

Bagshot Society

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Newsletter No.69

Autumn 2015

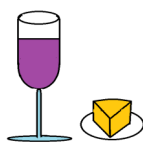
ANNUAL GENERAL MEETING

will be held on

**THURSDAY
SEPTEMBER 17**

**at the
Brook Church
The Square
7pm for 7.30pm**

No speaker,
but after the
business has
been dealt



with we will serve
cheese, wine and a
chance to chat. If you
have any old photos of
Bagshot or artefacts you
would like to tell us
about, please bring
them along. Only
members are entitled to
vote at the meeting

● Subs for 2015-2016 are
due and can be paid at the
meeting (£5 per household)

Call for action on nuisance parking

**Report by
June Green,
Chairman**

In Surrey we are fortunate to have
bodies known as Local Committees.

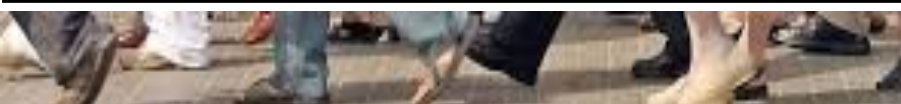
They consist of officers and members
from the county and borough councils
who meet four times a year in public
and can make decisions on matters
relating to road maintenance, safety and
parking, among other things. For the
first half hour members of the public
can address the committee and ask
questions, raise matters of concern, or
petition councillors about changes they
would like to see made.

I went along to the committee's meeting
in July to raise the question of nuisance
parking in Bagshot which, it appears, is

affecting quite a number of residential
roads in the village.

I explained that while I appreciated that
any driver who pays his road tax has the
right to park anywhere, using these
roads as an all-day free car park to the
detriment of the people living there is
not acceptable—especially when the
village car park is half empty. I explained
that the Society would prefer to see
measures taken to encourage people
who work in the village to use the car
park, rather than Draconian measures
such as residents' parking permits or
yellow line restrictions.

(continued on Page 2)



BAGSHOT BENEATH YOUR FEET

To mark the Society's 40th anniversary one of its founder
members, Bagshot-born **PAUL STOKES**, is returning to
give an illustrated talk about the village's archaeology. It's a
fascinating story— don't miss it!

TUESDAY, SEPTEMBER 29

**The Brook Church, The Square
7pm for 7.30pm**

Members free—visitors £1

SOCIETY WHO'S WHO

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Nuisance parking update

(continued from Page 1)

I also told them I had been reliably informed that one car was left in a residential road for a week while its owners—not residents—went on holiday. Cheaper than the car parks at Gatwick or Heathrow, I suppose ...

The response, I am pleased to say, was not unsympathetic. Our local representatives acknowledged that this was a problem, especially as some of the roads affected have residents who are retired and at home all day and need space for visitors such as friends, workmen, supermarket deliveries, carers etc. to park. The committee agreed to look at the problem and see what could be done.

No one minds if someone parks while they get their hair done, visit the library or whatever. But to those who dump their cars in these roads on a daily basis, continued abuse *could* result in restrictions having to be imposed—and everyone suffers.

The borough council is not blameless—planning permissions have been granted where no parking is provided but the

applicants have been allowed to make commuted parking payments, i.e. money in lieu of a parking space.

Some large developments have been allowed with not a lot of space for staff parking on the misguided premise that local people will be employed who will cycle or walk to work. They won't. Hopefully the way forward will be some kind of encouragement for employers and employees to make better use of the car park—a reduced charge for season tickets or daily rates, for example, for those working in the village centre. We need our shops and people to man them, but increased use of the car park means more income for the council—and ultimately that benefits taxpayers.

I look forward to seeing what the Local Committee can come up with—hopefully there may be something to report at the next meeting on October 1. In the meantime if you are having problems in your road, please tell us about it.

Now for some fan mail ...

How to learn a lot about Bagshot ...

I WAS delighted to receive a copy of Newsletter, it is a very good read with a number of the topics being of specific interest to me and I would like to make a few observations on it.

