an affair. His insane jealousy led him to plan the abduction and murder of Mudie. DI and local DS went to the scene as did Eric Gardner the Surrey pathologist and Keith Simpson. [153]

Fred Shoobridge 1999: I took over the exhibits (I did a months' CID training). "I took them to the office and then on to the Yard if necessary. I made the initial enquiries and took the statements."

For a jealous man to murder a woman or his rival in love is reprehensible enough, but for a man to plot such a murder and pay two men to carry out the dirty work on his behalf, is infinitely worse. Especially when the murdered man is a perfectly innocent individual who had no possible claim upon the attentions of the woman with whom he was accused of having a liaison: in fact, the only time he ever met her was when he passed her once on the stairs when she was staying for a few days in the same house.

[152] Dick Kirby "The Sweeny" Pen and Sword 2011
[153] Roberts P 95

1946 November 30: Woldingham Chalk Pit, Walter Coombs walking his dog found a body. Dr Eric Gardner the pathologist called to the scene. Undertook an examination

and found managed about thirty-five, dead about forty-eight hours, suffered from asphyxiation. Clear from a lack of mud on the shoes killed and brought to the scene. PM was held at the Oxted mortuary. Rope burn encircled the neck. Identification card carried in name of John McMain Mudie a thirty-five-year-old barman who had been working at the Reigate Hill Hotel. DS Fred Shoobridge undertook initial enquiries which took him to Mudie's old digs in Wimbledon where the landlady Mrs Evans said that Mudie had been introduced there to a Mrs Byron Brook the director of a property company during a chance meeting when they met on the stairs. Letters from a firm of solicitors were found in Mudie's room and Shoobridge interviewed them and they said that they had been instructed by the chairman of a property company Thomas Ley, who lived in Beaufort Gardens, Kensington. Shoobridge interviewed him. As a result of this interview and one with property developers Superintendent Tom Roberts the head of Surrey Constabulary Criminal Investigation Department took over the case.

Ley was a former Minister of Justice in New South Wales. Returned to England in 1930 followed shortly by Mrs Brook who had been his mistress for twenty-five years Ley became obsessively jealous. She was sixty-six and did not look any younger but Ley

thought younger men were after her. Roberts called on the assistance of Chief Inspector Arthur Philpot of Scotland Yard who took charge of the case. If it had been murder, Ley, who was twenty-two stone, would have needed help to do it and to dispose of the body. Following publicity an ex-boxer John William Buckingham went to Scotland Yard and said that he had been paid £200 by Ley to kidnap Mudie, who was lured to Ley's house where an accomplice Lawrence Smith was. "There was no fight or struggle. We just shut the door on him. Ley paid the money and I left as fast as I could with Smith." Smith was traced, a carpenter who had worked in Ley's house. He confirmed his accomplice's story but said that when Mudie entered the house, Buckingham was waiting for him, holding a rug, while Smith held a clothesline. "We kidnapped him by throwing the rug over his head, and my job was to tie the clothes-line round his arms, legs and body so that he could not escape, but leaving the rug loose enough so that he could breathe, but not shout or anything like that." They left Mudie in a chair with a gag round his mouth. Smith and Buckingham left. Buckingham later agreed that he had placed a rug over Mudie's head but denied

that he had tripped and fallen and that a gag had been used. Ley interviewed and denied any involvement. Philpot found that Smith had hired a car and he was identified by one of the people who saw him at the chalk pit. Another witness did not identify Buckingham. Smith and Ley charged. Lord Chief Justice presided. Much argument about the noose found around Mudie's neck and the possibility of murder or suicide. An enlarged photo revealed a straight-line mark on the neck, invisible to the naked eye, which indicated that the noose had been tightened then dragged upwards in a horizontal position causing asphyxiation. 5th May 1947 Ley sentenced to death but reprieved and sent to Broadmoor, Smith also reprieved and sentenced to life. On the 24 July 1947 Ley died of a brain haemorrhage.

Police Dogs

1946 Denis Turner: It was not until after the Second World War that there was renewed interest in the use of dogs. A housebreaking that Tom Roberts dealt with convinced him that dogs were necessary in a county force like Surrey. The offender was eventually caught and it transpired that he had hidden in a ditch close by the house

after breaking in and waited for the hue and cry to diminish before making good his escape. The offender even gave an accurate description of the police action at the scene! It seemed that this was the norm as the offender could hide up overnight and then mingle with the crowd the following morning on his way back to London. Tom Roberts discovered later when dogs were developed that offenders were not so keen to hang about to be found by a dog and this gave patrols more chance of picking them up. In 1946 the new chief constable, Mr Joseph Simpson, had a strong interest in dogs as he and his wife were members of the Kennel Club and Mrs Simpson was a breeder of Labradors. In fact, after the dog training school was set up, Mrs Simpson had some success in civilian dog trial with tracking and criminal work such was her interest and expertise. Mr Simpson gave great thought to the setting up of a police dog section and sought permission from the Home Office and the Police Authority to undertake police dog training based on the continental method that existed at that time. This permission was granted subject to using dogs that had been well tried and proven in the field. The most popular dogs being used in Germany at the time were Dobermans and Alsatians, (German Shepherds), and it was recommended that these breeds be used. Mainly due to the aftermath of the Second World War no further significant progress was made until 1948. The chief constable knew of a Metropolitan police officer, DC Harry Darbyshire who, in 1947, was working in the Criminal Records Office at Scotland Yard. He had been working in the Metropolitan Police for about eighteen years but he had gained significant experience of the training and breeding of dogs as a result of his interest and through attending police dog trials on the continent and in particular Germany. Harry also had his own German shepherd dog Anna of Avondale. Anna was an ex German war dog

number 1758x1. Corporal Ken Bailey of the Parachute Regiment captured her near Ashwerin, Germany in 1945. Harry was not happy in his office role and was keen to develop the use of dogs for police work and willing to transfer to another force to enable him to do so. He had applied to the Metropolitan Dog Section but was only offered a role to train Labradors for protection work and that did not suit him at all. Having suggested to the 'Met' that they use Alsatians he was told that this was not at all acceptable as they had an unpredictable temperament. This was a popular view at the time and only changed after training establishments were set up and it was seen not to be true. So, it the Metropolitan Police loss was Surrey's gain as Harry Darbyshire was offered a transfer to the Surrey Constabulary in the rank of sergeant. He accepted and joined Surrey on 8th February 1948 bringing with him his Alsatian bitch, Anna.

The new sergeant and his dog were housed in a large police house at Shackleford where the surrounding countryside gave ample space for his training needs. Although there was still much scepticism divisions were informed of this new resource and how best to use it. Only a few weeks later Sergeant Darbyshire and Anna were called to their first job, a burglary at the Co-op in Hersham. Within minutes of arriving Anna had tracked from the scene and located the burglar hiding under a hedge in a garden. This was exactly what was needed and the credibility of the team was greatly enhanced and it also gave added impetus to the plans to develop the dog section. Anna continued in service until she died in August 1950. As the word spread through the Home Office and the police inspectorate, (also backed by the many chief constables who visited Surrey to see how the dogs were trained) Mr Simpson agreed to set up a police dog training school and also to build up the pool of the right type of dogs for the work. This also entailed a breeding programme to provide working stock. Thorough research and extensive enquires were carried out and it was decided that the German method of training dogs for police work was the right way forward and the Home Office supported Tom Roberts and Harry Darbyshire in a research trip to Germany to learn more about the methods of training. They left London on the evening train on the 10th October 1951 and arrived in Ulm, Germany the following day. This visit is well documented in the 'Roberts Papers,' held by his son retired Detective Sergeant Chris Roberts, and also detailed in Tom Roberts excellent autobiography, 'Friends & Villains.' Many photographs also exist of the visit both in the papers and also kept in an album held at the Surrey Police HQ. They spent a week or so in Germany visiting both the German Police Dog Sections and also the American Army Dog Section. They also held talks with the British Army of the Rhine 'Public Safety Department.'

1946 December 5: 14 years for attempted murder: A sentence of 14 years penal servitude was passed at Surrey Assizes on Bernard Miles 34 a fitter for the attempted murder of Charles Rowland 36 of Ash Vale by striking him on the head with a blunt instrument and setting fire to him and wounding him with intent to murder. The injured man was still in hospital. Miles had been a lodger in Rowland's house. [154]

[154] The Times 5 December 1946

1947 January 21: Setting fire to a church: Patrick McHale a farmer aged 39 was committed for trial at the Surrey Assizes by Oxted magistrates for maliciously setting fire to Crowhurst church and the vicarage on January 10. Only the shell of the tower was left and two of the bells had fallen. More than three quarters on the roof of the south side of the nave was destroyed. The damage was estimated at £4000. Column Officer REA Roper of the NFS said that pools of oil smelling like paraffin were found on top of the water in the church vestibule after the fire.[155]

1947 April Surrey Constabulary reorganised to include the Boroughs of Guildford and Reigate; Chief Constable Beacher remained as a member of the Surrey Constabulary in the rank of superintendent until he retired in April 1951

The Chief Constables Mr Beacher's Medals

Reigate Borough Police Chief Constable's group of eight medals awarded to Chief Constable W. H. Beacher who had served during the Great War with the Duke of Cornwall Light Infantry. Comprising an enamelled Order of St John (Serving Brother), King's Police Medal (GVIR for Distinguished Service 1914 Star with clasp, British War Medal, Victory Medal (8803 Sergeant Duke of Cornwall's Light Infantry, Defence Medal, George V Jubilee Medal and George VI Coronation Medal

1947 May 17: Surrey heath fire: Five square miles of heath and woodland surrounding Brompton Hospital, at Frimley were damaged by fire yesterday. [156]

1947 August 25: Surrey heath fire: A fire raged for more than 24 hours over three-square miles of woodlands and heather at "The Jumps", Churt. The total area destroyed

[155] The Times 21 January 1947
[156] The Times 17 May1948

in West Surrey by these fires now amounts to about 8 square miles. Troops, firemen and residents were involved in fighting the fire.[157]

1947 September 5: Heath fire in Surrey: Many houses threatened: A large heath fire broke out between Holmbury St Mary and Peaslake and late in the afternoon one and a half square miles were ablaze. [158]

1947 Rent allowances are increased. The Report of the Police Council Committee on Rent Allowances recommended that the rent allowance should be high enough to reimburse the reasonable rent and rates of all members occupying unfurnished rent property. New maximum allowances of 30 shillings for the provinces and 35 shillings for London were recommended, and the Government accepted these proposals. The system by which police authorities paid a compensatory grant in respect of income tax on rent allowances was also introduced. **[159]**

1947 July 26: Tom Roberts on a conference in Manchester was called back to Guildford to deal with the murder of a child and another seriously injured. Leslie John Goff aged nine and his younger sister Eileen aged seven. The boy was dead when he was discovered with a bullet wound through his body, which appeared to have been caused by a rifle fired at close range. His sister had received a severe battering to the head. The first call had come from an elder sister reporting the children missing from 196, Southway Avenue, Westborough in Guildford. They had gone out at 1pm with their father's whippet dog. A massive search was undertaken co-ordinated by Inspectors Ferguson and Lock and the children were found. On the 27 July the little girl died. Enquiries revealed that the children had been seen with a local man known as Tom or even Uncle Tom. A call came in from a member of the public with information as to who was responsible and Sergeant Melton and PC Berry went to where the suspect was at 3 Bushnell Cottages, Pitch Place at Worplesdon. On into the night the officers waited for the suspect to return home at 2.40am. They searched his bedroom and found an army bayonet, .303 ammunition and clothing fitting description given by witnesses. He was arrested and interviewed by Roberts and DI Stone. The rifle was recovered from bushes in Manor Copse and was identical to one stolen from the Home Guard in 1944 and said to have been given to the suspect by a man called Cole. At Surrey Assizes on 2 December 1947 Smith was sentenced to death but this was later commuted to life imprisonment he was released in 1971. He appeared before the court in 1974 on a charge of theft and later that day, was killed in a motorcycle accident at East Horsley.

