GRAYSHOTT BOUNDARY WALKS

Circular Walks Around Grayshott and its Surroundings

5: Architecture, Trade and Prosperity

Published by Grayshott Heritage

Introduction

Grayshott Boundary Walks is a set of five routes intended to help you explore the entire parish of Grayshott. Walks 1 to 4 cover the rural outskirts, and if you do them all then you will cover almost the entire boundary. This walk, number 5, is a short circuit of the village centre, all on pavements and level, accessible for those less mobile, and about a mile long. It concentrates on the early development of the modern village, and briefly touches upon the boundary at one point.

The Importance of Grayshott Village

Edwardian tourists loved their postcards and this one no doubt reassured those left at home that their loved ones had arrived here intact.

What you see today is one of the best examples of a new-build late Victorian/Edwardian village, which grew rapidly and under near-unique circumstances. It still retains many of its commercial buildings and their architectural features, almost a time capsule. Accordingly, we've included a section to identify and illustrate examples of these, as a record for today and the longer term future. It's extremely important that this rare collective presentation of these features is retained, and that they should be properly cared for to help retain the character of the village, its heritage and commercial prosperity in the years to come.

Whilst walking please look up to first floor level of the buildings, as it's here that many of the details are shown to their best. There's a mixture of brick, stone, tile and timber construction, from the 1890s to the 1920s, with the majority from before World War 1. Some are showing signs of their age but let us hope that all are preserved for future generations and get the attention they deserve.

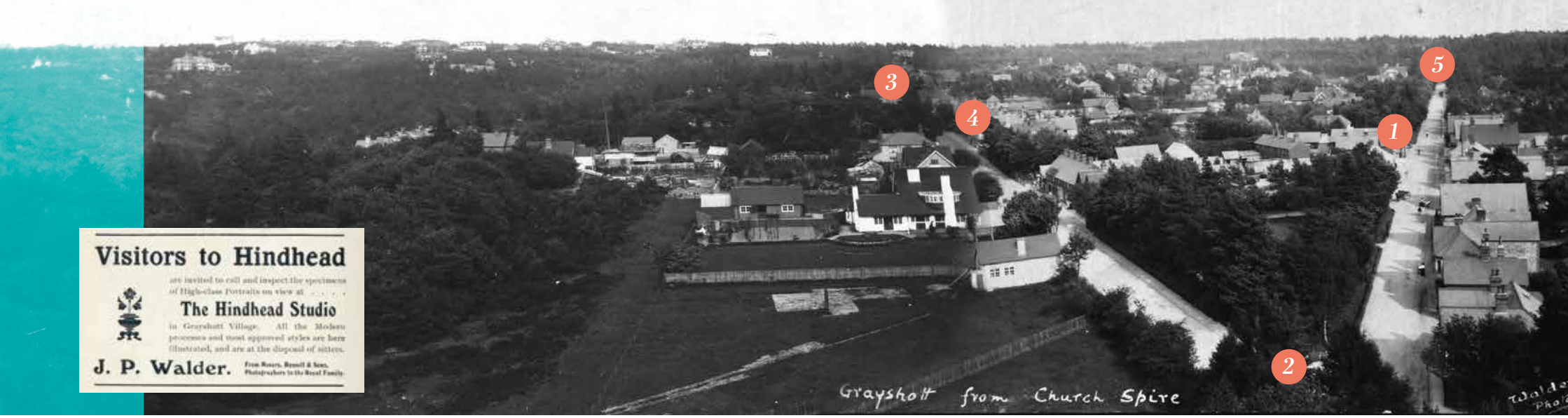
The Tourist Boom

You may wonder how a rural hamlet grew into a large, self-sufficient village with so many shops and services. The diarist William Cobbett certainly wasn't impressed with the area, describing Hindhead in 1822 as *'the most villanous spot that God ever made'*. Yet 75 years later Thomas Wright in his book 'Hindhead or The English Switzerland' claimed *'Hind Head, of which Grayshott is only a part, is now one of the most fashionable health resorts within 40 miles of London'*. This remarkable transformation was driven by three events.

The London to Portsmouth railway arrived at Haslemere in 1859 and brought the area to within 90 minutes of London. At the same time, the Headley Inclosure sold off hundreds of acres of commons to private speculators, thus freeing up land for building. Then, in 1883, Professor John Tyndall, a notable physicist and alpinist, moved to Hindhead. In an open letter he declared its air to be as good as the Swiss Alps. Of course, people then came in droves to share his enjoyment of the clean air and wild hill-top scenery, either to visit or live.

The land at Hindhead was mainly sold in large plots, for hotels and villas. Grayshott was different. The land of the village centre was auctioned in 1879 as 'freehold building plots', mostly 200 x 20 feet with an average price of £6-10s each (£6.50). They lined the two main roads like piano keys and were obviously intended for shops or more modest dwellings.