1. Nuisance Parking: An excellent article looking for a common sense approach. We have a similar problem in Freemantle Road with local office workers parking etc., some days being worse than others. Perhaps parking could be restricted to two hours during the day unless you have a residents' parking permit. This would allow for short term visitors, but prevent all day parking by shop and office workers.

2. A322 Traffic noise impacting on Freemantle Road: The point has been raised about the noise caused by lorries parking overnight in the A322 layby and this is a valid concern. I would raise the additional concern of the general traffic noise from the A322. My back garden faces the A322 as do a few

others on Freemantle Road and Bell Place. The traffic noise prevents us enjoying time in the garden during the summer.

Many years ago a council survey was carried out which concluded that the traffic noise level endured by these properties was unacceptable. The result was the erection of the short length of fencing along the A322, which was to be extended each year as funds became available. I think the funds must have rather quickly dried up. Perhaps a much better sound barrier is required from the New Road traffic lights along to the last of the housing in Freemantle Road.

3. Speeding through Bagshot: I agree that the 20mph limit in the village is largely ignored by drivers.

I would also like to point out that the pedestrian crossing on the Guildford Road between Gloucester Road and Freemantle Road is also ignored by many drivers. Cars will sometimes

speed over the crossing while pedestrians have not even got half way across.

4. Swift Lane Waste Tip: I totally agree that visiting the waste tip is not a great experience. The problem starts with the rather narrow approach on Swift Lane.

5. Half Moon Street: Thank you for pointing out the workshop and one roomed house, I never knew it was there. Most interesting.

6. Bygone Bagshot: What an interesting article, I'm learning a lot about Bagshot.—**Cliff Edwards, Freemantle Road**

It is always good to hear from members so please feel free to comment on anything you see in the Newsletter—whether you agree or disagree. Contributions can be emailed to the Editor, details above.

Traffic light improvements to help A30 flow

THE Local Committee referred to on Page 1 is also considering Peter Vidgeon's petition for yellow box markings at the Station Road-Bridge Road-A30 junction. The committee noted that:

- Congestion along the A30 was currently viewed to be as a result of an issue with the traffic lights at the junctions with Yaverland Drive and Waterers Way (by Waitrose).
- Plans to improve these two sets of signals will be carried out by the county council's Traffic Signals Team in October this year.
- When this work has been done the situation will be reassessed to determine whether a yellow box is still needed at Station Road.

The petition pointed out that the lights are not linked with those at Bridge Road and this, together with traffic turning left on to the A30 from the High Street, combined to cause traffic to back up almost to Bagshot Park.



Bagshot Green in the days when not everyone and his wife had a car—probably late 50s-early 60s. What a lovely lamp post ...

Changes to recycling centres: Have your say

SURREY County Council is considering big changes to the operation of community recycling centres as part of a cost-cutting exercise. Below is a link detailing possible changes and a survey for residents to take part in. Please take a few minutes to read it. <https://www.surreysays.co.uk/e-i-waste-operations/shaping-surreys-community-recycling-centres> You have until September 30 to respond.

- OUR thanks to Mrs Linda Dale who lives in the High Street and has agreed to look after the society's planters in The Square and planting up the horse trough—taking over from Linda Arundell who has been keeping them looking nice for years. Also many congratulations and thanks to those responsible for the

Blooming Bagshot

hanging baskets around the village this summer—they looked absolutely beautiful. - JG

PS Did anyone else see a hummingbird hawk moth in their garden this summer?

MEMBERSHIP

WE have 86 households who are paid up members until September 2015, 24 of which have paid until 2016, including five new households who have joined in the past few months. If you have yet to pay your subscription for 2015-16, you can do so at the AGM or by sending a £5 cheque payable to Bagshot Society to Richard Roots, 20 Butler Road, Bagshot, along with the completed membership renewal form attached to this Newsletter (ignore this if you have already paid for 2015-16).—**Richard Roots**



Where is it?

Here's another teaser from the picture quiz we did at our last social evening. Where in Bagshot can you find this beast? Answer on the back page (no peeping ...)

PLEASE READ!