[157] The Times Monday 25 August 1947
[158] The Times (Friday, Sep 05, 1947
[159] http://www.polfed.org/aboutus/69DD9AB47F534348AD5D1415843163AA.asp Internet 19 Jan 2010

Photos from the News Chronicle

1947 September 5: Charge of murdering two children: Man for trial: At Guildford police court yesterday Frederick Smith 21, of Worplesdon, a window cleaner appeared to answer a charge of murdering Leslie Gaff aged 9and his sister Eileen 7 years, in Manor Woods, Guildford on July 25 or 26th. The prosecution said that on July 26 a search party found the girl Eileen Gaff lying injured and a few feet away was the body of her brother. She died the next day. A rifle bullet had killed Leslie instantly. The girl had been beaten with a rifle. In the course of a statement Smith was alleged to have stated that he had a service rifle and promised to take the children shooting. They were walking along, the boy leading the dog, when he (Smith) tripped over a root or something, and as he stumbled the rifle went off. The boy fell forward and the girl seeing him lying on the ground screamed. "I don't remember what happened after that. I must have had a blackout or something. I was worried by what had happened and that's why I went off and cleaned windows, to take my mind off it." There was no motive or evidence of a sexual assault. Detective Inspector Stone said Smith had been admitted to Banstead mental hospital on his discharge from the army, which was connected with mental grounds. He was committed to the Surrey Assizes.[160] **1947 December 3 Murder child Guildford**: At Surrey Assizes yesterday Frederick Smith 21 a window cleaner was sentenced to death for the murder on July 27 at Guildford of Eileen gaff aged 7. The charge of murder of Leslie Gaff would remain on the file. The

[160] The Times (London, England), Friday, Sep 05, 1947

defence had the opportunity of seeing a psychiatrist's report and at the earliest opportunity a copy would be sent to the Home Secretary. [161]

Sunbeam Talbot 90 Traffic Department 1948; open top tourer also used and known affectionately as "pneumonia wagons"

1947 Westcott: Three young boys were found guilty of **breaking windows** at the Pumping Station with an air gun, having been arrested at the scene by PC Ruffle. [162]

1947: Page 85 of a report of the **Committee on the Pay of Chief Constables** in England and Wales 1947, Appendix I. 1948 23 February – 18 March, 9 March 1948. It shows the manpower in various forces including Surrey[163]

1947 November Ken Rosam: Joining Surrey Constabulary. In May 1943 I volunteered for aircrew in the RAFVR, was turned down at that stage but joined as a ground wireless operator being accepted for aircrew later but the war finish before I made it. Served in Scotland, the Far and Middle East finishing at Aden. Demobbed in November 1947 and joined the tens of thousands in the job market. Had a poor education and no trade just wanted a job with a pension. My brother-in-law was a police inspector in the Metropolitan Police but never talked about his work. I had watched him go from sergeant to station sergeant and finally to chief inspector. All I knew about the Met was that the beat constable patrolled a beat if he came across a housebreaking or other crime, he stood guard until CID arrived and then carried on pounding the beat. Did not sound very exciting. I heard that in the counties the constables got much more involved and I did not fancy London anyway. So, being a Surrey boy, I applied for

[161] The Times 3 December 1946
[162] Terry Wooden Westcott Local History Society January 2012
[163] The National Archives reference CAB 129-25

Surrey. Next was a letter to visit Putney Police Station (it was Putney) to sit a written exam. I was surprised how easy it was being thick.

Next came a visit to Joe Simpson, Chief Constable of Surrey in Guildford. After a few questions he said that he would accept me into his Force provided I passed a medical examination. I cannot recall the sequence, but I met Chief Inspector Lucas who was in charge of recruits and Jock Ball. The Force doctor had a hut where the Civic Hall now is. All I remember of that is that he said that he had not seen such straight toes for a long time! As a policeman is on his feet a lot perhaps that got me in. Again, cannot remember the sequence but met Jock Alexander in the stores and got kitted out. (Later on, my wife Jan was married from his house and we then moved in next door.)

I was sent home for Christmas and told to report to the District Training Centre at Sandgate on the 27th December where I met the four Surrey recruits Maurice Jackman, ex-RAF, Taffy Jones, ex-Guardsman, Jack Lemon, ex-Navy and Gordon Nicholson ex-RAF SIB. Jacko of course climbed the promotion ladder, Taffy went to Caterham and later emigrated to Australia, Jack went to Weybridge, married the daughter of a fish and chip shop owner and resigned. I don`t know where Gordon initially went to, but he came to Dorking as a Sergeant, married to Brenda a Surrey Policewoman, daughter of the Chief Constable of Cambridge City or was it County?

The course was very thorough and demanding all of the time – learning definitions by rote. I fell foul of the regulations. The door was locked at 10.30pm and I went to the pictures in Folkstone and missed the last bus. My mates let me in and told me that the duty sergeant wanted to see me, it was my own class sergeant who put me on a charge. The Commandant raved at me the next day, my biggest crime was walking up that long dark drive with a girl at 11 0`clock at night. I had been with the girl in charge of the domestic staff. He said that it would go on my record but I did not hear any more about it.

Back at Surrey I did the two weeks at HQ then posted to Weybridge where I spent three months working Hersham – split shifts before moving to Oxted for a year for more split shifts before going into the Section House at Guildford where we worked mostly straight 8s.[164]

Establishment of police forces 1947

[164] Email to Robert Bartlett 26 February 2017

FORCE (1)	Men	Women	"Additional Constables"	Total	PRESENT SCALE (3)	PAY-GROUPS and SCALES RECOMMENDED (4)
					£	
Essex, East ...	400	4	—	404	1,050–40–1,250	
Wiltshire	398	5	2	405	1,100–60–1,400	
Northumberland	406	7	6	419	1,100–60–1,400	
Bedfordshire* ...	418	18	—	436	1,000–40–1,200	Group: 401–600 strong
Norfolk* ...	422	13	1	436	1,000–60–1,300	
Newcastle/Tyne	427	9	—	430	1,320–60–1,620	
Nottingham ...	433	15	—	448	1,270–60–1,570	
Hull	460	17	—	477	1,320–60–1,620	
Worcestershire* ...	466	17	—	483	1,100–50–1,350	
Bradford ...	478	5	—	483	1,320–60–1,620	
Somerset ...	463	13	10	486	1,160–50–1,410	Scale: £1,450–£80–£1,750
Warwickshire* ...	484	16	—	500	1,100–60–1,400	
Nottingham* ...	496	9	5	510	1,210–60–1,510	
North Riding* ...	500	10	3	513	1,160–50–1,410	
Gloucester ...	512	7	—	519	1,100–60–1,400	
Buckingham* ...	514	19	1	534	1,050–60–1,350	
Devon	541	8	1	550	1,210–60–1,510	
Hertford* ...	593	20	—	613	1,210–40–1,410	
Lincoln*	632	20	—	652	1,160–60–1,460	Group: 601–800 strong
Derbyshire* ...	669	11	6	686	1,210–10–1,510	
Surrey	663	13	16	692	1,320–60–1,620	
Bristol ...	676	17	4	697	1,450–60–1,750	Scale: £1,550–£70–£1,900
Leeds	703	14	—	717	1,450–60–1,750	
Sheffield ...	763	15	2	780	1,450–60–1,750	
Hampshire§ ...	772	11	—	783	1,425–40–1,625	
Cheshire* ...	837	16	1	854	1,320–60–1,620	
Glamorgan* ...	870	—	52	922	1,425–60–1,725	Group: 801–1,200 strong
Essex*	965	23	2	990	1,375–60–1,675	
Staffordshire* ...	1,008	43	3	1,054	1,450–60–1,750	
Durham* ...	1,154	15	7	1,176	1,650–60–1,950	Scale: £1,750–£70–£2,100
Kent§	1,362	23	23	1,408	1,650–80–2,050	
Manchester ...	1,459	24	19	1,502	1,900–100–2,400	
West Riding ...	1,722	42	9	1,773	1,800–80–2,200	
Liverpool ...	1,781	—	309	2,090	1,900–100–2,400	
Birmingham ...	2,062	35	7	2,104	1,900–100–2,400	
Lancashire ...	2,460	17	47	2,524	1,900–100–2,400	

Dog Section

1948 Stan Wood: The Darby Days: The Surrey Police Dog Section was first formed in 1948 when the chief constable, Mr Joseph Simpson imported Sergeant Harry Darbyshire into the force from the Metropolitan Police. In the early days he lived in the police house at Shackleford near to the A3. The house had a large garden suitable for keeping dogs. At this time the chief constable lived in a house just off of Charterhouse called Foxhanger. Mrs Simpson was a serious supporter and breeder of Labradors and her kennel prefix was 'Foxhanger.' With the Metropolitan Police, Surrey was one of the first to start up a police dog section and its reputation was soon to be recognised. Surrey started to train dogs not just for themselves but also for many city and county forces throughout the country. Among the forces that attended the Surrey school were Lancashire, Durham and Nottinghamshire who eventually started their own regional dog training schools. Harry Darbyshire was convinced that dogs for police work should be bred for the purpose and not rely on the so called 'gift dogs." He therefore started a breeding programme of both German Shepherds and Doberman's. Dogs bred at Surrey

were used not only by Surrey but sold on to many forces throughout the country. 'Darby' started a unique training course, different from that which was to take on in the rest of the country. Instead of a thirteen-week Initial Course from which the dog passed out as a trained police dog he introduced the 'Surrey method'. This consisted of two short courses. The dog started on the first course at about twelve months old and lasted for four weeks. This course was called the Elementary Course and dogs where mainly taught obedience, agility, tracking and property searching. They were also looked at to see of their potential to do man-work. After four weeks the dogs returned to division or to their respective force to continue to learn and improve on the lessons they had been taught.

After about four- or five-months handlers and dogs returned for the Advanced Course. This was to see their progress from the first course and to teach them man-work and building search. They then passed out as operational police dogs. This system was to continue up until 1968 when we switched to the thirteen weeks Initial Course on the direction of the chief constable, Sir Peter Matthews. Courses in Darby's days were far different to what followed after he retired. For example, most of the day would be spent building walls and footpaths at the new Dog School at Mount Browne, which was the main house rubbish tip. At the end of the day when handlers thought they had finished, Darby would then inform the course that dog training would commence and this went on well into the evening. This was not uncommon. Should you have a dog that was not making the grade at its work then there was no standing on ceremony. Darby would wander off; the next you would hear was a gunshot. He would return, tell the handler that the dog was dead and give you another one. That was dog section life in the 1950's. There was no doubt, he was a man apart and got away with things that no other officer would dare. He was awarded the BEM, which was presented at HQ. In those days they wore civilian dress and were part of the CID. The only man who I knew that came anywhere near to him was Maurice Jackman. He was quite feared

1948 Item ref: CC98/11/11Murder at 76 Harrow Road, Warlingham

1948 February 14: Richard Bond: 'Camelsdale Spitfire': This is a memory about the Spitfire flown by Flying Officer Crawford, which crashed onto Marley Common, Shottermill, Haslemere on the 14th February 1948. I was then four years old and lived less than a mile away. My dad took me to the site (probably the next day) and I still remember seeing the crumpled camouflage painted alloy structure and the black cooling radiator and the smell of Glycol, I am sure that the body of the pilot had been taken away by then.