Tourists needed accommodation, food, transport, entertainment and souvenirs, and the smell of money lured hopefuls from all over our nation of shopkeepers to help them spend it. The village you see today unfolded as a service centre for the new tourists and wealthy mansion-builders. Along with shops and tradesmen, it soon grew its own villas and guest-houses, a Post Office, bank and of course the pub. This golden age lasted until the 1930s. After WW2 the advent of holiday camps and package holidays recast mass tourism, and Grayshott naturally matured into a residential and commuter village. It still retains the attributes that drew those first tourists, for which we cannot better the words of the Grayshott Official Guide of 1933: *'A hillside village with modern conveniences, surrounded by glorious country of commons and woods'*... and which ... *'rejoices in brisk, invigorating air which is a tonic for those condemned to spend the greater part of their days in offices and workshops'*.



Visitors to Hindhead

are invited to call and inspect the specimens of High-class Portraits on view at . . . .

The Hindhead Studio

in Grayshott Village. All the Modern processes and most approved styles are here illustrated, and are at the disposal of sitters.

J. P. Walder. From Rosers, Russell & Sons, Photographers to the Royal Family.

View From The Church Spire

When it originally opened in 1899, St Luke's church lacked a spire. Extra funds had to be raised to build it, and when construction was under way in 1910 local photographer JP Walder took this photograph from it.

Crossways Road is shown directly to the right, with Headley Road extending to the left. They appear to be still unsealed by tarmac. The triangle bounded with trees is now the Lyndon Green. Many buildings have outwardly changed little - The Fox and Pelican and Peter Leete's office are recognisable. New building work is going on beyond Church Lane. Hindhead Terrace opposite the Fox and Pelican can be seen, as can the large area of new development which had already taken place within the central area. Along the main roads much is still there. Particularly interesting in the picture is the size of some of the buildings, especially along the right hand side of Crossways Road, almost if the original developers were expecting something larger to emerge as time went on. Grayshott has never become a town, but the commercial gamble of these first entrepeneurs paid off.

The skyline shows many of the large houses which had been built at Hindhead. To the left is Tarn Moor (now Huntingdon House) and at centre the Moorlands Hotel (Moorlands Lodge).

Walking Route

We suggest the following short walk as a convenient way to explore the village centre. It's about a mile.

***1.** Start at the car park in Crossways Road. Point 1 on the photo above. From the car park turn right along Crossways. Throughout, many of the buildings are best seen from their opposite side of the road.*

***2.** You can either continue along Crossways, or take a little detour through Lyndon Green, but in either case make your way to Fiveways junction. Point 2 on the photo.*

***3.** Then, proceed up Headley Road as far as Boundary Road, Point 3. A few yards further on you can see the boundary stone, tucked down beside a green lamppost. It's a rare survivor, all of the others having gone adrift over the years.*

***4.** Now retrace your steps for about 200 yards and turn left along The Avenue, Point 4.*

***5.** Continue until you join Crossways, Point 5, where turn right and return to the start.*

The photographs in the rest of the booklet follow this route. Modern business names are correct as at the date of publication.

Architectural Features and Details

The importance of the village's architecture cannot be understated. Virtually every original building has something of interest. Also worthy of mention is the quality of the work, intended to promote the owner's business, and inspire confidence among their customers. To have a shop that was pleasing to the eye, often with accommodation above, showed off the prosperity of both the business and village alike. This attracted more shopkeepers, craftsmen, domestic workers and the like from all over the country.

Most of the materials would have been selected from a catalogue and not necessarily sourced locally. For many years during the construction period there was the mass transit of materials arriving by rail at Haslemere or Liphook, which then had to be transported to Grayshott on horse drawn wagons and carts. The tonnage carried was quite substantial. Handling these materials was highly labour intensive and in itself provided employment for carters and the associated cart and wagon repairs, blacksmiths, animal feed and stabling. All this before the motor-car age! The rumbling of iron-tyred carts and wagons, in summer the dust and winter the mud, must have all added to the ambience of the place and somewhat tainted Prof Tyndall's alpine air quality.

For the purpose of easy reference, we have here categorised the various materials and workmanship involved, which will be easily identified on your walk around.

Decorative and glazed tiles, and terracotta

Good examples can be found in Crossways Road at Ashburnham House (Amery vets), where specially commissioned glazed tiles below the window at pavement level bear the original owner's name. There are further examples to the sides of the window and door, culminating in a corbel at the top. Similar exist adjacent but are painted over. Further examples can be found at Stainton House (Headley Road), where the original tiles below the window sill survive, currently covered over but a fine example. The centre panels are fielded out and lettered 'WOODS'. Other examples are at the sports car garage in Headley Road next to the Avenue, and a narrow vertical return at Kaighin's butchers. A glazed tile panel with Latin text is at the private entrance porch at Marathon (Frankie's). For a translation go to www.grayshottheritage.com.

In terracotta, a fine plaque for Queen Victoria's Diamond Jubilee of 1897 is situated over the front porch at the private residence Hindhead Chase in Crossways Road. In Headley Road, at least two examples of original roof ridge finials can be seen, along with other reproductions.

Metalwork

Several shops have metal ventilation grilles above the main windows. These are generally of cast iron and appear in different patterns. They can be seen at several locations in both Crossways and Headley Road.

At least two original rainwater heads exist; adjacent to Homes, and on the face of No 2 Headley Road (Dog and Hair).

