

# Ewhurst History Society Journal



Welcome to the latest issue of our journal.

Sadly, we have lost a number of members this year. Yvonne Farrington, who designed the war memorial 'Logo' for the Millenium tapestry and which we also use on our annual programme, died in April; two longstanding members, Monica Roach and Sue Handley, died in May; train and bus enthusiast Norman Hamshere also died in May - many members may remember the very interesting afternoon we had at his miniature railway in 2022; and just recently Cecil Muggeridge, one of Ewhurst's great characters has also died. Although she was not a member, Judie English, who died in May, was well known to many of us, having given us a number of talks over the years, the most recent only last year, and she also contributed to the Journal.

This issue has an article about a Ewhurst artist, Harry Clayton Adams, and his service on the Western Front; memories of the village from the 1950s by Jennie Kidd, and reports of the visit to Dunsfold Aerodrome and the latest archaeological dig at Sayers Croft. We also have the second article contributed by Laurie James about Ewhurst buses. Laurie will be giving us a talk in the new year. We also have an article about Gertude Jekyll and the garden at Marylands, which was first published in the Spring issue of the Surrey Gardens Trust and they have very kindly allowed me to reproduce it here.

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If you have an idea for an article (approx. 1,000 words and a few illustrations) please get in touch with the editor at [janet.balchin@googlemail.com](mailto:janet.balchin@googlemail.com)

## HARRY CLAYTON ADAMS ON THE WESTERN FRONT IN THE FIRST WORLD WAR

by Janet Balchin

At our January social Carol Woodrow bought along a small watercolour by Harry Clayton Adams. Harry was the son of the Victorian landscape artist John Clayton Adams R.A. and lived at Brackenhurst on Pitch Hill.

The picture showed a ruined cottage with small crosses along the edge of a road and was dated 1918. A note on the reverse said that it was showed the Alsace Front. By coincidence Nigel and I had a similar watercolour at home. Although not dated or attributed, ours was also of a similar scene of ruined buildings and crosses and also showed some soldiers.



Carol's picture



Janet and Nigel's picture

Harry was 39 at the beginning of the First World War and did not volunteer when the call went out for men aged 18 - 30, and then narrowly avoided being called up when conscription was introduced for men aged 18 - 41 in 1916. However, he did serve in the local Volunteer Training Corps, the First World War equivalent of the Home Guard.

Harry joined the RAF in June 1918 aged 42. It is not clear if he volunteered or was conscripted as, by then, the age for conscription had been raised to 51. As well as being an artist, Harry was also a 'motor car proprietor' and ran a taxi service. Men with motor backgrounds were often taken into the RAF for their technical abilities. Initially he was sent to a recruit depot in Blandford in April and then enlisted as an Airman 3rd Class on 9 June. He was posted to France on 20 June, but his period of active service was short as by August he was laid low with influenza. The two paintings were probably painted between June and August 1918. After a period in hospital in France he was repatriated to England, and on 13 September was admitted to Southampton University Hospital with 'severe debility'. After spending some time in hospital, he recovered and, although the war was over by then, was sent to Halton Camp. In February 1919 he was transferred to the RAF Reserve and discharged in October 1919.



*Above: An oil painting by Harry 'View from Coneyhurst' [Pitch Hill]*

*Above Right: a self-portrait cartoon drawn on a postcard by Harry.*



## MEMORIES OF GROWING UP IN EWHURST IN THE 1950s

By Jennie Kidd

My parents moved to Mundays Hill, in Shere Road, in 1950 just before my fourth birthday, and we lived there until 1958. At this time the house had two front doors, one at each end of the building. [Now, there is one door in the middle.]



*Left: Me, picking greengages in the garden*

I went to Hesketh School, a small prep school in Cranleigh, and then to St Catherines in Bramley.

We would walk our dog Zena down to the lake and, as I grew older, I was allowed to walk her myself down through the orchard and out onto the Shere Road. Later, I was allowed to cycle down through

the village and along Plough Lane and back: the freedom! As an only child I never felt alone; there was so much to do.