I had never forgotten about the seeing the crash site and then about ten years ago, when I started using the Internet, I researched the incident and found out more details of the pilot and aircraft, the story was that the aircraft was returning to Farnborough in low visibility when it hit the hill. Then, in the last year or so, I found a photograph on the

Internet of a small memorial stone on Marley Common that I had not known about. So it identified the area.

This is the entry for FO Crawford on the Armed Forces War Memorial Roll of Honour:
Crawford Ivan Kenneth Flying Officer 115189 DFC
Place of Birth / Home Town: WOOLWICH, LONDON
Date of Birth: 14 February 1922 Age: 25
Date of Death: 14 February 1948
Cemetery Name: Earls Colne Churchyard, Earls Colne, Essex
Aircraft Spitfire: Serial SL671 Mk. LFXVI 26-7-47; ros 601S flew into high ground in cloud Marley Common Sussex pilot killed. SOC 25-2-48
A Mark XVI (teardrop canopy) with the LF wing for better lowlevel performance, built as one of just over 1,000 of that mark by the Castle Bromwich Aircraft Factory with a Merlin 266 engine, delivered to No 6 Maintenance Unit on 31st July 1945 (just before the War against Japan ended). Issued to No. 601 Squadron then to the Forward Army Air Cooperation Unit, then back to 601 Squadron in July 1947; Category E wreck on 14th February

1948 April 7 Murder Appeal dismissed: The Court of Criminal Appeal yesterday dismissed the appeal of Joe Smith a gypsy against his conviction at Surrey Assizes on the 3 March 1948 of the murder of William Bissett whose body was found in a ditch at Wraysbury on December 21, 1947. [165] Maybe in the Metropolitan Police District

1948 May 8: John Michael Taylor (author): **Murder Warlingham:** I am researching for a book concerning the murder of Fred Wiles by his wife Doris in Harrow Road Warlingham Surrey on May 8th, 1948. The Investigating officers were Detective Sergeant Kenneth William Browning, Police Inspector Thomas Henry Farndale and Detective Constable Kenneth Alfred Blandford.

[165] The Times 7 April 1948

1948 spring: Sergeant Darbyshire makes first arrest with a tracking dog Anna of Avondale following a burglary at Hersham, finding one of the burglars hiding under a hedge in a neighbouring garden and the second nearby. [166]

1948 May 12: Parcel Bomb Sent to General Baker: Disguised as a roll of periodicals: Posted in London: Investigations by Home Office experts last night showed that a parcel delivered yesterday to the Cobham, Surrey home of General Sir Evelyn Baker, former GOC British Troops in Palestine contained a high explosive, probably gelignite. The postmark indicates that the parcel was posted in London and Scotland Yard are trying to trace the precise district from which it was posted. The package was cylindrical about a foot long and about three inches in diameter. The postman put it on a ledge in the porch and a member of staff who went to collect it immediately became suspicious. Surrey Police called in Scotland Yard and Superintendent Thomas Barratt of the CID who is in charge of the investigation into the death of Mr Rex Farran went to the house. (**Note:** The bomb that killed Rex Farran was intended for his brother Roy a highly decorated major from the wartime SAS who had been working undercover in Palestine.) The package was taken to the General's wife who started to open it but noticed a wire and some black insulating tape and she immediately recalled seeing a photograph of a bomb sent to General Barker some months ago shortly after he returned from Palestine. The police were called and it was collected by the police. Although there were no prosecutions, many years later it was revealed who was responsible for this crime and the murder of Rex Farran.[167]

1948: The Central Criminal Court **commended Brian Gunning** during 1948 and Sgt Storr for coolness in arresting a thief known to be in the possession of a firearm and ammunition.

1948 November 26 Surrey Mirror:

[166] Tom Roberts p79
[167] 1948 May 12: The Scotsman

POLICEMEN AS MARKSMEN.

SURREY CONSTABULARY SPORTS ASSOCIATION DINNER.

The rifle shooting section of the Surrey Constabulary Sports Association held their annual dinner and presentation, on Thursday last week, at the Barley Mow, Brockham. The Chief Constable of Surrey (Mr. J. Simpson), who is the President of the Sports Association, was in the chair. He was accompanied by Mrs. Simpson and was supported by the Assistant Chief Constable (Mr. H. N. Back) and Brigadier G. Roupell, V.C., whose father-in-law, Captain Sant, was a former Chief Constable. Also present were Superintendents A. E. Curry (Weybridge), A. Steeds (Oxted) and W. H. Beacher (Reigate), and Inspectors T. H. Farndale (Caterham), S. H. Blackmore (Weybridge), A. Durrant (H.Q.) and E. Ayres (Reigate). There were also some forty members of the Surrey Constabulary with their ladies and other guests. The evening was organised by the Hon. Secretary of the shooting section (P.C. J. T. Robinson, of Caterham) who, in the words of the Chief Constable, "worked very hard in the last two years. If there had been no Robinson there would have been no shooting."

After an excellent dinner, Mr. Simpson spoke of the work and achievements of the section and of some of the members who had had a successful year. Brigadier Roupell then presented the cups starting with the cup he himself presented for the best individual shot in the Force. This was won for the second year in succession by P.C. F. Stevens, of Farnham, with a score of 294 out of a possible 300. The Chief Constable was second with 293 and Detective-Sergeant Cox (Oxted) third with 290. Last year, P.C. Stevens, then at Frensham, obtained 295.

The Aston Cup, given by Mr. A. Neville Aston, of Sondes Place, Dorking, in 1925, for the best divisional team in .22 bore shooting, was won by Oxted and the cup accepted by Detective-Sergeant Cox. Weybridge were the runners-up, the scores being 784 and 770 respectively. Last year, the cup was taken by Oxted and the previous competition in 1938 by Woking. The Harwood cup for the best divisional team in .303 shooting was also won by Oxted, with Farnham and Weybridge second and third. Brigadier Roupell said he thought the Constabulary was second to none in the country in courtesy and efficiency, and even though he had seen some good shooting in the Army, he considered theirs to be excellent. Superintendent Curry, as Captain of the Section, then spoke of the programme for next year. The averages had been worked out and were as follows: 1, Mr. Simpson, 96.8; 2, P.C. Rice (Weybridge), 96.7; 3, P. C. Stevens (Farnham), 96.5; 4, Superintendent Curry and P. C. Robinson, 96.3. Following the dinner was a short entertainment arranged by Inspector Ayres.

Superintendent Curry captain of the Section. Former Chief Constable Sant father in law of Brigadier Roupell VC

1948 December 24: Tracking from Redhill aerodrome; two men to appeal against sentence. At Oxted on Monday, David Donaldson Banks (24), foreman, 20, Colesmead Road, Redhill, Horace Alfred Harris (33), labourer, York-road, Battersea, and John Brotherhood (34), lorry driver, Fernlea Road, Balham, admitted stealing three rolls of Sommerfield tracking, valued at £19 10s and the property of Messrs' Allison Bros. (Harrow) Ltd., at Nuffield between October 25th and November 30th. Banks and Harris also admitted stealing six rolls of Sommerfield tracking (valued at £39) on November 27th and asked for a further charge to be taken into consideration. After the Chairman (Mr. F. H. Elliott) announced that both Harris and Banks would go to prison for three months and Brotherhood for one month, the first two indicated they wished to appeal against the sentence and asked for bail to enable them to make arrangements to be legally represented. Mr. Elliott told them if they wanted bail they would have to apply to a judge in chambers.

Giving the facts of the case, Supt. Steeds said members of the firm's staff were engaged at Redhill Aerodrome on Saturday, November 27th, in lifting Sommerfield tracking, which was composed of reinforced wire and was used to assist heavy aeroplanes when

landing or taking off. A lorry was loaded with six rolls of the tracking and the job completed by 12 p.m. and the lorry was driven to the firm's office. The driver was just about to put the lorry away for the weekend when Harris said he would see to it. When the driver came to work on the Monday morning, he found the lorry moved and unloaded. Inquiries were made and when Banks was seen he denied all knowledge of it and Harris also denied being implicated in the theft of the rolls. Later, Banks was seen again and then admitted having had some money for the tracking. At the police station, he made a statement. When Harris was interviewed again, he said he had nothing to worry about and "was in the clear." Later, Harris made a statement. The theft of three rolls of tracking was mentioned in the statements made by Banks and Harris and when Brotherhood was seen, he said, "Yes that right" and also made a statement. Banks and Brotherhood told the Justices they had agreed to pay their share back to the firm.[168]

1948/1949 Police buy Mount Browne[169]

1946 December 1: Mr Joseph Simpson OBE, aged 37, was appointed Chief Constable of Surrey. As head of a rapidly expanding county force, which was in the process of absorbing the previous Borough forces of Guildford and Reigate, he quickly appreciated the urgent need of a suitable new headquarters to replace the existing limited accommodation at Woodbridge Road, Guildford, built in 1854. The amalgamations, a temporary wartime measure effected in 1943, became permanent in 1947 and at the same time certain parts of the Surrey Constabulary area were re-located to the Metropolitan Police. As a result of police reorganisations, a reversal of this took place in 2000, recovering the districts of Spelthorne, Epsom and Ewell, Banstead and Elmbridge.

In the search for a new headquarters several premises were looked at and, by the end of 1947, serious consideration was being given to the acquisition of Mount Browne for a Police headquarters. On 19 December an inspection of the property by the Chief Constable, members of the Police Housing Sub-committee and officers of the county council took place. In the meeting held at the existing headquarters on the same day, the Chief Constable reported that Mount Browne was suitable and would be large enough to accommodate the present staff with the possible exception of the Traffic Department. The top storey of the house would give sufficient accommodation for 7–

[168] Surrey Mirror - Friday 24 December 1948
[169] http://www.surrey.police.uk/about-us/our-history

14-day courses although, in the long-term, additional residential accommodation would be needed on the estate. The police were not the only people interested in acquiring the property. The Home Office was considering its possible use as a special approved school. The Surrey County Council Estates Committee, on receipt of the report of the Police Housing Sub-committee, was in favour of acquisition of the property – by compulsory purchase if necessary.

A chief constable's memorandum, outlining his preliminary views, described the property as consisting of a 24-bedroomed house, approximately 50 years old, standing in 40 acres of land, much of which consisted of wooded inclines unsuitable for development. It included garage and stabling accommodation with two cottages with access being obtained through "a poor and inadequate but short link road to Sandy Lane". The chief constable was of the opinion that, with minor alterations, the premises could accommodate practically the whole of the existing headquarters organisation and was "capable of development at some future time to meet long-term needs." The wisdom of this particular observation was to be realised in succeeding years. Significantly, the Traffic superintendent later drew attention to the need for adequate wireless accommodation.