ORGANISATIONS such as the Bagshot Society would not exist without people to run them. And we really do need people to help us keep it going. You might ask whether we are necessary in these days of electronic communication, where local government is, or should be, much more transparent and minutes of meetings can be read online by anyone who cares to do so.

But the society plays an important part in instilling a sense of community, giving folk the chance to have their say and taking up the cudgels on their behalf where necessary, as well as maintaining interest in the heritage, history and enhancement of the village in which we live.

In the past the society has not been very good at keeping in touch with its members, but that has changed thanks to our very efficient membership secretary, Richard Roots. So can you help us? If you like living in Bagshot, if you want to get involved, please think seriously about joining the committee. We meet monthly at the Library, usually on the second Thursday of the month at 8pm. Come and see us at the AGM or contact Nick Dorrington or June Green for further info.

DEVELOPMENT OF DERA LAND

No significant new work has been done on the redevelopment of the old tank factory land north of the M3 (DERA (N)) since the spring. There have been no new applications to Runnymede Borough Council (RBC) planners linked to the original RUI3/0856 which was granted in August 2014.

If you are interested to view applications relating to the proposed development, they can be found on <http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx> where typing in %DERA% in the site address box will give a list of all applications relating to DERA. From there you can select a specific application to obtain the detail.

Following the rejection of Runnymede Council's 2035 Local Plan by central government, RBC appointed Arup Consulting to undertake a Green Belt review as part of the evidence base for the Local Plan. This review was delivered to the council in December 2014 and can be found online at

<https://www.runnymede.gov.uk/article/9200/Green-Belt-policy-documents-and-guidance>

Arup's report contains their recommendations on pieces of Green Belt land within the borough that the council could potentially look to return to the urban area through the Local Plan process to help meet any identified development needs which cannot be met in the borough's existing urban areas due to insufficient capacity. Among many areas of Green Belt they recommend could return to the Urban Area is both DERA(N) and (S) sites where Aviva/Crest have outlined the building of a new village of some 1,500 houses in addition to the commercial development already approved for DERA(N) which is currently considered as a brownfield site.

Arup point out that "given the early stage that the council is at with the preparation of the Runnymede 2035 Local Plan, no decisions have yet been made as to which, if any, of the resultant land parcels identified in the Green Belt Review will be removed from the Green Belt."

A SMARTER M3

As mentioned in previous Newsletters, the Highways Agency intend to increase the capacity of the M3 between J2 and 4a by making the hard shoulder a running lane in both directions with variable speed limits controlled by information signs. The completion date for the main works is now winter 2016. The exhibition was finally held last October after the consultation period ended in September.

Much of the work to strengthen the

hard shoulder is underway as is the construction of the precast concrete centre barrier replacing the old metal one.

New gantries to carry the variable speed limit signs, new CCTV cameras and information displays will appear at a later stage, although some foundations for these have been completed. Parts of the quieter road surface have been laid.

Construction work has avoided Sundays and peak periods but results in lane closures and sometimes closures to

motorway sections and slip roads.

Noisy work has mainly been carried out in the day.

All this information and more can be found on www.highways.gov.uk/roads/road-projects/m3-junctions-2-4a. The *journey impact* tab gives a table of the work to be done in the immediate future and the resulting road/lane closures.

You can also sign up to be receive emails giving future updates to the work being done.

AIRCRAFT OVER BAGSHOT

Since the end of the trial of new tracks for aircraft arriving and departing Heathrow, many people have noticed that some flights over Bagshot continue to be more frequent and at lower levels than before the trials.

A group of people from the three villages, led by Rosalie James from Lightwater with Bagshot representatives Mike Seaton and Lynne Cowley (both Society members) have been requesting that Heathrow Airport Ltd (HAL) provides data to support its

assertion that flights are now back to pre-trial levels. HAL has still been unable to demonstrate this but it has also been discovered that NATS (National Air Traffic Services) have been making alterations to flight paths of aircraft above 4000 ft but have not made this public nor informed HAL until recently. These alterations have been to narrow the Compton gap and redefining the Ockham stack route. We understand that neither of these changes would adversely affect the Bagshot area. However, a new set of trials are due beginning on September 17 to assess the effect of steeper approaches for aircraft arriving.