My parents were very good friends with Roy and Joan Davies, who lived across the road at High Edser, and I spent a lot of time there. I loved it, and have memories of running free in the garden, playing in the hay barn, watching the pigs in their styes and helping to collect the eggs.

I often stayed the night at High Edser, when my parents were out. Joan's mother, Granny Edmonds, also lived at the farm. She was quite a Victorian lady and always wore a velvet neckband. She taught me how to play card games and that's how we would spend our evenings together - no television then.

My memories of the village included the little cafe in the cottages at the bottom of Shere Road, and the Crown Inn and Pitts Garage on the green. On the Mount was Pam's sweet shop and Hillman Attwell's chemist. I remember that one of them had old-fashioned glass jars in the window - but were they sweets or medicines? There was also a small shop in the front room of a house in the Ockley Road.



*Above left: Mrs Rix's tea rooms in Shere Road. Above right: Miss Pam's Sweet Shop (Pam is on the left)*

*Below: The Green in the 1950*





## THE GARDEN AT MARYLANDS EWHURST

By Kate Hay

Originally published in the Surrey Gardens Trust Newsletter Spring 2025

The Surrey Garden Trust 'Garden Detectives' are continuing to research historic gardens in Surrey, with a special interest in gardens designed by Gertrude Jekyll, of which the county has a great many. We are examining the original drawings and letters about Jekyll gardens which are freely available online from the Environmental Design Archives, University of California, Berkeley, and then comparing them with evidence from mapping, and, if we are lucky, photographs.

### Marylands, Ewhurst

In the case of Marylands, Pitch Hill, near Ewhurst, we have been particularly fortunate on both counts. We can read letters between the architect Oliver Hill and Gertrude Jekyll, and between Jekyll and the owner of the house, the music publisher Montague Cecil Warner. We are also very grateful to the present owner of Marylands for allowing us to share the images shown here of the courtyard and landscape as it is now. (Fig. 1)



*Fig. 1: Rear elevation of Marylands, Courtesy of Anna Hunter*

Oliver Hill, a major designer of large country houses between the 1920s and the Second World War, worked in a variety of styles to suit his clients and to exploit the possibilities of the often-stunning rural locations. When designing Marylands he had recently visited Spain and designed an extraordinary Spanish-inspired villa with stone walls, round-headed arches and a roof of green pantiles. Today we immediately associate this Hispanic style with mansions in the Hollywood Hills, but that connection was not made in the 1920s.

Hill was initially a disciple of Edwin Lutyens, and was inspired by his ideas, such as concealing a view to later create an amazing reveal. At Marylands, Hill designed a screened entrance through an archway,

but from the rear of the house a stunning panorama opened out of the Surrey countryside falling away from a suntrap courtyard with a blue pool in its centre. (Figs. 2 & 3)



*Fig. 2: The screened entrance, Courtesy of Anna Hunter*



*Fig. 3: View from terrace with blue pool, Courtesy of Anna Hunter*

To connect the house to the landscape beyond, Oliver Hill asked Lutyens's mentor and collaborator Gertrude Jekyll to suggest planting for the courtyard, sending her a plan and writing, on 24 December 1929:

*"An existing silver birch tree stands on the Terrace, the house having been built round it, and the ground to the South has been cleared of undergrowth, and left grass at natural levels, sloping away to the south, with views to the South Downs, and the existing birches, cypresses, and clumps of pine have been left at the sides, the idea being to place the house in its lovely natural surroundings without any formal demarcation of house and garden beyond the forecourt steps.*

*...the planting of the forecourt should be in the nature of an introduction to this forest environment, and that evergreen shrubs...are the type of plant needed, and would like to suggest two Juniper Prostrata...The soft grey colour of this will tone admirably with the blue green of the roof.'*

The silver birch Hill mentions can be seen in his drawing of the house and in a photograph published in *Country Life* (9 May 1931), growing awkwardly close to one side of the courtyard. It has long since disappeared; a replacement silver birch was later planted in a slightly different position but has also disappeared. (Fig. 4)



Fig 4: the terrace with the 2nd silver birch tree  
photo by Nigel Balchin

Gertrude Jekyll had long since stopped making site visits but was still working at the age of 86. She replied on 30 December enclosed a marked-up plan of the courtyard and steps, suggesting where to plant trees and shrubs. These included a brown Turkey fig, *Skimmia*, *Cotoneaster* and Hart's Tongue Ferns, creating a green transition between the newly built stone house and the landscape beyond. She offered to supply some of the shrubs from her own nursery at Munstead Wood, such as prostrate Juniper, *Skimmias*, *Cotoneaster microphylla* and 'Andromeda ascellaris', all of which she said would be 'a good deal [of] advantage to you both in strength and price'.