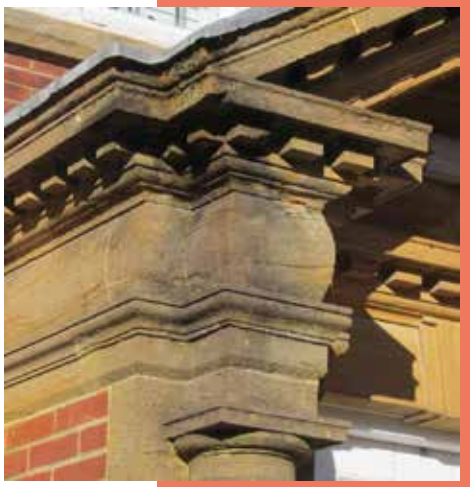
Another worthy feature recently restored is the original weathervane, now on the new Western Lodge, in Crossways Road.

Stonework

Examples of this can be found in quite different forms around the village.

Bargate or similar local stone can be seen in Crossways Road, on the original Crossways House building. The end wall is of rough construction, mainly without pointing, but a better quality of stone, pointed, has been used on the front of the building. Another example of the better-quality work is on the left hand side Headley Road at first floor level above Pins and Needles. The quarries can still be found locally

Extensive use of quality stonework can be seen in the construction of the former Lloyds Bank building in Headley Road.



Corbels and brackets

Numerous examples can be found. In a variety of designs, most are terracotta, with some examples believed to be glazed but now painted over. They are built into surrounding work and most are at the ends of fascias and canopies or adjacent to door openings.

Vertical tile hanging

A most prolific regional feature which can be seen everywhere, with numerous examples on many front and side elevations. There is some interesting horizontal finishing work in the form of moulded decorative brick string courses below the tiles, which enrich the detail. Most tiles are of the usual terracotta colour but there are decorative band courses in Staffordshire blue. Interesting pattern designs are incorporated to break up some of the larger areas. Many have pointed or rounded bottom edges adding to the decorative nature of such work.

Gables, front elevations and fascias

These are best viewed from opposite side of the road. Good examples can be seen in Headley Road, mostly at first floor and above. Examples of grand gables can be seen at Aberdeen House, and opposite adjacent to Glen Road.

The finest example of a shop front is in Headley Road, now 'Homes'. This has remained unaltered except for the entrance door since construction. The curved and bevelled glass has survived as has the tiled mosaic entrance door sill.

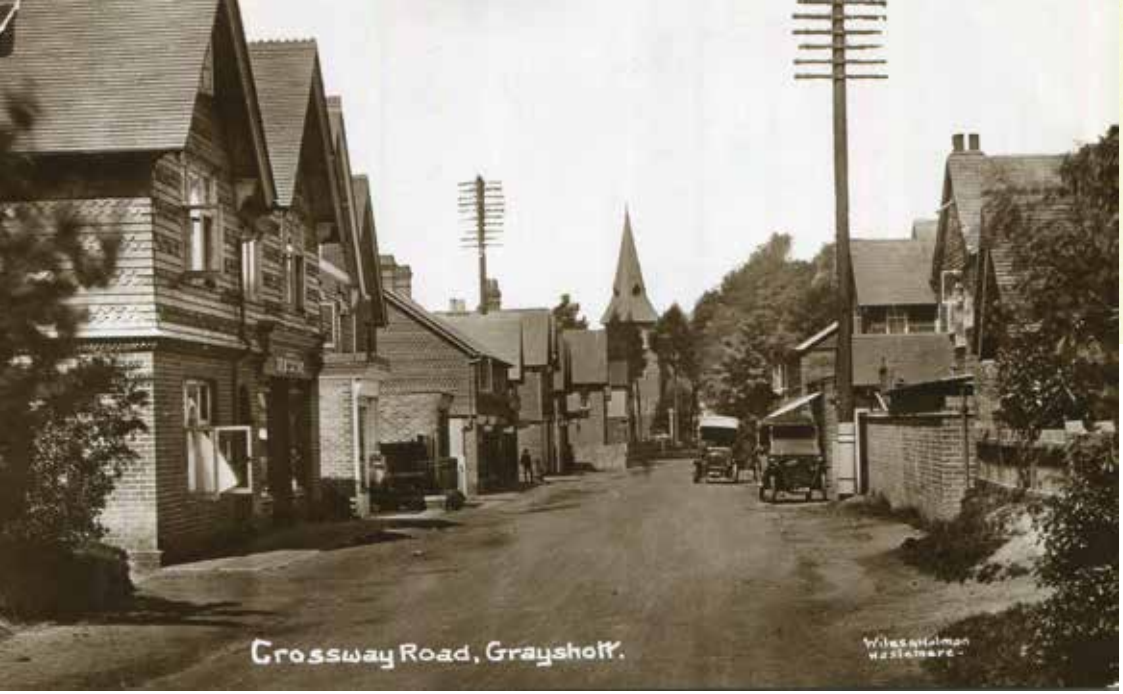
The original external display canopy of Stainton House, fitted with rails and hooks, is worthy of note as to its completeness and condition.

An original glazed light divided into small panes has survived over the entrance door of Edinburgh House, Crossways Road. Generally the higher windows were sash and many of this type are still in place today.

Homes shop front, Headley Road - A Case Study

Here is a fine original survivor, without doubt the best in the village. Dating from 1905, it had always been a chemist shop until recently. Many interesting features can be seen, including curved glass windows – many with polished bevelled edges – finely moulded glazing bars, main window frames with moulded and decorative details, original cast iron ventilators and decorative corbels to the fascia ends with a moulded brick band course above. Finally, the mosaic door sill. They really pushed the boat out with this one!