Our three villages group is a founder member of a campaign group fighting aircraft noise at Heathrow, Gatwick and

London City airports which delivered a detailed letter of concerns and suggestions to the Secretary of State for Transport. Representatives have subsequently met officials from the Department of Transport to agree a way forward, including meeting with the Minister for Aviation. More details can be found on www.aircraftnoiselightwater.co.uk

Another related issue is the recommendation by the Davies Commission to build a third runway at Heathrow to the north west of the existing airport. Information about their report can be found at <https://www.gov.uk/government/organisations/airports-commission> Objections have been raised citing air and noise pollution and a frequent leisure flier tax could eliminate the need for additional capacity.

It is expected that a Government decision on the Davies report will be delayed until late in the year because of opposition from a number of prominent Ministers, although the committee formed to review the report is expected to include only those in favour of the Heathrow solution. You may wish to express your views on this to Michael Gove MP.

If you are affected by a noisy commercial aircraft you can log this by emailing noisecomplaints@heathrow.com and/or by writing to Michael Gove MP. Information about noisy commercial aircraft and other ways to complain are to be found on <http://www.heathrowairport.com/noise>

A voice from the past ...

Doris Ethel Copas was born at the turn of the century. Her grandfather, Frederick Copas, had a bakery and confectionary shop in Bagshot High Street. He died in 1876 aged only 43, leaving his wife Elizabeth and a one year old son, also named Frederick. Elizabeth took over the business and remarried in 1886 to William Lucock. She passed the bakery on to her son, Frederick (Doris's father). Elizabeth was a formidable businesswoman; she built several houses in Bagshot, notably Brookleigh, the rear of which is seen on the right in the picture above (it was demolished in the 1980s. Regal House now occupies the site).

In 1925 Doris married Douglas Don and in 1984 she recorded an interview with Bagshot Society member Ruth Barker, recalling her early life in the village she loved. The tape has been transcribed by Geoff Marston and edited to give members a glimpse of what village life was like. Notes in [] in italics are the editor's.

Mrs Don: My father was born in a house at the bottom of Park Street. It was always called Brewhouse Lane because there was a brewery behind it. Then it was a baker's shop, a double fronted house, quite a nice old house, and when my father was two years old my grandmother bought what is now the wine bar [*now the Italian restaurant*] and that had been various shops. It was a shoemaker's and an ironmonger's. That's where we lived and she ran to the baker's shop and used to serve the Duke of Connaught.

Ruth: What kind of bread did they have to cook for the Duke of Connaught?

Mrs Don: I don't remember what kind of bread they ate but they were good customers, absolutely marvellous. The old Duke used to come into the shop. He walked up this road many times. When my father married, my grandmother gave him the shop. She had Brookleigh built—you know, where that monstrosity [*the office building now called Regal House*] is now. That was my grandmother's house. It was called Brookleigh because of the stream that used to run in front of it. An old lady, a Miss Rose, told me that her mother used to keep ducks and she used to shoo them out to go for a swim in the stream. As children we played there, I had three sisters and as we grew up we marked our heights in that house and the marks were there until the day it



was pulled down. It was in the heart of the village. You can imagine how upset we were, I cried when it came down, I really did.

Ruth: The Bagshot Society fought hard to save your grandmother's house. Twice the council refused planning permission and there were two appeals, and on the third occasion they reversed the decision and the society was so angry. It hurt so many people in Bagshot, so I don't know what it must have meant to you. When the developers asked if we would like to suggest a name for it we were so angry that we said we didn't want anything to do with it. We couldn't think of a suitable name for it.