Supply and planting were delayed when Miss Jekyll fell ill shortly after Christmas, but she recovered by April 1930 and continued to supply Mr Warner with plants from her nursery.

This kind of correspondence enlivens our understanding of Jekyll's working methods, illustrates her cordial collaborations with architects and clients, and demonstrates her amazing work ethic up to the end of her long life.

The planting on the terrace today does not follow Jekyll's planting plans but photographs give a very good idea of the context and the still-stunning view.



## THE LAZZELL FAMILY - EWHURST and DISTRICT BUS & COACH SERVICES

by Laurie James

Having been the focus of pioneering operations by George Readings' Surrey Hills Motor Services, by 1927 Ewhurst's bus services were in the hands of two major concerns. The Aldershot & District Traction Co. was running services to Guildford, either via Cranleigh or the villages along the Tillingbourne Valley, while the East Surrey Traction Co. had extended their service 26 from 4 June 1927 to run from Reigate to Ewhurst via Irons Bottom, Charlwood, Newdigate, Beare Green, Capel, Ockley and Forest Green, although operation as far as Ewhurst only lasted until 31 October 1928. However, it was left to local initiative to provide a service into Horsham, through potentially un-remunerative territory on the boundary of the two large concerns.

Francis Arthur Thomas Lazzell (known as Arthur) was born in 1890 at High Barnet, with the family living at Denbigh Mews in Kensington, where his father was a coachman. Before the First World War, he was a Mechanical Engineer and was also a racing driver and motor cycle racer of some repute, including at the famous Brooklands circuit near Weybridge. When war was declared he immediately volunteered as a motor cycle despatch rider and in November 1914 was awarded the Distinguished Conduct Medal for carrying out his duties under heavy shell fire. He was also awarded the Military Cross and the Belgian Croix-de-Guerre. In 1915 he was Commissioned as a 2<sup>nd</sup> Lieutenant in The Royal Engineers, then rising to the rank of Captain.

He married Dorothy Kate Parker, a teacher at Godalming Church Schools in that town, on 7 December 1916. After the war, the couple spent some time living at Dorothy's parents' house in Great George Street, Godalming, before moving by 1919 to The Estate Yard at Gatton Park, near Reigate, where Arthur possibly had a position and where his son James Arthur was born in December that year. However, shortly afterwards he was out-of-work and by mid-1921 he and his family were lodging with his wife's parents in Godalming. At least by 1924 (when Lazzell was listed as a Motor Car Proprietor, but 1922 is also suggested), the family were in Ewhurst, where Lazzell later opened a motor garage with petrol pumps in the main street, virtually opposite the small bus depot previously used by George Readings. Although Stone House is mentioned in 1927, from 1929 their address was always given as The Garage.



*Arthur Lazzell's garage on the corner of Downhurst Road.*

*(White Hart Cottages behind)*

In October 1927, Horsham Urban District Council granted permission to run a bus service into the town and Lazzell started the Ewhurst & District Bus Service, which ran on Mondays, Wednesdays, Saturdays and Sundays from Ewhurst (Bull's Head) by way of Ewhurst Green, Walliswood, Oakwoodhill, Rowhook, Clemsfold and Broadbridge Heath. By late January 1928, advertisements stated that a Tuesday and Friday service to Horsham was running via Ellen's Green and Rudgwick between Ewhurst Green and Clemsfold. A licence for a second bus to be used was granted on 29 May 1929.