By 5 February 1948, various authorities were considering planning matters. There were still other contenders for the property; a main one being the London County Council which wanted it as a Remand Home for females. It was felt, reasonably, that the Guildford Rural District Council "would prefer the police to the Remand Home." At the same time the Burchett's Farm site was still under consideration although its appeal was waning. The possibility of demolishing the existing old headquarters in Woodbridge Road, Guildford, and replacing it with a multi-storey office block building was also considered but not very seriously. The difficulties in the interval between evacuation and re-occupation were too great. By 16 February 1948, the Police Housing Sub-committee was determined to acquire the property, considering that the needs of the police outweighed those of any other contenders. At their meeting at County Hall, Kingston-upon-Thames on that date it was resolved:

"That the Estates Committee be requested to authorise immediate negotiations for the purchase of Mount Browne, Sandy Lane, Artington, Guildford. That, if necessary, the committee would support the acquisition of Mount Browne under compulsory powers"

By 18 March 1948, negotiations were definitely under way and reported to be progressing satisfactorily. Lady Browne was going away, having secured premises at Albury, and a Mr Gregory had the winding-up of the estate in hand. The possibility of taking over certain existing pictures and fittings and furniture was being considered and the head gardener and under-gardener were also understandably asking about the matter of their continued employment. On a more mundane level, it was pointed out that "about 16 cwts., of seed potatoes were on order," raising the question of whether they would still be required.

By letter of 9 April 1948 to the Chief Constable, the clerk to the Surrey Standing Joint Committee reported that the Secretary of State had approved the acquisition of the property as Police headquarters at the figure of £17,500. With typical ministerial caution the secretary was at pains to point out that these were "special circumstances and should not be regarded as a precedent." The secretary also pointed out that, in the current shortage of building materials and the limitation on capital works, it might not be possible to authorise any extensive works in the near future.

In a concluding paragraph the clerk to the Standing Joint Committee stated that legal formalities were proceeding with a view to acquiring the property by 1 May or as soon thereafter as reasonably practicable. By return letter of 10 April, the Chief Constable duly noted the "no precedent" provision.

With purchase of the property imminent, the Chief Constable prepared a report, presumably for the Standing Joint Committee, dealing with such matters as installation of telephones, purchase or disposal of existing fixtures and fittings together with certain horticultural equipment and produce, and the retention and recruitment of civilian staff. Negotiations were also to be entered into with neighbouring farmers for the letting or re-letting of two agricultural fields.

4 June 1948 was the Day of Destiny. The purchase of Mount Browne was completed. With the acquisition of the property much had to be done, and quickly, to make it ready for occupation. Arrangements had to be made for various facilities including, at higher levels, provision of access roads and, at the opposite end of the scale, provisions for dustbins and the requisite collection of their contents. A survey of trees in the grounds by a representative of the Godalming Timber Company revealed that three elms were in a dangerous condition and in need of lopping. A touching letter from Lady Browne to the Chief Constable thanked him for the gift of twelve iris corms from the gardens.

The cost of the purchase of tenant's fixtures at Mount Browne was eventually £916 and this received Home Office approval.

The formal opening of the premises by the Home Secretary, the Rt. Hon J Chuter Ede MP, was scheduled for 23 September 1949.

SURREY CONSTABULARY

REPORT OF A SPEECH

BY

THE HOME SECRETARY

(The Right Hon. J. Chuter Ede, M.P.)

on the occasion of the

OPENING OF SURREY

County Police Headquarters

MOUNT BROWNE,

GUILDFORD,

Friday, 23rd September, 1949

in the presence of 120 Police Officers, drawn from all sections of the County and a gathering of 78 guests.

Chairman:

Mr. J. H. WENHAM, J.P.

(Chairman, Surrey Standing Joint Committee).

The Chief Constable issued comprehensive instruction to all his headquarters Superintendents on the forthcoming ceremony in a memorandum dated 22nd September 1949. The opening paragraph dealt with matters of dress. Uniformed staff were to be in their best uniforms while detectives and plain clothes staff were to be in dark suits. Female civilian staff and un-established clerks were asked to be suitably dressed.

Meal and cloakroom arrangements were specified, as was the parking accommodation for cars, motorcycles and pedal cycles. Staff coats were not to be left on the pegs by the back door – these were to be for the use of guests.

Inspector Mackenzie was to arrange for policewomen to be suitably placed so as to direct and assist ladies present. Important guests were to be escorted through the building in nine parties. On their partaking of tea at approximately 4.30 pm, officers and men from the parade would be allowed to inspect the buildings, again in escorted parties. No smoking was to be allowed.

The meticulous arrangements were productive. All went well on the appointed day of 23 September when Mr Chuter Ede formally opened the premises in the presence of a distinguished gathering of about 78 guests and 120 police officers drawn from all over the county. The former included the Lord Lieutenant of Surrey (General Sir Robert Haining), members of the Standing Joint Committee, Mayoral representatives of the Boroughs of Guildford, Reigate and Godalming, the West Surrey coroner, and the chief officer of the Surrey Fire Brigade together with various local authority and public services representatives. The police parade was under the command of Assistant Chief Constable Mr H N Back.

On his arrival, the Home Secretary, escorted by the Chief Constable and the Lord Lieutenant, inspected the assembled parade in company with Colonel G H R Halland (HM Inspector of Constabulary). The occasion was used by the Lord Lieutenant to present the King's Police and Fire Services Medal for distinguished service to Superintendent E A Curry (Weybridge) for the efficient maintenance and operation of his division during the war, often under heavy bombing.

In welcoming the Home Secretary, Mr J H Wenham (Chairman of the Standing Joint Committee) commented that it was only 18 months since Chief Constable Sir Philip Henriques and himself had first inspected the site. The Standing Joint Committee was grateful for the help it had received from high officials at the Home Office in pushing the scheme through.

Mr Chuter Ede congratulated the Chief Constable and all ranks on their splendid appearance. He commented that they were part of a force that was fundamental to the British way of life, having great powers and equally great responsibilities, which were combined with duties of prevention as well as detection.

Continuing on the many difficulties confronting the Force, he particularly mentioned that of housing for police officers and was pleased to state that in the next financial year there would be a very substantial housing programme for the police. As regards manpower, he voiced the national concern at the shortage of policemen.

After congratulating the Force on its new headquarters, he formally turned the key of the front door of Mount Browne and inspection of the premises commenced. After tea there were tours of the grounds.

1949 – What the papers said: New Headquarters of Surrey Police Crime Detection Centre in House Built by Peer – Opening Ceremony Next Week (Extract from the Surrey Advertiser dated 17 September 1949) [170]

Surrey's new £30,000 police headquarters at Mount Browne, Sandy Lane, Guildford will be opened officially by the Home Secretary (Mr H. Chuter Ede) next Friday. Mr. Ede and a party of distinguished guests will see an impressive array of the latest crime fighting equipment designed to deal with the 6000-odd indictable offences committed in the county every year since the end of the war.

The building, which is of red brick, contains some 50 rooms, and 60 years ago was built as a residence for the Marquis and Marchioness of Sligo. It was purchased in July 1948, at a cost of £17,500, and adaptations, together with the construction of estate rods and a fresh link with the main Portsmouth Road, have cost almost a further £12,000. The house itself stands in 37 acres of heavily wooded grounds and will eventually contain houses for the senior police officers and the county police sports ground, with two football pitches and a cricket square. The houses, itself contains the administrative offices, the wireless equipment for the relay of messages to patrol cars all over the county, the crime bureau with its fingerprint section, its gigantic card index of known criminals, and down in the old wine cellar the laboratories and photographic dark rooms, where forgeries and attempts at removing incriminating marks are all brought to light under the all-seeing eyes of the infra-red and ultra-violet cameras.

Altogether the staff at the new headquarters numbers 70 and the transfer from the old quarters in Woodbridge Road is, with the exception of one section, now complete. When newspaper representatives were given a preview of the headquarters on Tuesday, Surrey's Chief Constable (Mr J. Simpson) said that the new premises "fulfilled all their expectations."

"In our old quarters," he added, "we were very cramped and most of the offices were converted living quarters."

The old premises in Woodbridge Road are now almost empty, and after "tittivation" the Guildford police will take them over. The future of the old North Street station is as yet, it is understood, undecided.

Peep into History

The history of the Surrey Constabulary began in January 1851, when 70 constables donned the bucket-shaped helmets to protect Surrey's doubtless righteous citizens from the terrors of the lawbreaker. Apparently being a policeman in those far-off days was quite a tough profession, and it is on record that during the first ten years of the force 700 men passes through it, but the strength at any one time never exceeded 70. In fact,

[170] http://www.surrey.police.uk/about-us/our-history

one of the orders of that period decreed that upon leaving the force the constable was to pay 10s – so that his uniform could be altered for the next man.

PC No. 1 of the Surrey Constabulary (and later Superintendent) was William Biddlecombe, who rose to fame as the private detective responsible for the unmasking of Arthur Orton in the famous Tichborne "pretender" case. He was able to buy a public house at Chertsey and go into retirement. One of the relics, which the constabulary preserves, is a tall top hat as worn by the Superintendents of those days (and perhaps by Mr. Biddlecombe himself). This is one of the latest additions to their museum and came to light during the recent move.

The force came into existence on January 30th of that year, only a third of the way through Victoria's reign. The next day an order was published ordering Constables to "submit their reports in writing."

Today the force has a total complement of 663 and contains many specialists. Their new home is a place of long resounding corridors, high panelled rooms, and everywhere one still finds the "S" crest of the Sligo family. The ballroom is now the conference room and the drawing room is the general office. On the top floor (there are three) in what were once the servant’s quarters are the dormitories for students taking short specialist and refresher courses, and in that respect Mount Browne has a dual purpose, for Surrey's policemen will receive some of their training there as well.

First Floor Nerve Centre

On the first floor is the nerve centre of the force – the wireless control room. Here messages are sent by direct radio beam to the short wave "master" station to the Hog's Back, and from there to the two satellite stations at Stoke D'Abernon and Caterham.

Within a matter of 30 seconds contact can be made with police cars in any part of Surrey, to direct them to the same scene of a crime, or to put them on the track of escaping criminals.

"We have 17 cars altogether," explained the Inspector in charge, "and it is our purpose to maintain at least one car in each of the five wireless areas throughout the 24 hours."

"I must emphasise," he added, "that the police who maintain this service are not technical men. We merely use the equipment. It is serviced by Home Office engineers."

Crime detection is the business of Det. Superintendent T. Roberts and his staff of experts. He was the officer in charge of the investigation into the "Babes in the Wood" and the "Chalkpit" murders, and with the advances which science has made in the methods of crime detection during the past few years his job has become even more complex. He has a staff who meticulously record the many thousands of fingerprints of convicted persons passing through their hands year by year and devote many hours to compiling and searching through the card index system which records the physical appearance, the peculiarities and the distinctive methods which criminals employ. One

character contained in the index, which our reporter saw, was an old lady of 65 who had employed no less than 112 aliases.

These are just a few of the facets of the work that is carried on night and day for your protection. Mr. Ede and the other guests will see them next Friday.

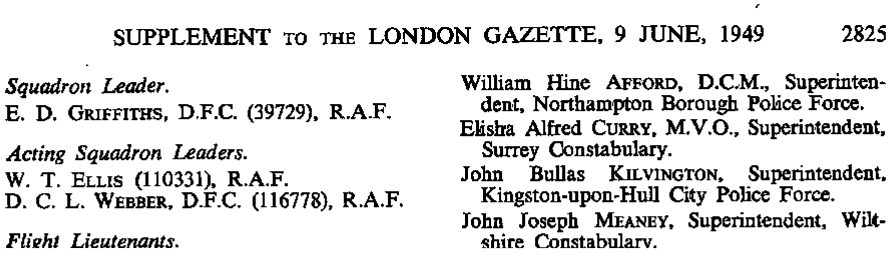
1949 – Moving to Mount Browne

Initially the plan was for the Chief Constable's office, General Office and Registry to be on the ground floor, together with the conference hall. The staff kitchen and dining room were also to be on the ground floor. Crime Bureau and Traffic Department Administration, including the wireless control room, would be on the first floor, along with provision for women police and a classroom.