Imagine the craftsmanship and care involved in just this one front, not only to make the individual components but to transport them here by train and wagon, then assemble them on site so that over a hundred years later they still look fine. And all without computers and power tools.



The Village Tour – Crossways Road

The car park entrance is now by the telegraph pole on the right, above. The site was originally the builder's yard and office of Chapman, Lowry & Puttick. Below are some of the painters employed on many of the local buildings. On the other side of the road is Bank House. Built in 1897 for WG Deas, it was a grocer's shop and hotel but so named as it had one room as the village's first bank.

CHOICE BLENDED TEA. FINEST COFFEE.
TRALEE IRISH BUTTER.
SPIRITS and BEER.
INERAL WATERS.
PAT nd TOILET REQUISITES
e Prices.

WHERE TO SHOP AT GRAYSHOTT.

HIGH CLASS FAMILY GROCER
AND PROVISION MERCHANT.

W. G. ARMSTRONG,

(Successor to W. G. DEAS & SON)

Crossways Road, Grayshott.

Postal Address:—Grayshott, Hindhead.

Daily delivery to HINDHEAD, BEACONHILL and DISTRICT.

Telephone: 3 Grayshott.

CHOICE BLENDED TEA. FINEST COFFEE.
TRALEE IRISH BUTTER.
Dealer in WINES, SPIRITS and BEER.
SCHWEPPES' MINERAL WATERS.
PATENT MEDICINES and TOILET REQUISITES
At Store Prices.

The grocery shop passed to WG Armstrong, as shown in this 1915 advertisement. A wide variety of goods were on offer, in fact all the requisites of a prosperous neighbourhood.

BANK HOUSE
PRIVATE
HOTEL.

(Phone Grayshott 115.) *Near Post Office.*

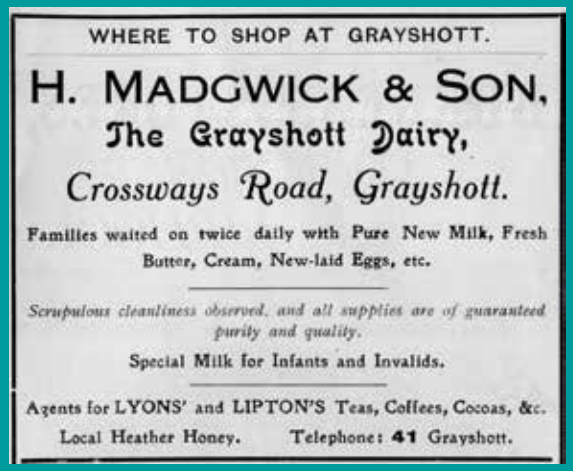
SITUATED IN CROSSWAYS ROAD AND NEAR CHURCH.

LIBERAL TABLE.
GOOD COOKING.
HOME COMFORTS.

Tennis and Croquet :: *Motor & Cycle Accommodation.*

TARIFF ON APPLICATION TO MRS. M. CHUBB.

The Bank House advert is from 1926. By this time the grocer's shop had become the Queens Café. The accommodation offered was no doubt more to suit the passing trade rather than residential letting.


WHERE TO SHOP AT GRAYSHOTT.

H. MADGWICK & SON,

The Grayshott Dairy,

Crossways Road, Grayshott.

Families waited on twice daily with Pure New Milk, Fresh Butter, Cream, New-laid Eggs, etc.

Scrupulous cleanliness observed, and all supplies are of guaranteed purity and quality.

Special Milk for Infants and Invalids.

Agents for LYONS' and LIPTON'S Teas, Coffees, Cocoas, &c.

Local Heather Honey. Telephone: 41 Grayshott.

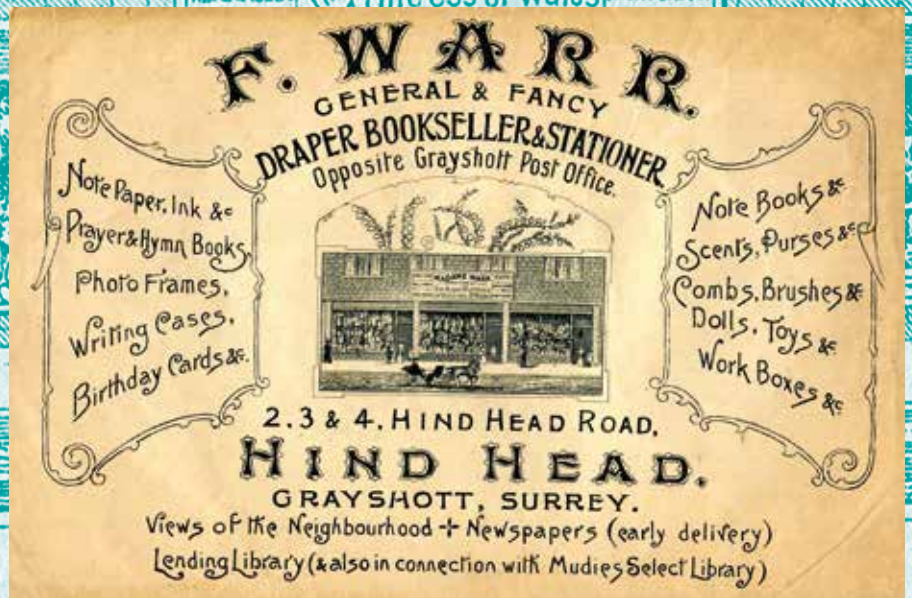
There were at least three dairies in the village for many years. The 1916 advertisement for Madgwick's Grayshott Dairy well describes the extent of their business. Besides pure new milk, the shop produced fresh butter and cream, with 'Scrupulous cleanliness observed.'

