

Horley Local History Society
NEWS
NOVEMBER 2010

Meetings Calendar

The Society meets at Strawson Hall, 156 Albert Road, Horley, Surrey, at 7:30pm for 8:00 unless stated below.

Please do not forget that we meet now on the 4th Thursday in the month except this December

Meetings Calendar

Thursday 25 November 2010 "The search for Donald Campbell in Coniston Water" By Don Tindall.

Monday 16 December 2010 "Christmas Social Evening" (End Archway room next to station)

Thursday 27 January 2011 TBA

Thursday 24 February 2011 AGM

John McFarlane

As many of you probably know, John unfortunately fell and broke his hip He is now convalescing in a Care Home in Redhill and we hope that he will make a full recovery and return home shortly.

From the Archives

As the first 'purpose-built' Horley fire station has just recently reopened as a youth centre, perhaps it is appropriate to look briefly at the early history of the brigade in the town.

It was formed in 1891 by Mr E W Jenkins who remained its Captain for 21 years. The machine known as the "Manual" was housed in a shed at the King's Head public house. It was drawn by 2 horses stabled by Mr J Burstow, a carrier, in the vicinity of today's St George's Close off Station Approach. 12 part-time firemen were called during the day by a steam hooter at the gas works and by teenage boy runners during the night (who woke them up is not known). The first fire attended was on 22 June 1891, but Mr Burstow would not allow his horses to be used to attend a fire at Charlwood Mill in 1901 because he had not been paid for their use at a previous call out.

The new fire station was opened in Albert Road in 1902 at a cost of £795 and it was 1920 before the brigade purchased a disused army lorry and converted it into a fire tender. This meant that in the meantime the horses had to be brought from Station Approach to Albert Road every time the alarm was sounded. This was said to be the sole reason why the subway

was built. Obviously a resident wishing to cross the railway after the north level crossing was removed after 1905 was not considered, as a new crossing bridge was not in use until after 1918. By 1935 the brigade had a modern Leyland fire engine and Mr Voice, the Captain used it as his wedding vehicle.

At the outbreak of WW2 most part-time fireman became full-time and many auxiliaries were taken on. During the Blitz, the brigade travelled many miles to help others, including to London, Portsmouth, Southampton and Bath.

In October 1941 the brigade was nationalised and became the National Fire Service (NFS).

It's pleasing to know when our efforts are appreciated

On 10 Oct. the following hand written letter on a small piece of lined paper pad was received from Nottinghamshire:- I have just acquired a pewter tankard engraved "C Burstow Swan Horley Station". Was the Swan a pub or a refreshment room on the station and when did trade?"

We answered by post the same day "The White Swan was a pub very close to Horley railway station and Charles Burstow (not Burstow) was the first licensee there in 1861 when it opened, until 1882. It closed in 1978 and was demolished shortly after. We do not know of his association with Horley Station or why it was so marked. He replied on 13 Oct. on similar paper "Thank you very much for your help and on rereading the name, it is Charles Burstow."