The training section would be on the top floor where there would be accommodation for about 20-40 men. Parking space for both police and private vehicles also had to be considered. Interestingly, reference was made to "road patrols and wireless cars" as though they were departmentally separate. The new wireless scheme had been brought into being only a month before the opening of Mount Browne and was considered a great innovation. In a statement to the press an Inspector commented: "We have 17 cars altogether and it is our purpose to maintain at least one car in each of the five wireless areas throughout the 24 hours.
Shortage of general accommodation was, however, a continuing problem. In 1949 clothing, stationery etc. were still being stored in leased premises in Martyr Road, Guildford.

Mount Browne War Memorial: On 6 December 1949 a bronze memorial tablet, designed by Mr. George Friend and bearing the names of 22 members of the Force who lost their lives in the fighting services during the years 1939-45, was unveiled in the main entrance hall by Major Nicholson, the previous Chief Constable. Designed to

match the earlier memorial tablet in honour of those who died in the 1914-18 war; it was funded by voluntary subscriptions from the force. [171]



SUPPLEMENT TO THE LONDON GAZETTE, 9 JUNE, 1949 2825

Squadron Leader.
E. D. GRIFFITHS, D.F.C. (39729), R.A.F.

Acting Squadron Leaders.
W. T. ELLIS (110331), R.A.F.
D. C. L. WEBBER, D.F.C. (116778), R.A.F.

Flight Lieutenants.

William Hine AFFORD, D.C.M., Superintendent, Northampton Borough Police Force.
Elisha Alfred CURRY, M.V.O., Superintendent, Surrey Constabulary.
John Bullas KILVINGTON, Superintendent, Kingston-upon-Hull City Police Force.
John Joseph MEANEY, Superintendent, Wiltshire Constabulary.

KPM awarded 9 June 1949

1949 September: Move to Mount Browne where a new control is established for the new joint police fire brigade wireless scheme. It was linked by radio beam to the short-wave master station at Sunnydown on the Hog's Back where the transmitter and receiver are situated and in turn to the two satellite stations at Stoke D'Abernon and Caterham. Constant touch can be maintained by speech over the air with patrol cars and any area in the county can be cordoned off within two minutes and every car switched into a chase.

In September 1949 the Surrey Constabulary moved to their new home in a mansion set in park land to the south of Guildford, Mount Browne. The house with thirty-seven acres was purchased for £17,000 with a further £12,000 spent on adapting the new offices. The laying out of the sports facilities which included two football pitches, cricket pitch and rifle range cost £3,200 and the existing tennis court close to the house was brought back into use. By 1951 twenty houses were built in the grounds and the whole site gave the sense of space and offered a great deal of room for expansion. The new century with a combination of development, the growth in the force area, the changing ways of working, numbers of office-based staff all with personal transport, recruit training and the enhanced dog training facilities all ensured that Mount Browne was a congested difficult place to visit or work. All the houses are now offices, and over the decades a new wing was built, as was a training school, forensic science wing, and a new dog training school.

[171] http://www.surrey.police.uk/about-us/our-history

Surrey Constabulary
Police officers who joined in 1949

Names	Collar No.	Date of Birth	Age	Previous Occupation	Date of Joining	First Stationed
Paul Jeremy Stickley	179	29.1.1928	21	Thermometer maker	3.3.1949	Weybridge
Desmond Vincent Witt	83	4.11.1927	21	Tool Maker	3.3.1949	Weybridge
Ronald Selley	17	7.9.1923	25	Meter Tester	3.3.1949	Weybridge
John Desmond Harrington	379	18.4.1926	22	Clerk	6.3.1949	Weybridge
Charles Norman Sherlock	390	29.10.1904	44	Fitters Mate	6.3.1949	Horley
John Race	432	17.2.1914	35	Dairy Farmer	6.3.1949	Hindhead
Patrick Victor Kenefick	451	31.3.1925	24	Warehouseman	24.3.1949	Weybridge
George Charles Bailey	375	18.12.1915	33	Met Police Officer	24.3.1949	Walton
Charles William Jennings	481	14.10.1928	20	Radio Fitter	12.5.1949	Dorking
Edmund William Annetts	267	14.5.1919	30	Driver/Woodworker	12.5.1949	Reigate
Frank Ryder	526	19.7.1923	25	Clothing Cutter	12.5.1949	Guildford
Alastair McLelland Neave	508	13.11.1928	20	Junior Police Clerk	12.5.1949	Weybridge
Denis Henry Butterfil	425	18.7.1927	21	Seaman	12.5.1949	Caterham
Jack William Richards	521	26.9.1926	22	Engine Fitter	12.5.1949	Guildford
Michael Roy Brown	527	2.6.1926	22	Met Police Officer	15.5.1949	Weybridge
Eric Edward Jarrett	550	14.7.1928	20	Motor Mechanic	2.6.1949	Reigate
Peter John Millson	552	25.8.1928	20	Police Cadet Clerk	2.6.1949	Woking
Frederick Gloseoph Haire	539	19.2.1929	20	Railway Shunter	2.6.1949	Guildford
Eric Washington	553	3.12.1924	24	Gardener	2.6.1949	Leatherhead
David James Mason	551	28.12.1926	22	Welder	2.6.1949	Weybridge
Denis Archie Jaycock	?	26.11.1923	25	Met Police/RAF	5.6.1949	Hindhead
Frederick William Beach	555	13.10.1912	36	Essex Police Officer	5.6.1949	Woking
Harold Ernest Edwards	558	13.9.1925	23	RAF	21.7.1949	Walton
Robert Mitchell	566	27.7.1925	23	Royal Navy	27.7.1949	Guildford
Robert Stewart Donaldson	567	11.9.1920	28	HM Army	21.7.1949	Caterham
Joyce Port	8	4.12.1927	21	Shop Assistant	4.8.1949	HQ
Patricia Kathleen Dowling	9	16.12.1927	20	Clerk	4.8.1949	Dorking
Peter Bernard Hall	560	8.1.1925	24	Machine Operator	11.8.1949	Reigate
Derek Ifold Robbins	561	18.12.1928	20	Clerk	11.8.1949	Weybridge
Derek Norman Stratton	562	18.8.1928	20	Fitters Assistant	11.8.1949	Leatherhead
John Nichols Helyer	559	24.2.1919	30	PC Met	14.8.1949	Woking
Herbert Victor Smyth	563	12.11.1920	28	Blacksmith	4.9.1949	Woking
Francis Arthur Barrett	564	24.2.1923	26	Wood Sawyer	22.9.1949	Egham
Ronald Douglas Barwell	565	17.4.1922	27	Goods Checker	22.9.1949	Leatherhead
Dennis Alfred Beasley	566	7.5.1922	27	Soldier	22.9.1949	Woking
Arthur Edward Garbutt	568	17.8.1902	47	Brick & Tile Maker	2.10.1949	HQ
Wilfred Carr Moore	530	8.5.1928	21	Grocery Assistant	16.10.1949	Weybridge
Arthur Leonard Clarke	570	18.12.1926	22	PC Railway Police	20.10.1949	Redhill
Arthur William Shaw	572	12.2.1926	23	Lorry Driver	20.10.1949	Walton
John Frederick Buxton	569	8.5.1926	23	Metal Machinist	20.10.1949	Woking
David Henry Delaney	571	11.5.1929	20	Clerk	20.10.1949	Oxted
Edward Arthur Tuffin	573	21.8.1924	25	Store Keeper	20.10.1949	Caterham
Peter Hodgson Stubbs	578	18.8.1929	20	Junior Police Clerk	30.10.1949	Weybridge
Victor John Copus	575	27.5.1925	24	Labourer	17.11.1949	Reigate
Cyril David Venn	577	13.3.1926	23	Officer's Batman	17.11.1949	Woking
Donald William Trafford	576	28.6.1920	29	PSV Driver	17.11.1949	Guildford
John Carr	574	24.8.1919	30	Clerk	17.11.1949	Leatherhead
Sidney Leslie Harman	579	20.7.1922	27	Soldier	22.11.1949	Guildford
Roland Oliver Cise	584	9.4.1928	21	Merchant Seaman	1.12.1949	Reigate
Eric Jason Arthur Pole	581	23.9.1921	28	Poultryman	1.12.1949	Woking
Bryan Frederick J Worth	583	9.10.1926	23	Capstan Operator	1.12.1949	Leatherhead
Dennis Edwin Brown	580	26.4.1926	24	Bricklayers Labourer	1.12.1949	Godstone
Joseph Murray Smith	582	17.5.1921	28	RAF	1.12.1949	Guildford
Jeffrey Bloomfield	586	12.8.1929	20	No trade	1.12.1949	Woking
Joseph Henry Futcher	591	6.11.1929	20	Junior Police Clerk	29.12.1949	Farnham
Peter Ronald Wood	589	8.12.1929	20	Shop Assistant	29.12.1949	Caterham
Ronald Harvey	587	21.3.1926	23	Railway Clerk	29.12.1949	Redhill
Kenneth Victor White	590	13.10.1923	26	Press Operator	29.12.1949	HQ
Norman Theodore Shail	588	31.5.1924	25	PSV Driver	29.12.1949	Guildford

1949 Recruits [172]

[172] Mount Browne 50th Anniversary 1949-1999 Surrey Police publication

Graham Ingram: Regarding the wireless coming to the police in 1949, and being shared with the fire brigade, (HF). I recall some old 'sweats' from the control room saying how time consuming it was because the HF operators took twice as long with messages because they had to repeat back to the crews everything that they were given.
Geoff Bloomfield: When I joined Surrey Constabulary in 1949, Mount Browne had just become the headquarters, before going to training school I spent some weeks there chopping wood and keeping the fires alight for the chief constable and other senior officers.

Reminiscences of a single man's social life

Ken Rosam

1949 on the Guildford Division: When I read Bob Bartlett`s article in the latest Surrey Constabulary History Journal telling of his early days as a Cadet and Constable at Guildford in 1963 it mirrored my time at Guildford some 13 years earlier even to living in the section house where I progressed to a plywood box with a window overlooking the back yard of Woodbridge Road, Police Headquarters as it was then. Guildford police station then was in North Street previously the home of the Guildford Borough Police and at the back entrance to the courts.

Mrs Hart ruled the kitchen and Sergeant Bert Field ruled the inmates. Of the many names that Bob mentioned at least a dozen were there in my time and I met many of the others later in different parts of the County. I had some ten years' service at Guildford with a one-year break at Woking after two years. I hope that Bob realises how lucky he was to start his Police career at Guildford, most of his colleagues were men of experience and being in a town most of the duties were straight eight hour shifts so that a single man had some modicum of a social life. During my first 18 months in the job, I worked rural areas where the duties were split shifts and with one day off a week there was little time for a social life as a single man. When it came to time off, bank holidays even time for the divisional dance the single man was at the bottom of the pecking order.

Guildford had two large hospitals where staff made up of over 90% ladies was always looking for men to make their social and other events go with a swing. There were four cinemas and a dance hall. Time could be found to join and take part in various sports. The divisional social club very often joined with the Aldershot and District Traction Company and the London Transport Social Clubs to organise outings to such as the Army Boxing Championships at Aldershot. We also had trips to the Royal Albert Hall for the National Police Boxing Championships where for two or three years the Surrey Constabulary had our own "horizontal champ" before he transferred to Brighton Borough.

As police officers we became Inspectors under the Diseases of Animals Acts on completing our probation. Unlike the modern officer we undertook the check unoccupied houses whilst people were on holiday, took in stray dogs and made door-to-door enquiries at the scene of a housebreaking.