Mrs Don: From there I can remember what is now the Post Office being built. It had been a field with lovely horse chestnut trees in it. The original Post Office was down where the plumber's shop was, down by the bottom of the street. On the opposite side of the road, where the Mariners is now, there was a saddler's shop. Of course it was needed in those days. Next to that was another little shop and there was a pub called the Red Lion where they have been excavating [*this refers to a dig by Surrey Heath Archaeological and Heritage Trust*]. I think there was a little cottage, maybe two. On the opposite side there was also another pub, Bridge House. We were all pubs in Bagshot then. Coming up that side there was a doctor's house which is now Chapmans shoe shop. Apart from that the village hasn't changed much, except that the Post Office was built and the one next to it, which my grandmother had built also and these four cottages [*Chestnut Cottages—where Diamond Days and Alboe are now—and Sycamore Cottages*].

Ruth: What an interesting woman your grandmother was. Tell me a little more about your grandmother.

Mrs Don: Well, she was a was a wonderful businesswoman. She ran the

baker's shop for years.

Ruth: And presumably a marvellous cook?

Mrs Don: Yes, she knew how to make bread. She employed old Mr Hockley who lived up on Jenkins Hill. I can remember him coming down every day and helping in the bakehouse, also a man to deliver. But she was an interesting woman. She had all the houses built up Park Street—the top lot. And at the bottom there were three or four.

Ruth: Those cottages at the top are now Park View.

Mrs Don: It was all Brewhouse Lane so far as we are concerned [*she is talking about the days before the bypass bisected what is now Park Street from Park View*]. She had those built and she also had six little cottages at the bottom, behind the butchers. They were two bedroom houses and were demolished.

Ruth: When were they built?

Mrs Don: I can't remember. They were very old at the bottom. But those up there they're not so terribly old, not the top six. Of course they are all out of the family now, unfortunately.

Ruth: Were you born opposite your grandmother's?

Mrs Don: Yes, I was born there. That was 84 years ago. The Queen Mother is four days younger than I am. I was born on August 1 and she was born on August 4. My three sisters were born over the baker's shop.

Ruth: And your son worked there?

Mrs Don: Yes, he was properly trained.

Ruth: So tell me a bit about your childhood life. What was it like in Bagshot?

Mrs Don: Oh lovely, we were very happy. Bagshot was a very friendly little village. Everybody was happy, we were all friends. [*To be continued in the next Newsletter*]

The Newsletter - and you ...

WITH membership expanding we need to look at how we produce and deliver the Newsletter. The committee has agreed members should receive it before it goes up on bagshotvillage.com.

The Newsletter comes out twice a year, spring and autumn. We plan to continue to hand-deliver the autumn issue, as this will give the folk delivering it the chance to collect subscription renewals and provide contact with a society "face."

We would like to email the spring issue as a PDF to members who are online, so that they can print their own copies if they wish. This will substantially reduce our printing costs. If your computer does not have a PDF reader, it can be downloaded free from a number of websites, notably those of banks.

If you prefer to continue to receive a printed copy, please let our membership secretary, Richard Roots know. Those not online will, of course, continue to have the Newsletter hand-delivered.

In former years the society had a dedicated band of Newsletter deliverers, and we would like to try and resurrect this if possible. Could you deliver copies to other members in your road, or roads in the immediate vicinity? If so, please let Richard know the roads you are able to cover. After all, exercise is Good For You ...

Life on a dot deep in the South Atlantic

WE had a very pleasing turnout for Tim Price's illustrated and very entertaining talk on his trip to St Helena this year.

Tim didn't just tell us about this remote dot almost in the middle of the South Atlantic, 1,800 miles from the South African coast, he virtually took us there!

Tim made the journey with his sister because he wanted to find out more about his great grandfather, Col A. J. Price, a former governor of the island.

St Helena is one of the world's most inaccessible islands—Tim got permission to fly out with the RAF from Brize Norton to Ascension Island, and then had to wait for the Royal Mail Ship *St Helena*, which plies between Cape Town, St Helena and Ascension Island. The ship, which carries passengers and vital cargo as well as the mail, is due to be taken out of service in the near future as an airport is now under construction on the island and due to open next July.

Apart from Napoleon, who spent his last days there, some 5,000 Boers were imprisoned on St Helena after the second

Boer War. Some chose to stay, which makes the indigenous population a mix of British, Boer and Chinese.