The impressive variety of delivery vehicles for all demands would have been a grand sight rattling around the roads and lanes. The building has living accommodation to the side and there were cart sheds and stables behind.

Grayshott Dairy.

Grayshott Terrace had some of the first shops in the village, dating from c1894 and still recognisable today. At the far end was the Post Office, now demolished. The shops included Mr Upex selling wines and spirits, a clothing shop and Mr Prince (above, aproned) outside his bakery. The Post and Telegraph Office was from 1891 run by Walter Chapman, who murdered his wife there. By 1900, in the photo at left, they had all changed hands. Script in one shop's windows advertises Cadburys. Its ghostly image is still there today. Can you find it?

Victoria Terrace has over the years seen a variety of shops. Moore's was a familiar name from the 1890s to the 1960s, here well stocked with groceries, fruit and vegetables. Shopkeepers were quick to take advantage of motors, and this Ford delivery van would have been used daily. Behind it can be seen the ubiquitous corrugated iron sheeting, here forming sheds for additional storage but also used for houses, shops and churches.



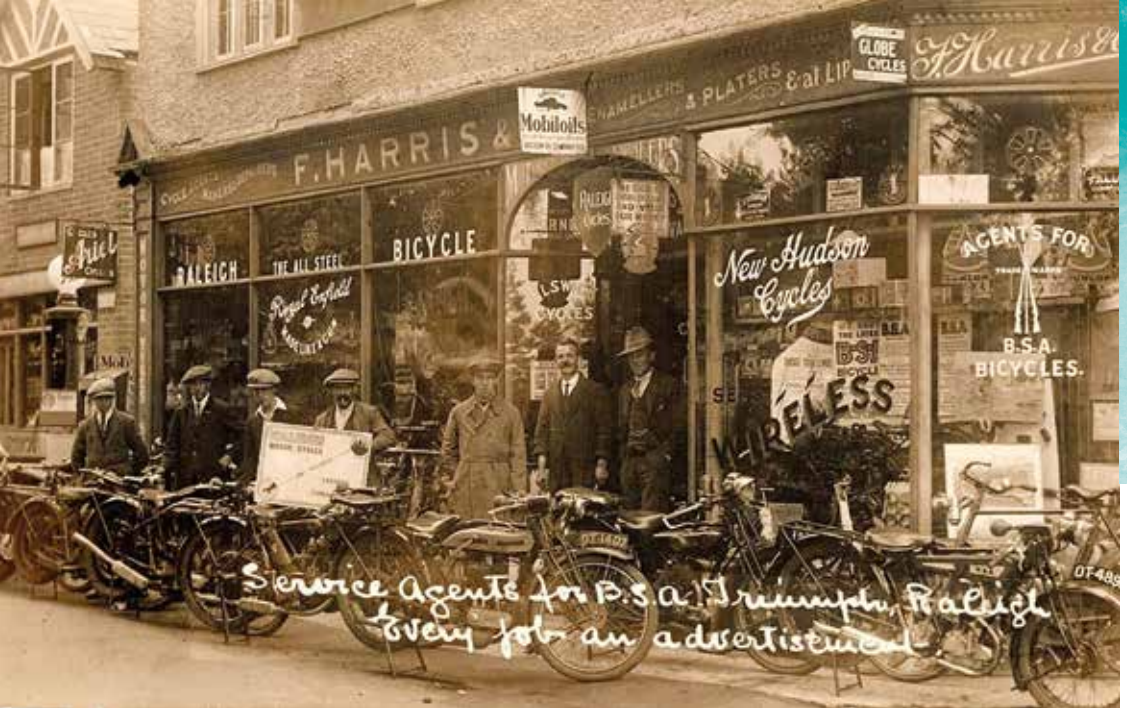
By 1900 Madame Warr was established in the terrace, selling a variety of fancy goods and stationery. The image is from a paper bag, which carries an engraving of the establishment. Opposite, Larcome's butcher's shop showed a fine display of poultry and advertised local meat from Whitaker's Land of Nod farm. The cattle walked up Headley Road to the slaughter house at rear. Sadly the cast iron crestings to the canopy have long gone.

'Granny' Robinson was a very well known village character, below seen in 1927 outside the first shop in Grayshott along with her family. The very first Post Office was here from 1887 -1891, after which the concession was taken away because the children had been rude to people using the telegraph system. The mail was previously brought by horse from Bramshott. Being a person of note, 'Granny' was chosen to plant a yew tree on Lyndon Green as part of the celebrations for the 1911 Coronation, left.