Nurse Edith Evans

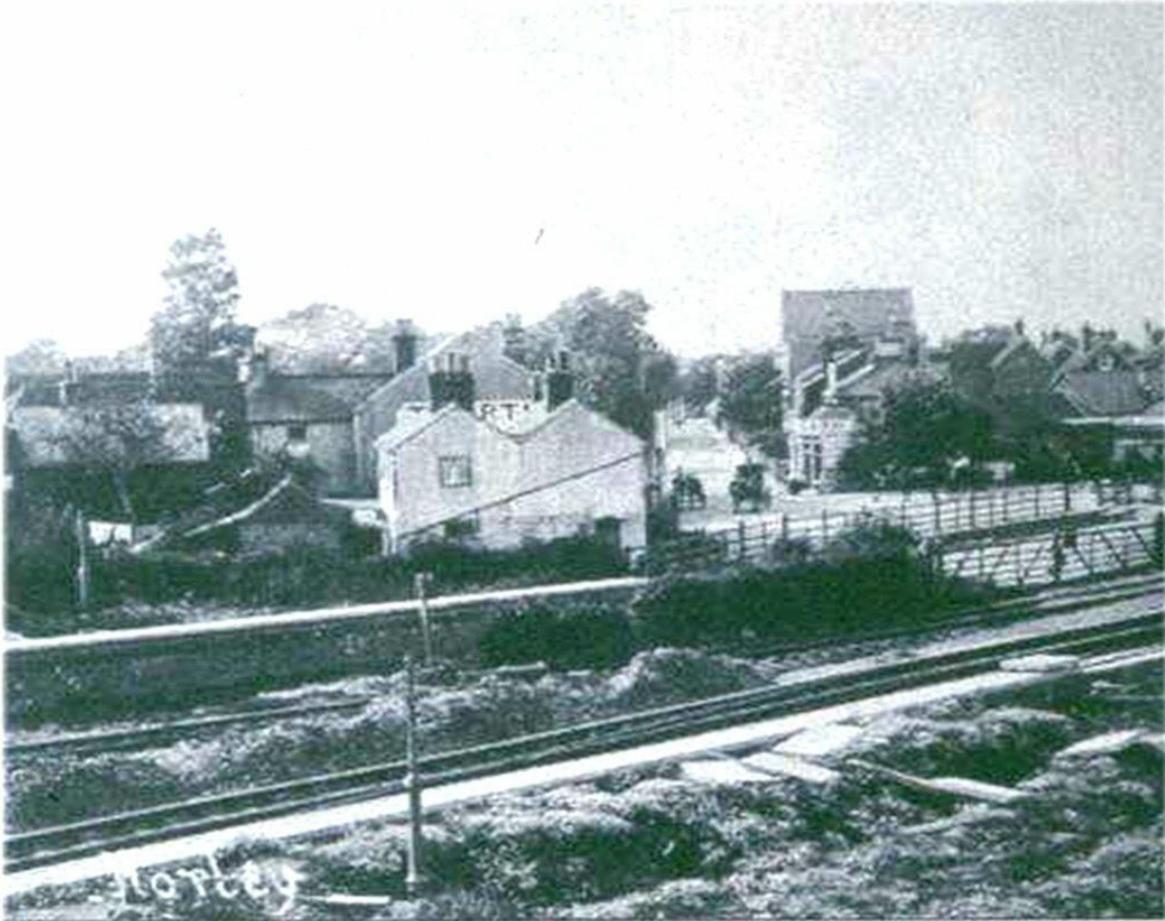
Nurse Edith commenced training at St Mary's Hospital in September 1942 and became a District Nurse/Midwife in March 1949 in the Surrey Area Health Division, East Surrey District. She retired in January 1981 and spent much of her working life in Horley, quite a lot of which was in Horley Cottage Hospital, in Lumley Road. No doubt she most probably assisted many local residents into this world.

At 3 pm on Thursday 23 November 1967, Nurse Edith was awarded the Queen's Institute of District Nursing Long Service Badge that was presented by Princess Margaret, Countess of Snowdon. The ceremony was held in the Mansion House by permission of the Lord Mayor of London.

Nurse Edith died in January 2002

An original piece of Victoria Road disappears

What looked like an odd shaped piece of road in front of the "Jack Fairman" pub and "Choices" the estate agent, has recently been paved over. This was part of the original Victoria Road that led to the level crossing on the south side of our first (and second, to be pedantic) railway station as can be seen in the c1904 photo (on next page), approximately where the right hand horse and cart is standing in the centre. The tall roof to the right is of course Collingwood Batchellor today.



And yet another School also disappears

The site was cleared during September for the start of the construction of Horley's new leisure centre. This necessitated the demolition of the remainder of what was originally Court Lodge Secondary School that first came into existence on 8th September 1964. The second such school to be built in Horley, and so another landmark in the town passes into history while another rises.

An item by David Schenck

It will be remembered that the architect, Blunden Shadbolt RIBA, is best known for his work in creating and/or extending timber-framed buildings, especially those that he designed in his special "wibbly-wobbly", multi-gabled style using ancient timbers, bricks, stone and tiles in which the roof sagged and bricks were deliberately laid out of true vertical and horizontal alignment, to give the overall impression of age.

With the objective of producing an illustrated archival record of his life and works, concentration has been given to Horley and Salfords where he came to live and establish his business. Having first concentrated on Shadbolt's houses in the immediate locality, current research is now directed towards his work in villages and towns in Surrey, Sussex, Kent, Berkshire, Essex and the greater London Area. Following the completion of a comprehensive list of his works, attention will then be directed towards the individual properties. During this process, a number of houses have already been found not previously attributed to Blunden

Shadbolt. However, against this, it is sad to recall that some houses previously attributed to him in the 1980s have since been demolished.

This newsletter is published by the Horley Local History Society.
www.horleyhistory.org.uk Brian Buss Telephone: 01293 782231