The social life of the police station provided many opportunities and over the years I visited the Jaguar and Morris car factories, Guinness Brewery at Park Royal now long gone, New Scotland Yard and the Black Museum and wondered at the delicious food displayed in the Metropolitan Police canteen. On this visit we used the force coach classing it as an educational visit. I arranged parking at Victoria Coach Station and by a judicious gift of a bottle of `The Waters of Life` induced a kindly Met Sergeant to get us tickets to a West End Show called `The Boys In The Band`. It was about a birthday party being held in a flat by group of like-minded friends. The main present for the `Birthday Boy` was a 6` hairy chested young man. The language was atrocious; I was surprised that it got past the censor, I am sure that some of our younger members didn`t understand half of it! On another occasion at section level a colleague had a contact at Heathrow who arranged for some of us to visit the control tower and radar room after flying had stopped at 11pm followed by a full English breakfast in the early hours.

And finally, did you known that many of you have been rubbing shoulders with "Mr Beefcake" of 1951 for all these years. The Cinema in Woodbridge Road, Guildford was linked with the Kingston Kinema and another cinema in Croydon. Once a year they got together about New Year for a staff party after the last show. In 1951 it was Guildford's turn. Invitations came to the section house from the mostly female staff of the cinemas. The glass doors were curtained off, a three-piece band installed at the bottom of the stairs leading to the upper circle. Dancing was in the foyer where a buffet and drinks were laid out. Sometime during the night, it was decided to hold a competition for the best-looking man. The daughter of a well-known gent's outfitter in the town was to be the judge. I won! I had started smoking when I was about 12 years of age and how I enjoyed those 200 Players Navy Cut cigarettes that were first prize.

Look at the competition, Eric Hughes, Geof Mynott, Ron Bellchambers, Ron Peet, Keith Ponder, Pat Wheal, I believe that even Digger Field was there. [173]

1949 March 12: Junior Police Clerk Victor Thomas Herrett
Aged nineteen killed in action in Malaya whilst on National Service.

Much of the following information is from Ex PS591 J H Futcher who served as a "Boy Clerk" at the same time as Victor, with whom he was in almost daily contact. Victor was the son of PC Herrett KPM who was killed whilst on duty in 1929. He was born after his father had been killed and after his mother returned to her family home "Merriewood", Beacon View Road, Elstead where the family still lived in 2004. Victor

[173] Email from Ken Rosam to Robert Bartlett 27 February 2017

grew up in Elstead where he went to school before serving at Farnham as a Junior Police Clerk the forerunner to the police cadets and was called up in the late 1940s for National Service. Victor was born on 26th May 1929 and joined the Grenadier Guards, his father's regiment, on National Service aged eighteen and into his final four months was killed on active service in Malaya fighting guerrillas in the jungle.

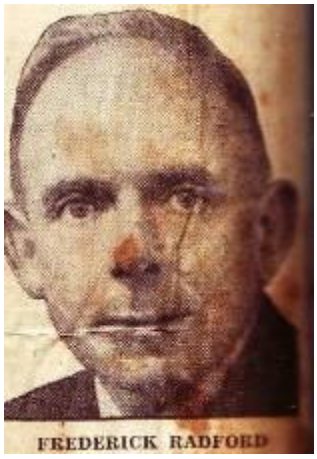
On the 11th March 1949 the RAF attacked a camp overlooking the Sungei Jeloh squatter area where six hundred squatters had been evacuated under new emergency regulations. They had been assisting the terrorists with food and money. Grenadiers followed up the air strike and found nothing of interest except a few long-deserted huts. The following day a Grenadier patrol commanded by Capt. D W Hargreaves was ambushed in the Sungei Jeloh valley near Kajang, fifteen miles south of Kuala Lumpur. His platoon of twenty men was driving up a track, which was found to be impassable due to logs blocking the way. The bandits opened heavy automatic fire when the vehicle stopped. Three Guardsmen were killed immediately. Grenades were thrown at them and the bandits fired 2-inch mortar bombs.[174]

1949 May 9: Fire Hydrant fails: because of low pressure in the hydrant, water had to be relayed form a village stream when fire broke out yesterday in a house in Shere, Tor Thatch. The house and its contents were nearly destroyed before the blaze was got under control.[175]

[174] From "Once A Grenadier"- The Grenadier Guards 1945-1995 by Oliver Lindsay Page 38 and 39.
[175] The Times (London, England), Monday, May 09, 1949

Surrey Constabulary exact date unknown

1949 April: Murder of Margery Radford at Milford: Surrey County Sanatorium in the grounds of St Thomas' Hospital. Returning from leave on a Saturday Dr Alison ate

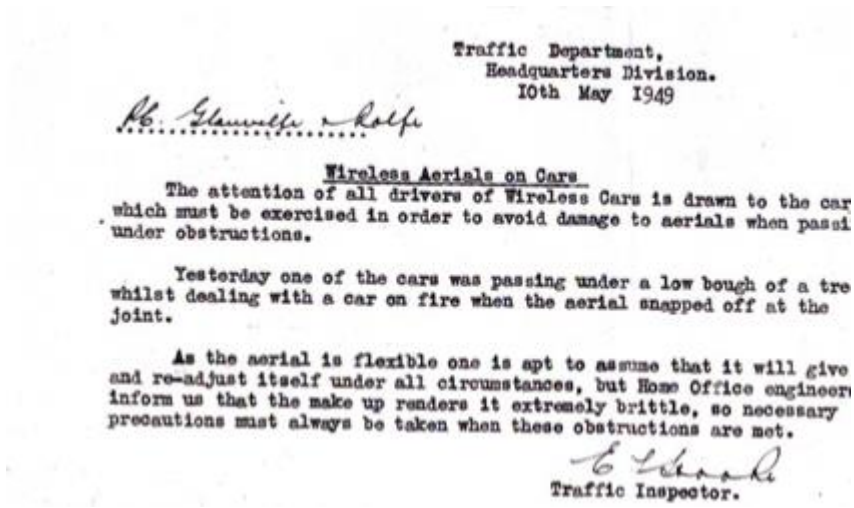


a pie on his desk and became violently ill. Unwell over the weekend he went into work on Monday and was handed a confidential letter, which indicated that one of his patients was being poisoned by her husband. The pie he had eaten had been sent in for analyses! DI Crowhurst from Godalming soon attended the hospital and the next day analyses from Scotland Yard showed there was arsenic, potassium arsenite containing three times the fatal minimum dose, in the pie. As the results came in the woman Margery Radford died in the Milford hospital. Keith Simpson carried out the post-mortem and found 6.5 grains of arsenic; two would have been fatal. Arsenic in the hair allowed for the calculation that she had been receiving the poison for three or four months. On 15 April DI Crowhurst arrested the husband and took him to Detective Superintendent Tom Roberts at Godalming. He was released after a lengthy interviewed to come back the following day for the inquest on his wife at the police station. He did not turn up and he was found in his room at the hospital where he worked having committed suicide. He left a note denying any involvement in the poisoning. At the inquest it was found that the husband had poisoned what turned out

not to be his wife as he was a bigamist, and then committed suicide. Radford was a laboratory assistant. [176]

1949 Oaksey Report part 1 launched[177] The Oaksey Committee of Inquiry into the Police Service published its First Report after a lengthy examination of pay and conditions of service. Oaksey recommended a modest pay increase, conditional upon police officers agreeing to 'average;' i.e., to have their pensions based on their average pensionable pay over the last three years of their service. The Oaksey recommendations came as a major disappointment and did nothing to solve the great post-war shortage of police officers, caused because police pay continued to lag behind rates available in other areas.

1949 May 10 – snapped aerials



Traffic Department,
Headquarters Division.
10th May 1949

Mr. Glanville - Rolfe

Wireless Aerials on Cars

The attention of all drivers of Wireless Cars is drawn to the car which must be exercised in order to avoid damage to aerials when passi under obstructions.

Yesterday one of the cars was passing under a low bough of a tre whilst dealing with a car on fire when the aerial snapped off at the joint.

As the aerial is flexible one is apt to assume that it will give and re-adjust itself under all circumstances, but Home Office engineer inform us that the make up renders it extremely brittle, so necessary precautions must always be taken when these obstructions are met.

Traffic Inspector.

1949 June 15 1949 two RAF Supermarine Spitfire F.16s of **601 Squadron collide** while in formation over Surrey, one force landed and the other crashed with the loss of the pilot.[178]

1949 August: John Haigh - Acid Bath Murders: Haigh grew up in Yorkshire where he developed a number of convictions for fraud although he was at time also a legitimate businessman. Haigh was to move to Guilford in 1937 posing as a solicitor with a reputable law firm overseeing the sale of discounted shares in a public company. He opened an office in Guildford but his activities were exposed and he was sentenced to four years in prison "seven cases of obtaining banker's cheques by false pretences with twenty-two other similar offences taken into consideration." He was released into

[176] Roberts P116
[177] http://www.polfed.org/aboutus/69DD9AB47F534348AD5D1415843163AA.asp Internet 19 Jan 2010
[178] https://en.wikipedia.org/wiki/List_of_mid-air_collisions_and_incidents_in_the_United_Kingdom#1950s

war torn London where he received a further prison sentence for burglary during which he was to learn about acid and dissolving rodents. His fraudulent lifestyle developed to the point when he murders a number of victims finally suing a bath full of acid at a factory in Horsham to dispose of the bodies. In 1949 one of his victim's coats was dropped off for dry cleaning at Cottage Cleaners in Reigate High Street where Mabel Marriott the shop assistant was able to complete the evidence chain from a receipt held by Haigh to the cleaners where his victim's coat was recovered.

Haigh was executed on 9 August 1949 [179]

1949 September 4: New police wireless system: A black Ford car was driven away without the owner's permission at 3.50 on Tuesday afternoon. At about the same time an incident took place in which it is alleged a man broke into a house in the area. These facts were reported to the local police, they sent a message to the Surrey Constabulary HQ at Guildford and then a radio call was sent to policemen in wireless cars patrolling the area. Before 5pm a man had been arrested. That is a typical example of the new wireless service, which became operative in the Surrey Constabulary area at midnight on Saturday. In Surrey there are police patrolling throughout the 24 hours of the day ready to deal with crime, accident or any other emergency. The public are urged to bring the system into operation whenever they see or hear of crime or any suspicious happening. Prompt notification to any police station or any policeman is the one essential. After that the strong arm of the law will move faster and farther with the aid of the wireless.[180]

1949 Traffic History: PC 51 Alfred Hay: I moved to Dorking in early 1949 and was the divisional driver until Traffic Department was first formed that year. I was crewed with Arthur Apps as J110 (Humber Snipe) on E4 Area, the other crews in the Area being Bert Bradley and Peter Bailey (Sunbeam Talbot) as J109, both these cars were based at Dorking police station, and Norman Jesty and Bert Knaggs (Sunbeam Talbot) as J111 based at Leatherhead police station and two motorcycles with "Jock" Hoskins and Ernie Garner as riders; sad to relate I think that I am now the only survivor of that team. The other county areas were W1 (Weybridge), W2 (Guildford), W3 (Farnham) and E5 (Oxted). Initially, having no radio, we made "points" (same as beat officers) at telephone kiosks and RAC and AA telephone boxes. Came the day when we were equipped with early radio and, as county call sign M2HJ, shared the same wavelength as Surrey Fire Brigade, M2HF.