St Helena is 12 miles long by 7 miles wide and the roads are jaw-dropping—it is an island of steep hills and deep valleys and takes a surprisingly long time to get around for such a small island. With no mobile phones and only basic facilities, it has the distinction of being treated like a ship—if an emergency occurs which cannot be dealt with on the island it sends out an SOS. The nearest available vessel is obliged to head there to render assistance.

Tim did tackle one of the island's most notable features, Jacob's Ladder, an almost vertical stairway heading straight up a mountain—699 steps, each 11 inches high. He suggests a defibrillator should be available at the top.

● *Tim has written a book about his home village of Bisley called One Hundred Years Behind the Times, available from him at £20 (call 01483 473154). It's a fascinating read—so much history in a small village!*

COMING UP ...

The committee has been planning a number of future events, so make a note of these in your diaries. Dates may change so look out for our posters around the village. Unless otherwise stated the venue will be the Brook Church.

Sunday, September 13: St Anne's Church is planning a celebration of the Queen becoming our longest-reigning monarch at the church. The society hopes to mount a display of photographs from the Silver and Golden Jubilee celebrations in Bagshot.

Thursday, September 17: Annual General Meeting (see Page 1). We would like to make this a bit more of a social occasion than it has been in the past with wine and cheese to hopefully get some conversations flowing. Please bring along any interesting old objects/photos/memorabilia of Bagshot so we can have a chat about them.

Tuesday, September 29: Bagshot Beneath Your Feet—talk by founder member Paul Stokes on the village's archaeological history. Bagshot born and bred, Paul studied archaeology at Durham University.

Thursday, November 12: Neil Bartlett, who runs the bagshot.org history website, returns to tell us about family history research and the stories that lie behind the names on Bagshot's war memorial.

December: (Date tba) - Christmas social evening at the Three Mariners.

Tuesday, January 28: Meet the Councillors, our ever popular quizzing of parish, borough and county councillors.

Other subjects we are hoping to provide talks about (dates tba) are Camberley Street Angels, an evening's stargazing and, in view of the almost-crisis that hit us in July when a water main burst threatening supplies, a talk by someone from Affinity Water about where our water comes from and what happens to it before it comes out of the tap.

Bagshot man put the bongs into Big Ben

Tucked up against a wall in Bagshot Cemetery, half hidden by a holly bush and a yew, is the grave of JABEZ JAMES, who built and once lived at Lambourne House which stood on the other side of the wall to where his remains lie (the site is now occupied by Lambourne Drive and adjoining roads). A man from humble beginnings, he became a notable engineer who is largely forgotten today. But his story is worth telling ...



JABEZ JAMES was born on March 17, 1810. He served an apprenticeship of seven years (1826-33) to his father, who was a smith and bell hanger by trade and soon distinguished himself as a clever and intelligent workman, spending four years as a journeyman to Mr R. Miller, succeeding to his business of a locksmith and bell hanger in 1837.

The same year he married Mary Attwell and by 1851 he had seven children to support. It is said that in later life he regretted that he had few opportunities of gaining an education.

By 1861 he had built and was living in Lambourne House, Bagshot, described as being in "Southampton Street" in the Census of that year (now London Road).

Skilled in work of a delicate and accurate kind, he was soon largely engaged in artistic metalwork and model making. His model of the Britannia Tubular Bridge, which was shown at the Great Exhibition of 1851, was described in the Jurors' Reports as "the perfection of the art of modelling," and won him a Prize Medal. On the same occasion his elaborate and beautiful model of the wrought iron bar chain suspension bridge at Kiev, then in the course of construction, attracted great attention among engineers, every detail being executed exactly to scale. Sadly, these models were destroyed by the fire at the Crystal Palace, but a duplicate had been made of the Kiev bridge and is believed to be in the Winter Palace at St Petersburg. He also made a model of the paddle wheel engines of the *Great Eastern* steamship.