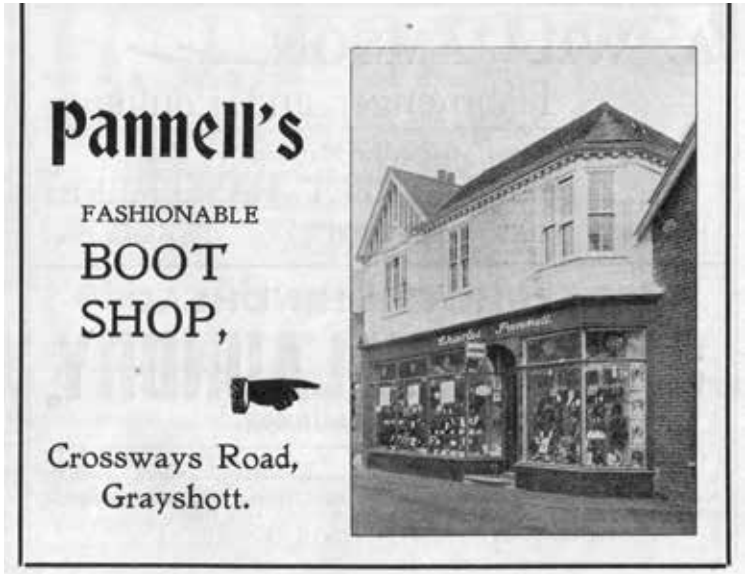
The main Robinson residence built in the early 1880s comprised shop and accommodation, which later incorporated a tea-room and rooms to let. This became our present Post Office in 1935. A good example of stonework can be seen.

Among those living there was Fred Aslett, the Walls ice cream 'Stop me and buy one' man. It's said that he even travelled as far as Southsea on fine days to trade, going by train from Haslemere.

Prior to Robinsons purchasing this site in 1879 for £19.10s (£19.50) they were the first village traders to establish themselves at Mount Cottage (Stoney Bottom) in the 1860s.

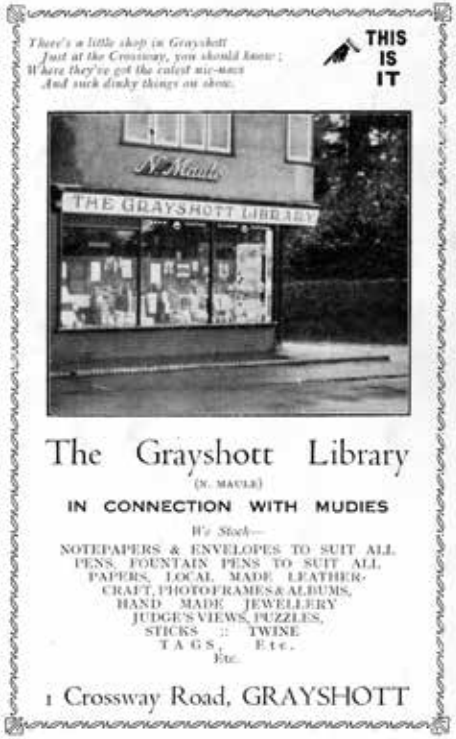


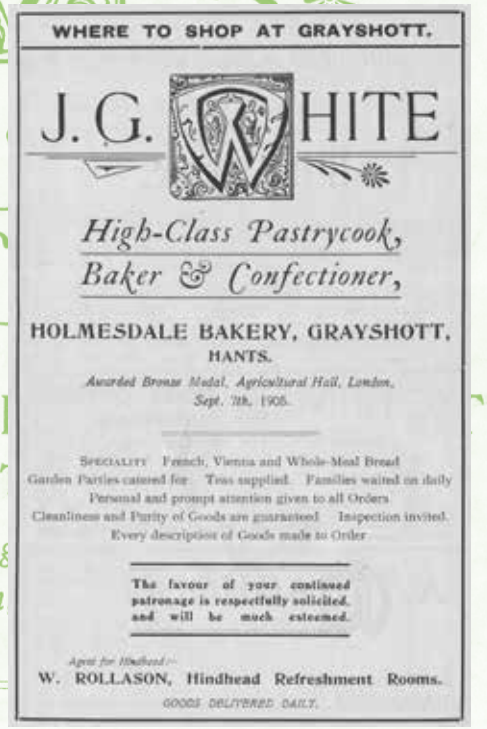
Fred Harris' bicycle and motorcycle shop was a magnet for those who could afford motorised transport. A variety of machines were available in this 1927 view, with proud Fred, hatless, in the door. Note the petrol pump on the pavement at left. When built circa 1904 it was originally Pannell's Northampton Boot Shop, a large store providing an important service to the fast-growing new community.



Crossways Junction

Both photos are from the area of the war memorial gate looking towards Headley. In 1895, above, the entrance to Apley House can just been seen, marked by two white stones. The entrance to Whitmore Vale is to the right. The later view from 1912, below, shows how much had changed in 15 years. The Doulton glazed tile drinking fountain was bought with 1911 Coronation funds.





SPECIALITY French, Vienna and Whole-Meal Bread
Garden Parties catered for Teas supplied. Families waited on daily

The favour of your continued patronage is respectfully solicited, and will be much esteemed.