The first recorded vehicle was a Dennis G (PK 2151), purchased in 1928, followed by a Chevrolet with a fourteen-seat coach body with canvas roof by Willmott (PL 9432) in May 1929. One of these vehicles, driven by Cecil Martin, was involved in an accident in March 1930, when a car travelling on the wrong side of the road collided with it. Lazzell successfully claimed £14.10s from the motorist, to meet the cost of the repair.

Lazzell had also been running coach trips to various south coast resorts as well as a regular service to London by summer 1928. Leaving Ewhurst at 9am, the London fares were 3s 6d single, 5s day return and 6s 6d period return. It gained an Express Road Service Licence in 1931, with picking-up permitted in Ewhurst, Peaslake, Shere and Clandon, despite an objection from the Southern Railway over the proposed fares. Licences for the bus service (by then only via Walliswood, daily) and the excursions to coastal destinations and race meetings were also granted, but with only one stop for the bus service allowed in Broadbridge Heath, to protect Southdown's and Aldershot & District's local traffic into Horsham. However, the London Express service does not seem to have operated beyond late 1932 and periodic London trips were then added to the excursion licence, along with additional picking-up points at Walliswood, Oakwoodhill and Rowhook, for the 1933 season.



*Above: A bus outside the bus garage, with Ewhurst garage behind.*

By 1932, there was a bus to Horsham from Ewhurst at 9.10am and then a two-hourly service from 1.10pm to 7.10pm. On Thursdays the two last return journeys did not operate and on Saturdays there was a late evening round trip. The Sunday service was five round trips leaving Ewhurst from 1.10pm to 9.10pm. From 14 November 1935 the timetable was reduced, to feature only one round trip on Thursdays and four on other days, with additional evening journeys only running at weekends for late shoppers and cinema patrons. Two evening departures from Horsham had to be re-timed to be five minutes later to avoid a clash with Southdown services as far as Broadbridge Heath and their objection was therefore withdrawn. The fare from Ewhurst to Horsham was 1/- single and 1/8d return. The route was very rural and meandered through the country lanes. From Clemsfold Corner into Horsham, it followed the services of Aldershot & District (33), Weller, Brady and Kilner. The rest of the service's life under Lazzell ownership seems to have been fairly uneventful. London Transport did examine the Lazzell business for possible purchase, but decided that they would only do so if they could also acquire Brown Motor Services at Forest Green, a proposal that was declined by Tom Brady, the proprietor.

In July 1935, a new Bedford WLB with twenty-seat Duple bodywork was purchased (CPL 91), which allowed Chevrolet PK 9432 to be sold. A Dennis G, previously owned by A. Hopley of Goole, with a twenty-seat bus body by Taylor, is thought to have been acquired in 1937. Another Bedford, a WLG model registered PL 7696, was acquired in February 1939 from Agnes Charman (Felday Coaches) of Forest Green Garage. Unlike some other local firms, Lazzell did not obtain a utility Bedford OWB during the war and had to utilise his two pre-war vehicles, CPL 91 being the usual bus on the Horsham service.

As with many families, the Second World War touched the Lazzells. In September 1940 a high-explosive bomb from the Luftwaffe caused some damage to the garage whilst in June 1944 their daughter, Claire, had a narrow escape when a flying bomb landed on St. Mary Abbot's Hospital in London, where she was a student nurse.

Having established bases at Loxwood and Roffey, Basil Williams of Emsworth made his final purchase for his Horsham area Hants & Sussex operation on 26 November 1946, for a consideration of £2,934. His company, F.H. Kilner (Transport) Ltd. only acquired the goodwill of the bus service. Lazzell retained his two Bedford vehicles and also acquired another from Williams's Sunbeam Coaches company at Loxwood, which was part of the financial transaction. ATB 233 was a twenty-seat Bedford WLB with East Lancs bodywork. Trading as Ewhurst Coaches, the private hire work and the excursion programme were continued by the Lazzell family, who had been renting the bus garage building opposite, which was still owned by London Transport although not used by them after 24 April 1935. LT had leased it to a 'Motor Engineer', assumed to be Lazzell and it was noted that in October 1955 they proposed to sell it to his widow. A small fleet of Bedford coaches in a two-tone green livery was maintained by Ewhurst Coaches, firstly WTB models, progressing on to OBs and finally SBs in the 1960s.