Having produced metalwork and fittings for several public buildings, Mr James obtained large contracts in connection with the new Palace at Westminster for hinges, locks, gaseliers and other internal metalwork. Portions of the external metalwork of the roofs, the finials and the superstructure of the clock tower and of the other towers

and pinnacles were executed by him.

He was also engaged in raising and hanging the bells in the clock tower. All did not go to plan ...

Warners of Norton near Stockton-on-Tees cast the bell now known as Big Ben in August 1856. It was transported by rail and sea to the Port of London, where it was placed on a carriage and pulled across Westminster Bridge by 16 white horses.

The bell was hung in New Palace Yard and tested each day until October 17, 1857, when a 1.2m crack appeared. No-one would accept the blame. Theories included the composition of the bell's metal or its dimensions. Warners put the blame on an increase in the hammer's weight from 355kg to 660kg.

Warners asked too high a price to break up and recast the bell so the job went to George Mears at the Whitechapel Foundry and the second bell was cast on April 10, 1858.

This bell was 2.5 tonnes lighter than the first. Its dimensions meant it was too large to fit up the Elizabeth Tower's shaft vertically, so in October 1858, Big Ben was turned on its side and winched up—a job which took 30 hours. The four quarter bells, were already in place.

Big Ben rang out on July 11, 1859 but its success was short-lived. In September 1859, the new bell also cracked and Big Ben was silent for four years. During this time, the hour was struck on the fourth quarter bell.

In 1863, a solution to Big Ben's silence was found by Sir George Airy, the Astronomer Royal.

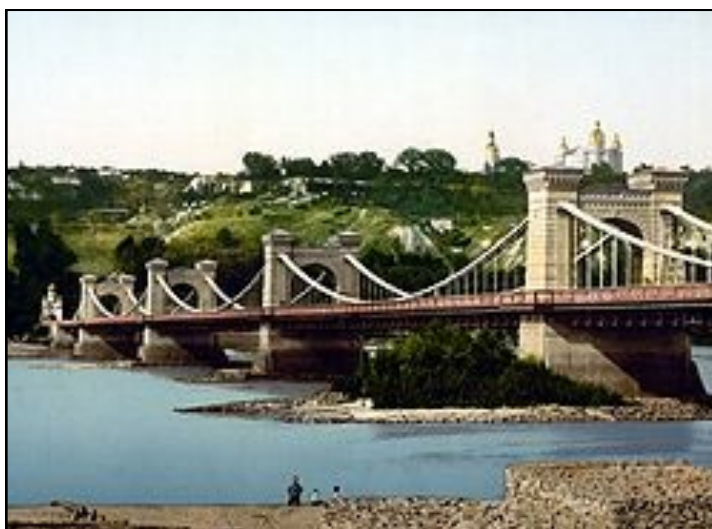
- The bell was turned by a quarter turn so the hammer struck a different spot

- The hammer was replaced by a lighter version and a small square was cut into the bell to prevent the crack from spreading

The total cost of making and installing the clock bells reached £22,000. Apart from occasional stoppages Big Ben has struck ever since.

Jabez James also worked on the repair of several cathedrals, making and providing ties and supports. He established a factory equipped with the best lathes and tools that money could buy, where he undertook the manufacture of all kinds of engines and machines and turned out work so remarkable for accuracy and finish that the name of Jabez James came to be associated with the idea of mechanical excellence.

The Nicholas chain bridge was the first to be built across the River Dnieper in Kiev and may be the one Jabez James made a model of. It was built between 1848 and 1853 and was blown up in 1920 by Polish troops



He constructed machinery of various descriptions for the Bank of England, the Royal Mint, the Royal Arsenal and the Inland Revenue Department and for many private establishments and firms.

When the government found it necessary to supersede the "Brown Bess muzzle loading musket by arms of an improved type, Mr James was largely employed in devising and making the very exact gauges and machines required for the new style of manufacture. His obituary recorded: "There are few arsenals in the world that cannot show specimens of his accurate workmanship." He also contrived and made many sets of apparatus for producing the pebble and pellet forms of gunpowder. He built machinery for making tin boxes, printing and stamping machines, screw making and file cutting machinery, air engines and refrigerating apparatus. "In short, all kinds of machines and models requiring sound design and true workmanship fully occupied Mr James during the best years of his life," says his obituary.