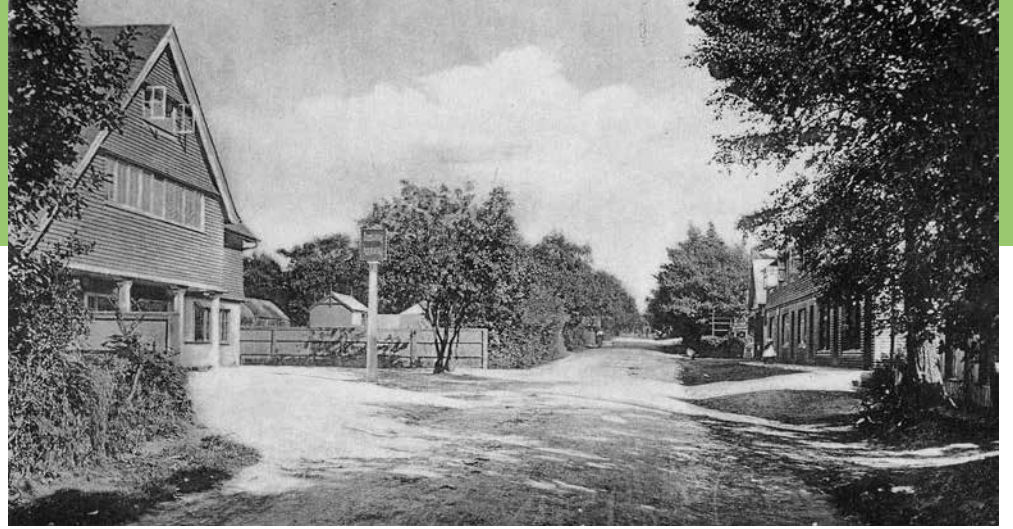
It was originally proposed to build Grayshott's first public house on the green. However, the site was nudged along slightly and became the Fox and Pelican. The war memorial was used as a backdrop to show off the smart new Bedford fire engine in 1932. The memorial was soon afterwards moved to its present position opposite.

At Holmesdale, White's bakery existed until 1928, here showing off their fine collection of delivery carts. Afterwards it became Bucks bakery. Next door was the Capital and Counties Bank, later to become a stationery shop and library. Peter Leete's shop was the original village estate agent. In WW2 it was HQ of the Air Raid Precautions group and equipped with a telephone switchboard, gas masks, fire extinguishers and stirrup pumps.

The junction was the focal point for local buses. The Farnham service terminated here, and through services to Haslemere, Whitehill, Guildford and Petersfield showed Grayshott Fox and Pelican on their destination boards.

Headley Road.

Frost and Cornish were household names by the 1930s and traded here for another 30 years. Pavements on the left were lacking although the road surface looks good. Much of this infrastructure was damaged by heavy military traffic in WW2. There is great contrast with the 1890s view when the shops were only 'front rooms', although Moores butchers was already well established. Their meat, like Larcomes, would all have been from very local farms and slaughtered at the premises.



By 1900 the Fox and Pelican had been open for a few months, its original signboard painted by Walter Crane being prominent. By 1908 the motor-car had arrived, and along with cycling brought more tourists to the village, along with great prosperity in pre-WW1 years. The pub's fireplace still survives in its original position. Call in for some refreshment, as there is still much more of interest to see on your walk.

Lloyds Bank took over the Capital & Counties and in 1924 opened their new premises, built in a grand style reminiscent of Lutyens, again showing off the affluence of the village. Although closed in recent years the building remains externally much as it was originally. Further up the road, village ladies get in the way of the digger driver as he attempts to install a new underground fuel storage tank for the garage (overleaf).

Telephone 26 Grayshott

FOR

PRIVATE CAR HIRE

AT

OVERTON GARAGE

AND

MOTOR WORKS

GRAYSHOTT, HINDHEAD.

ALSO

CROSSLEY

Char-a-bancs for Hire.

Official Repairers to A.A. and M.U.
Complete Overhauling. :: General Repairs.
Stock all sizes of First Class Tyres.
Vulcanising. :: Accessories. :: Oils.
Petrol from Pump or in Cans.

CARS GARAGED.

Proprietor: ALBERT G. ABBOTT.

Moores site had become the Overton Garage by 1920, with a small Crossley charabanc for hire, which was no doubt used for many village outings! Mrs West's toy shop is now the Chinese take away. The houses opposite have gone but the name 'Marlborough House' remains.

Almost every community had a blacksmith. From early Victorian times, horses, wagons and many forms of agricultural machinery all came into general use, so the need for this trade became a vital part of the local economy. The Wells brothers were well established by the mid 1890s, on the corner of what became Avenue Road. They even advertised the services of a veterinary surgeon, who '*Attends here at 11 o'clock on Tuesdays and Fridays*'.

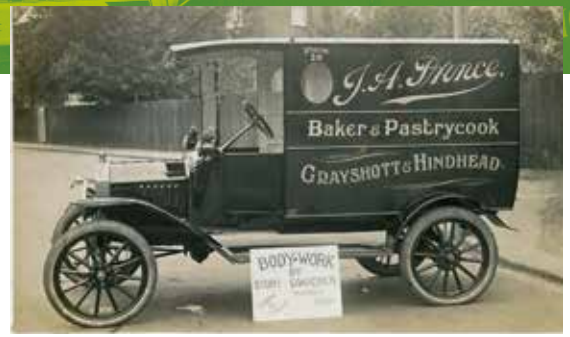
As the motoring era progressed in Edwardian times many blacksmiths took on the trade of motor repairs. On the same site, next to Aumara, Grayshott Garage was opened, and remained so until the 1980s. At one time petrol could be obtained from no less than five places in the village. This reflected the neighbourhood's expanding ambitions – pioneer motoring was only for the well-off.