Arthur Lazzell passed away on 14 April 1955. He was noted as having been the founder of the Ewhurst branch of the British Legion and at the time of his death he was its president; and also, the vice-president of Ewhurst Football Club. The business was continued by his wife, Dorothy.



Dorothy was assisted by her son James, known as Jim, who became the holder of the Excursion licence when it was renewed in December 1969 after Mrs Lazzell retired. However, in August 1971, he sold the goodwill of the business and one of the three coaches then owned, to Gastonia Coaches Ltd. of Cranleigh. As Gastonia did not wish to use the Ewhurst bus garage, it remained empty until 1975, when it was bought by the proprietor of Tillingbourne Bus Co., as a maintenance facility for his expanding fleet.

*Left: Parish Magazine advert for J & DK Lazzell*

The original Lazzell family garage premises on the corner of The Street and Downhurst Road, have been since redeveloped for housing.

**EWHURST COACHES**  
(J. & D. K. LAZZELL)

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**MEADOW VIEW, EWHURST, CRANLEIGH,  
SURREY**

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Private	Coaches
Car	Phone: Ewhurst 429 For All
Hire	Occasions

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29, 36, 41 seaters



*Above: Jim Lazzell, Captain of the Ewhurst side with their cup in 1947, centre front row*

## EWHURST HISTORY SOCIETY VISIT TO DUNSFOLD AERODROME WITH PAUL MCCUE

For our May meeting we had a very interesting talk by Paul McCue about Dunsfold during the Second World War, and followed this up with a visit in June.

The aerodrome was built by the Royal Canadian Engineers in 1942 and we entered the site by the new road 'Canada Drive' which is lined with Canadian maple trees. It was a swelteringly hot day and the heat radiated off the tarmac. The tour in a convoy of cars took us round the perimeter track stopping to look at various sites on the way round and finished with a visit to the Reg Day Museum



*Left: Paul explains the layout of the site*







*Top left: The ruined cottage*

*Top right: aeroplane on the runway*

*Above left: The Canadian Memorial in front of the old Watch Office building*

*Above right: The Reg Day Museum*



## DUKE OF EDINBURGH'S AWARD ARCHAEOLOGY AT SAYERS CROFT

By Sue Willis

Following the success of last year's archaeology week for students preparing for their Gold Duke of Edinburgh's Award, this year, Sayers Croft have run a double course for two groups, each with 16 students. Each group would have either a morning or afternoon digging and on the other half of the day volunteers from Surrey Archaeology organised classroom studies for finds identifying, Lidar and geophysical surveying, and other activities.

Chris Gibson and his team prepared 4 sites during the preceding week but a couple of things conspired against us, one being a dead ash tree rather close to a prepared area so SC safety officers declared it too risky for this year - and another being the hot, dry weather we have experienced over the summer which made excavation extremely challenging and very hard going.

Each session of digging was divided into groups of 10 and 6. Our biggest trench was just north of the roundhouse in Tim Metson's field and he kindly allowed us the freedom of that field without livestock. After a lot of difficult spade work and evidence of plough damage we did find a stone layer and signs of an edge but more work will have to be done in the coming weeks to prove we have a Roman road.



The second trench was close to the boardwalk and just north of the areas we excavated in 2023 and 2024, but having cleared an area of brambles and nettles, the deep trench revealed nothing but hard red clay to the west, but evidence of road stone on the east side. Unfortunately, it seems the road is under the boardwalk so we couldn't continue.

*Left: the trench near the boardwalk*





Our final and third area was very close to the edge of the gill and on a steep slope so safety was an issue but the digging was much easier and revealed some large stones and a good surface which was satisfying for our students having been disappointed by the boardwalk area. Again, more to be done over the coming weeks.

*Left: "The Bear Pit"*



At the end of the week the students gave us an amusing presentation of their 'dig diaries' which proved a good time was had by all! Huge thanks to the Sayers Croft staff for safety talks, provision of extra tools, snacks and enthusiasm.