The scheme had a number of failings, mainly black spots, and was tested on one night patrol around 2am when driving through Dorking High Street we saw that the large two storey grocery store Kinghams was well alight. Having tried a quick radio call with no success we drove swiftly to the local Fire Station which was in West Street only some

[179] Dark City -Crime in Wartime London 2010 Simon Read Ian Allen page 166 et seq
[180] Dorking Advertiser 4 September 1949 reprint 4 September 2014

three hundred yards away. On arrival I achieved a lifetime's ambition, i.e., to press the alarm bell at the Fire Station, and was astonished at the speed of the response as it seemed to be seconds only until the doors crashed open and firemen were sliding down the poles to enquire, "Where's the fire?" I learned another lesson that night when trying to awaken the occupants of a flat next to Kinghams without immediate success when my accompanying fireman put his fist straight through the door glass panel and we were in, much to the surprise of a couple fast asleep in bed although the wall by their heads was too hot to touch.

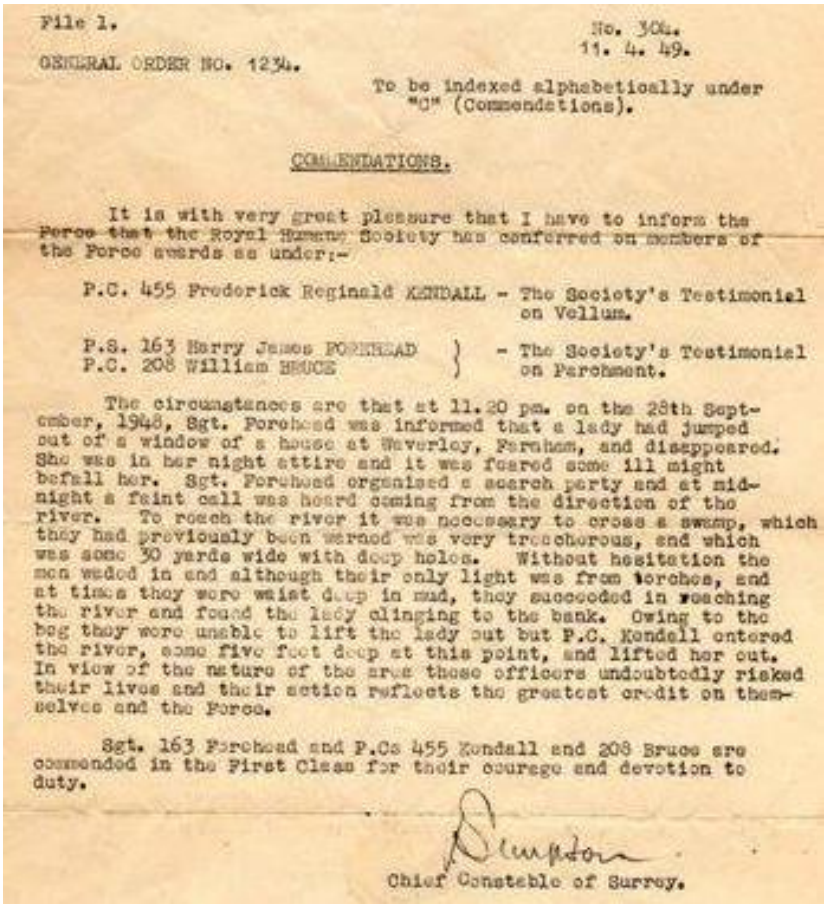
Superintendent R. A. (Taffy) Davies was in charge with his deputy, Eric Hooke, with two sergeants, "Tiger" Lake and Cyril Dumbleton, working from an office at the top of the iron staircase at the rear of the old H.Q. in Woodbridge Road, Guildford, which, of course, was pre-Mount Browne. One abiding memory of Cyril Dumbleton at that time was when he told me that the best way to ensure that a constable would be fully informed of all he should know was to put that information in the office Confidential File! Car training, very little other than the odd bit of instruction from someone like PC Ernie Oliver and from a personal point of view I never had the opportunity to attend one of the national driving schools - that must say something! I do recall one night in the "wee small hours" driving the Humber from a standing start at Beare Green to a mansion at the top of Pebblecombe Hill, Headley, and was quite pleased to have travelled the nineteen miles in twenty minutes.

The need for the trip was that a burglar had been disturbed in the mansion, had been clobbered by the male householder, there was blood everywhere including the lady's nightdress, so we were pleased to arrest the breaker who, incidentally, was lying on the floor with the butler sitting on his chest and was carried into Epsom Court the next day on a stretcher. What price his Human Rights and the duty of care which he would expect nowadays? The other memory is about the Humber Snipe which, of course, had no form of heating other than a so-called windscreen heater which was a bar about twelve inches long set-in front of the driver and which, on a cold frosty night, produced a clear half-moon view of roughly twelve inches wide with a radius of about six inches; what price road safety? On the question of car heating the prime story at that time was that Jock Mason, a bit of an engineer and crewing a Sunbeam Talbot at Reigate with Don Scott, had fitted a pipe on to the engine, the pipe fed hot engine water through to the driving area and then back to the engine. Apparently, the system worked but the problem was that each time the car had to go to HQ garage at Ladymead the pipe had to be taken out beforehand and reinstalled later. The early Dorking Traffic car was a Humber Snipe; the only Humber Super Snipe was at Guildford crewed by PCs Sivill and Kendall. Happy days!

Geoff Bloomfield: Vehicles: In 1949, traffic cars were Humber and Sunbeam Talbots; divisional vehicles a brown Commer van, Hillman Minx saloons and Hillman Utility vans. During the 1950's, Austin and Fords were used as Traffic cars, and Hillmans were used as CID cars and for supervision. Sergeants in rural sections used Ford 8 cars

and vans. As a DC at Woking in the late 1950's, I rode a Vespa Scooter. I do not know if this was a one off, or if there were others.

1949 April 11: PC Kendall's Royal Humane Society Award notification signed by Chief Constable Simpson; also, PS163 Harry Forehead and PC 208 William Bruce the Societies' Testimonial on Parchment together with First Class Commendations.



File 1. No. 304.
11. 4. 49.

GENERAL ORDER NO. 1234.

To be indexed alphabetically under "C" (Commendations).

COMMENDATIONS.

It is with very great pleasure that I have to inform the Force that the Royal Humane Society has conferred on members of the Force awards as under:-

P.C. 455 Frederick Reginald KENDALL - The Society's Testimonial on Vellum.

P.S. 163 Harry James FOREHEAD } - The Society's Testimonial
P.C. 208 William BRUCE } on Parchment.

The circumstances are that at 11.20 pm. on the 28th September, 1948, Sgt. Forehead was informed that a lady had jumped out of a window of a house at Waverley, Farnham, and disappeared. She was in her night attire and it was feared some ill might befall her. Sgt. Forehead organised a search party and at midnight a faint call was heard coming from the direction of the river. To reach the river it was necessary to cross a swamp, which they had previously been warned was very treacherous, and which was some 30 yards wide with deep holes. Without hesitation the men waded in and although their only light was from torches, and at times they were waist deep in mud, they succeeded in reaching the river and found the lady clinging to the bank. Owing to the bog they were unable to lift the lady out but P.C. Kendall entered the river, some five feet deep at this point, and lifted her out. In view of the nature of the area these officers undoubtedly risked their lives and their action reflects the greatest credit on themselves and the Force.

Sgt. 163 Forehead and P.Cs 455 Kendall and 208 Bruce are commended in the First Class for their courage and devotion to duty.

Chief Constable of Surrey.

1949 July 9: Found in Canal - open verdict on Normandy Widower. Dr J Murray Robertson (the West Surrey Coroner) recorded an open verdict at yesterday's Farnham inquest on Mr Frederick Howland, aged 73, who lived with his son-in-law and daughter, Mr and Mrs Arthur Warner of West View, Beech Lane, Normandy, and whose body was recovered from the Basingstoke Canal at Ash on Sunday. Mrs Dorothy Warner said her father had been a widower for the past thirteen years. He was suffering from cancer but did not know what his complaint was. He was worried and anxious about his health. On Sunday he went out very early, and when he did not return in the evening, she concluded that he might have gone to a brother in London. Dr K P Mulcahy said that the condition of the dead man's heart was such that he might have died at any time, but the immediate cause of death was asphyxia from drowning. Pte T Jones, Royal Pioneer Corps, said that he was swimming in the canal when he discovered the body among some weeds. The late Mr H Bowyer The funeral of Mr H Bowyer of 13 Pirbright Road, Normandy took place at Wyke Parish Church recently. Chief mourners were Mr and Mrs Bowyer (son and daughter-in-law), Mr and Mrs Murray, Mesdames

Harrington, Blake, Westlake and Jackson (brother-in-law and sisters), Messrs William, Walter, Thomas and Bert Bowyer (brothers) and Mr London.[181]

1949 July 9: Found Drowned in Canal Open Verdict on Normandy man. An open verdict was returned at an inquest at Farnham on Tuesday on Frederick Howland (73) of West View, Beech Lane, Normandy, whose body was recovered from the Basingstoke Canal on Sunday. After evidence of identification given by a son-in-law, Mr Arthur Warner of the same address Mrs Dorothy Warner (daughter) stated that the deceased had lived with her since 1939. He had been a widower for the past 13 years and had to give up his work in 1947 because of his health. He was suffering from cancer and was attending a doctor. He did not know what his complaint was, but he was worried and anxious about his health, and the last report from the doctor had made him very depressed. On Saturday he went out very early in the morning, giving no reason, and that was the last time she saw him. As he did not return home that evening, she concluded he had gone to see his brother in London, as he had done on previous occasions. Dr E. F. Mulcahy said the condition of the heart was such that it was more than likely that Howland might have suffered sudden death at any time. The immediate cause of death was asphyxia, due to drowning. Private T. Jones of the Pioneer Regiment, Basingstoke, said on going into the canal for a swim, he found the body of the deceased in the centre of some weeds. He pulled it ashore, but artificial respiration proved useless. The Coroner, Dr J. Murray Robertson, recorded a verdict as stated. [182]

1949 September 24: Normandy. On a charge of breaking and entering No. 1 Glaziers Bungalows, Normandy on 3rd September, and stealing 60 cigarettes and two payment books value 10/6d and 18/7d in money, the property of John William Harold Surgey, two privates serving in the R.A.S.C. Peter Grant (19) and Robert Ferrier (24) were committed for trial at Surrey Quarter Sessions by Farnham Magistrates on Thursday week[183]

1949 November 30: **Strong Language in a Bus** Normandy Wood Merchant Fined. Philip Smith, a young wood merchant of The Homestead, Normandy was fined a total of £6 by Guildford borough magistrates on Monday. He pleaded guilty to using abusive language in a bus, but not guilty to disorderly conduct in Woodbridge Road, Guildford on October 18th. John Scotland of Ash Hill Road, Ash, a bus conductor employed by the Aldershot Traction Company, said Smith and another man jumped on to the bus in Bridge Street while it was moving. They were obviously waiting for a third person, who appeared to be running from the front of the bus. Smith, on the platform, rang the bell six or seven times in succession. Witness told him that the driver would not stop in Bridge Street and Smith then used abusive language. 'From where I was, about halfway down the bus', witness continued, ' I shouted to him to cut the swearing. He started

[181] 1949 July 9: Surrey Advertiser Wyke & Normandy
[182] http://normandyhistorians.co.uk/press13.html Surrey Times and Weekly Press
[183] 1949 September 24: Surrey Times and Weekly Press:

taking his overcoat off in a threatening manner. The person with him told him not to be so silly but to wait and they could get me some time when I was off the bus.' 'Struck in the Face'. By that time, witness said, the bus had arrived at the Cattle Market, where both men jumped off. When the bus pulled away, Smith jumped on to the platform, struck him in the face and jumped off again. The driver, who could see what was happening through the centre mirror immediately stopped the bus and jumped off. Witness took off his ticket machine and they both ran after the men and caught them. The driver held them while he telephoned for the police.