On the home front, his son Frank also became an engineer but died in 1883 at the early age of 41. Another son, William, who became a member of the Stock Exchange, died four years later Aged 40. A daughter, Kate, married John Waterer and is buried not far

from her father's grave. His daughter Emily married but was widowed by 1871 having had three children—Emily, Frank and James Denton. James followed his late father to become a clerk at the Stock Exchange. Two more of Jabez and Mary's daughters, Mary and Alice, never married.

In 1875, the same year that Jabez' wife Mary died, he met with a serious accident said to have rendered him almost a cripple during the rest of his life.

His obituary says the results of this accident and frequent attacks of illness "took much from his energies during several of his later years, but to the last

he resolutely maintained the reputation of his workmanship, taking care that however little he might do should be done well."

Jabez James died on January 9, 1883, aged 79 in Lambeth—perhaps at 40 Princes Street, Commercial Road, where he had an office. He left £5,702 3s.1d. In his will.

He shares his wife Mary's grave in Bagshot's little cemetery. The last member of the family, their unmarried daughter Mary, died in 1931 aged 86.

Lambourne House was demolished in the 1950s.

June Green

The grave of Jabez James and his wife Mary at Bagshot



Young cricketers play on after runaway horse scare

From the Surrey Advertiser, September 30, 1865:

ON FRIDAY the 22nd inst as a party from the Bagshot Middle Class School (sic) was on the point of starting to Bisley to play a cricket match there the horse, which was a very fine one kindly lent for the occasion by Mr Robert Taylor Esq of Surrey House, was startled by the stir and bustle caused by the starting of the party.

The driver, a careful steady man supplied by Mr Taylor, was at the horse's head at the moment but was unfortunately obliged to let go to prevent being killed by contact against another cart and horse which had been drawn up somewhat in the way and against which the wagon was driven.

The horse, feeling himself at liberty and still further startled by the cries of alarm raised by the lookers on started off at full gallop, and after rushing violently down the street past the post office, turned sharp round into the square and completely upset the wagon, throwing the whole of the party violently into the street. Several of them were severely injured, though providentially no bones were

broken. Abundant help was at hand and they were all speedily attended to. The boys, being determined not to lose their intended trip, and another horse having been obtained, decided to proceed. Several alterations in the eleven were required.

As might have been expected under the circumstances they lost the match, many of those who played being scarcely able to hold the bat. They however look for better fortune when the return match is played on Wednesday next. All the sufferers by the accident are recovering.

A lesson learnt ...

Surrey Advertiser, February 23, 1867:

ALFRED Edwards, a boy 10 or 11 years of age, pleaded guilty to playing pitch and toss on Sunday, 3 February. The little fellow cried bitterly and the bench agreed to let him off, on his promising not to offend again.

● The report does not say where this lad was from but I couldn't resist it. The experience probably scarred him for life.—JG

WHERE IS THIS?: The lion can be found guarding the entrance to The Mogul restaurant on the A30.

BAGSHOT SOCIETY—MEMBERSHIP/RENEWAL FORM 2015-2016

(Mr and Mrs/Mr/Mrs/Miss)

Address

PostcodeTel. No.

Email

The membership fee is £5 per household

Please return this form, together with a cheque payable to Bagshot Society, to the membership secretary,
Richard Roots, 20 Butler Road, Bagshot GU19 5QF.
Tel. No. 01276 475863, Email: rootery@yahoo.com

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I the undersigned want the Bagshot Society to treat all subscriptions and donations I have made for the four years prior to this date and in future as gift aid donations and reclaim tax accordingly. I am a UK taxpayer and have paid an amount of tax which at least equals the tax to be reclaimed.

Signed Date

NB IF YOU HAVE ALREADY PAID FOR 2015-16, PLEASE DISREGARD THIS FORM—OR PASS IT TO A FRIEND!

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