P.C. George Cooper said that Smith had had a drink but was not drunk. To the magistrates Smith said 'I met some friends. We had some drinks - strong drinks - and there you are'. Fined £3 on each charge, Smith was given a fortnight in which to pay.[184]

1950 May 19 Surrey Mirror: The Police Act 1946 acquisition of land for police housing. London Road, Redhill to the north of a property "Kingston".

THE POLICE ACT, 1946.

THE ACQUISITION OF LAND (AUTHORISATION PROCEDURE) ACT, 1946.

THE SURREY COUNTY COUNCIL POLICE HOUSING (LONDON ROAD, REDHILL) (COMPULSORY PURCHASE) (NO. 1) ORDER, 1950.

NOTICE IS HEREBY GIVEN that the County Council of the Administrative County of Surrey, in exercise of the powers conferred on them by the above-mentioned Acts, on the 10th day of May, 1950, made a Compulsory Purchase Order entitled "The Surrey County Council Police Housing (London Road, Redhill) (Compulsory Purchase) (No. 1) Order, 1950," which is about to be submitted to the Minister of Health for confirmation, authorising them to purchase compulsorily for the purpose of their statutory duties and functions under the Police Act, 1946, and particularly for the purpose of the erection thereon of houses for the accommodation of police officers, the land described in the Schedule hereto.

A copy of the Order and the map referred to therein have been deposited at the County Record Office, County Hall, Kingston-upon-Thames, and at the office of the Town Clerk, Reigate Borough Council, Town Hall, Reigate, and may be seen there at all reasonable hours.

Any objection to the Order must be made in writing and addressed to the Secretary, Ministry of Health, Whitehall, S.W.1, before the 19th day of June, 1950, and should state the grounds of objection.

SCHEDULE.

IN THE BOROUGH OF REIGATE

All that piece or parcel of land having an area of 0.55 of an acre or thereabouts, with a frontage of 175ft. approximately to the western side of London-road, Redhill, and a northern boundary abutting upon property known as "Kingston," London Road, Redhill.

Dated the 19th day of May, 1950.

DUDLEY AUKLAND,
Clerk of the Council.

County Hall, Kingston-upon-Thames.

[184] 1949 November 30 Surrey Advertiser

1950 June 9 and 13: Policewomen: There are **vacancies** in the Surrey Constabulary for women of good education who are looking for an interesting career. The work entails uniform street patrol, dealing with women and girls who are the subject of police enquiries and plain clothes duties in the CID Candidates should be between 22 and 35 years of age, not less than 5 feet 4 ins in height and in good health. The service is pensionable and a constable's pay on appointment is £5.11s.2d a week rising to £7 5s 8d (plus allowances of approximately 18 shillings a week after training). Women are eligible for promotion to higher ranks. An attractive uniform is provided and recruits are given 3 months residential training after joining.[185]

1950 September 21: Surrey Police are looking for a man who **brutally assaulted a girl** at The Causeway, Egham late on Tuesday night. He threw her into a ditch where she was found unclothed and with serious injuries. The girl aged seventeen from Egham has a double fracture of the jaw and other head injuries.[186]

1950 October 4: A **burglary** was reported where paintings valued at between ten and fifteen thousand pounds had been stolen from the mansion of John Page-Blair at **Windlesham Court.** Surrey Police are making a detailed investigation and it is believed a gang specialising in hauls of this kind may be responsible.[187]

1950 November 5: Sutton Place **jewellery theft Duke and Duchess of Sutherland**. The jewellery was valued at £54,000 worth over a £1m today. No doubt there was staff involvement and they did have links to a man suspected of being a country house burglar but there was no evidence. Two years later the butler, now working for Lord Thorneycroft gave himself up and was again interviewed by Roberts admitting involvement naming his accomplices. At trial the charges against the butler McLeod were dropped and he became the principal prosecution witness and the other two, Burley and Sparkes, did their time. The jewellery was never recovered. [188]

1950 November 8: Surrey fire damage: Fire caused severe damage to 11 flats in a former hotel at Salmons Lane, Whytleafe last night.[189]

1950: The end of 1950 Detective Superintendent Tom Roberts recovered six famous painting in a raid following a "tip off". The paintings five Dutch masters and a French picture worth £30,000 pounds had been **stolen from the home** of Mrs Guinness at Holmbury St Mary, the widow of the brewer. It is believed the thief was acting on the orders of a man who may have been behind the theft of many other British art treasures from country houses and may give a clue to the identity of the man sought across

[185] 1950 9 and 13 June: The Scotsman
[186] 1950 21 September: The Times
[187] 1950 4 October: The Times
[188] Roberts P 124 and Johnson
[189] The Times (London, England), Wednesday, Nov 08, 1950

Europe and America. This man may have been linked to the theft of £63,000 of jewellery from the home of the Duke of Sutherland's home in Guildford.

Traffic Department

1950s and on Traffic Department: Gerry Atfield: I first went to Traffic on an attachment in 1950/51 and joined the department properly in 1953 when RA Davies was the superintendent – known as RAD! It is a point worth making early, how hard people like Davies worked, often long into the night typing reports and paperwork. There was no administrative support. It has to be said that there was what today would be termed micro-management for example when a car aerial was bent a great screed about taking care came out of HQ. Before Burpham Traffic Centre the first Traffic HQ was up the metal staircase in the Leapale Road entrance yard to the Guildford police station. The traffic centres came about the same time 1953 and were of a similar design. Burpham, Chertsey, Godstone in Ivy Mill Close, Farnham and Dorking on Spital Heath. Farnham was the first to go in the mid 1960s from the new police station. A Traffic man stopped a motorist who made a vociferous complaint and within about half an hour Chief Constable Rutherford was on the phone – close Farnham down. That was it, no discussion, it happened. **(Ed**: There were possibly supervision issues). At Burpham and probably at the other centres there were three cars and a number of motorbikes. A sergeant and an inspector were on the strength, covering the west and another on the east.

In my early days we had the Humber Snipe and one Super Snipe, a Sunbeam Talbot Tourer, soft top (open top) usually driven by the sergeant. We used the same car and worked 7-3, 3-11, 11-7 and when on meal break the crewmate was on patrol until he in turn had his break. The real killer was court off nights, which was frequent, no paid overtime, and exacerbated when caught up in the quick change over from nights too late. The next police vehicles were the Austin, A70, A90, and A95, A105 –Westminster – the bigger the number the better the car, the faster it went. The next generation were the Sunbeam Rapier and Zephyr 6, before we moved into Ford vehicles. To get on Traffic I applied, tested by Inspector Ingrams and was accepted. Sometime later I went on an advanced driving course and then every two years refresher courses. I also did a traffic patrol course concentrating on traffic law. In the boot we carried a dustpan and brush – essential as we had running board on the cars and this was crucial equipment for keeping the inside clean. Stop boards for use with the organised road checks we frequently undertook, a tow rope and a red and a green flag. The early motorcycles had no radios but my generation of cars did. Before that and Alf Hay told me that the vehicles had to make hourly points just as men on the beat did. Control was in Mount Browne in the glass area later used by the switchboard, of the new control room in the old building. There was just one consul. One of the early Traffic sergeants was Cyril Dumbleton who recently died just short of his 101st birthday in 2008.

Some of the modern Traffic Chief Superintendents: Basil West, Eldred Boothby, Bill Sutherland, Gerry Atfield 1974-1984. The job was then extended to include Operations and Traffic, Eric Hughes, Peter Wickens, Robert Bartlett who ceased having responsibility for Traffic and retained Operations. Some Traffic superintendents were Gerry Atfield, Mark Hutchings, Jim Kirk, Vic Drummond, Danny McNulty and finally Shane Burrows who was in charge when it became Mobile Support Division. Bob Heaton worked with Danny McNulty as chief inspector.

1950 Roy Adrian Davies Superintendent, King's Police Medal for Distinguished Service

Police vehicles

1950s Police Vehicles: John Molyneux: when I was at Dorking the CID took delivery of a Hillman Minx possibly 1956. I do not remember there being any other cars on division. Alan Osment who was the skipper at Buckland bought a Morris Minor Traveller for his own use to supervise his section. Hillman introduced the Husky in October 1954, but I don't know when we started using them. At the traffic centre at Spital Heath the patrol cars were Sunbeam Talbot 80 saloons and the supervisory car was a Sunbeam Talbot 90 convertible. In the late 1950s, when I joined as a PC, Godstone Traffic Centre had black Austin Westminster, reputedly with Austin Healey close ratio gearboxes. There was a Lotus Cortina on trial; I believe this was fitted with a Ford Cosworth engine. Oxted CID had a Ford possibly E93 van as did the Lingfield Sergeant.

Dave Spratt: My father was on Traffic in the 1950's and 1960's and the vehicles used were Sunbeam Talbots, Austin Westminster, Ford Lotus Cortina and Ford Zephyrs.

Pip Kerridge: Woking Division early 1950s: a brown van Morris Commer for general conveyance i.e., prisoners, stores, personnel. The sergeants/inspector's vehicle was a Hillman Minx. Motorcycles; Triumph 5T 500cc; radios fitted about 1956. Large "breadbins" over rear mudguard, triangular control box on tank for the handset. Hillman

Huskies were used as general-purpose vehicles. Traffic cars early 1950s Austin A70's later A90's. Motorcycles Triumph 5Ts, late 1950s Triumph Thunderbirds 650cc. followed by a miscellany of Norton Atlas 650, Triumph Saints 650cc, Matchless 750, and then Norton Commando 650. Later Traffic cars were the Austin 99, 101; Ford Zephyrs, Ford Cortina GT Mk 1, Ford Cortina GT Mk2, Triumph 2000. At Burpham between 1972 and 1974 another big Matchless was tried out.

Jim Rankin: Redhill utilised part of the old Fire Station and I recall CID used Ford Anglia/Popular around 1959/60 which were stored in the old fire station awaiting disposal. Division used Hillman Husky and CID had Morris Minor. Motorcycles: My first machine at Woking early 1963 was a Triumph 350. I believe the Force had just started buying this smaller engine because at Woking we still had a 500cc and the difference in power pick-up was awesome, even with a high mileage on it. In those days "HQ Garage" was on the Guildford By-pass run by Gordon Everingham and a certain "Reg" dealt with the 'bikes.

Mervyn Saunders: 1950's divisional cars were black Austin A50's and the divisional bikes were Triumph 650cc Thunderbirds. In the 1960's the only four-wheel drive vehicles in use were the long wheelbase Land Rovers. One based at each Traffic Centre. They were the only vehicles that move around in the bad winter of 1963. We were running Ford Zephyrs on Traffic then, later replaced by the GT Cortina, which ticked us off no end because Sussex had equipped their guys with Lotus Cortinas! They were serious motors! While we were running the Zephyrs, they were running 2.6 Jags. We were always the poor relation to Sussex in those days, when it came to cars.

Cliff Blackford, I started on the motorbikes in 1952. This was a Triumph Twin 500 c.c., which I thought was a super bike. At the time 'Jacko' also had the same machine but his was one of the only two in the county with twin carburettors. We did not have radios at the time and I cannot remember when they were fitted. I know I had one when the Hawthorne incident started. My machine eventually gave up the ghost at 76.000 miles. I was issued with a Triumph 650 c.c. Twin, which in my opinion was not such a good machine.