Since 1926 the Co-Op has been a focal point in Headley Road, here decorated for the 1937 Coronation. Next door is the garden wall of Village House, now the site of the Square. Opposite was the splendidly ornate tiled shop front of the White Heather dairy and tea-rooms (Blue hair salon). Dating from 1900, it supplied local needs and tourists for many years.

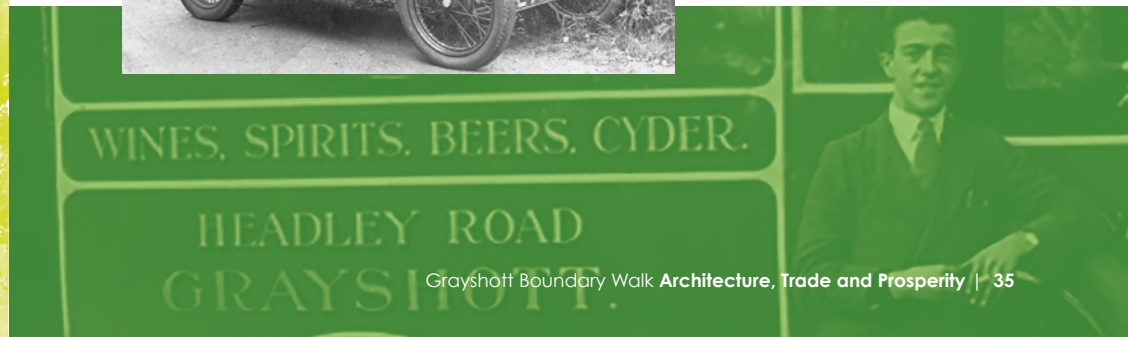
The original chemist's shop here was built 1905. In this 1930s photo its ornamental coloured glass lantern has gone missing. Next door's railings went next, for scrap iron in WW2. Today's shop (Homes) has few changes of architectural detail. The butcher's nearby is one of the few shops still trading as it did when opened over 120 years ago. The extensive Christmas display circa 1912 was all from local sources.

Looking down Headley Road in early 1914. Here, Tarmacadam dressing to seal the road surface is being laid for the first time. A steam roller makes steady progress towards the photographer. These monsters were regular visitors in the days when gravel roads needed constant repairs to fill the ruts and potholes that were gouged out by iron-rimmed cart wheels. The pavements are still only tiled aprons to individual shop fronts.

Coxhead and Welch have galvanized metal dustbins on offer, essential in the days when everyone had coal fire ashes to dispose of. Their participation in early motoring is proclaimed by the 'Garage' sign. Next door, Madame Warr has now expanded her business, opening a menswear and shoe shop, being an extension to the front of Andover House (Wine shop). Later for many years this was to trade under the name of Victor Moon. Further distant, the two globe lights of Mitchells butchers can be seen and also the ornately coloured glass lantern of Harrisons chemists shop. The first floor external architecture of all these shops is much the same today.

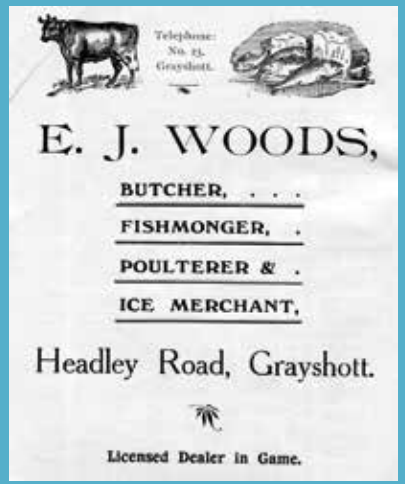


By the 1920s stables and cart sheds behind premises had become garages for motor vans. These were quick to deliver urgent orders received by telephone or runner. Possibly the first motor van was this 1914 Ford Model T of JA Prince. Beautifully finished, lined out and lettered by Farnham coachbuilders Sturt and Goatcher, it would have made the receipt of cakes and pastries an extra-special occasion. Tylers wine merchant was part of a larger organisation and their Morris van would have been a familiar sight around the village. By 1925 Mitchells butchers had become Grimditch, who had invested in an Austin 7 van.



For over a century Coxhead and Welch, seen here in 1906, was a household name for iron and tin ware and general domestic items. They sold cycling and motoring requisites, being the first to sell petrol, and also charged 'accumulators' (batteries). Next door was Woods, another magnificent tiled shop front with canopy. Like similar businesses, for many years the front was unglazed and only had wooden shutters. The shops on this side of the road all had stabling behind for their horses and delivery carts.

Looking down Headley Road, the usage had changed by the time of this picture but the buildings were much the same. Burdens are where Woods were, and the motor van had replaced horses, another sign that traders were doing well. Madame Warr's extensive drapery shop and gallery was opposite (Frankie's).



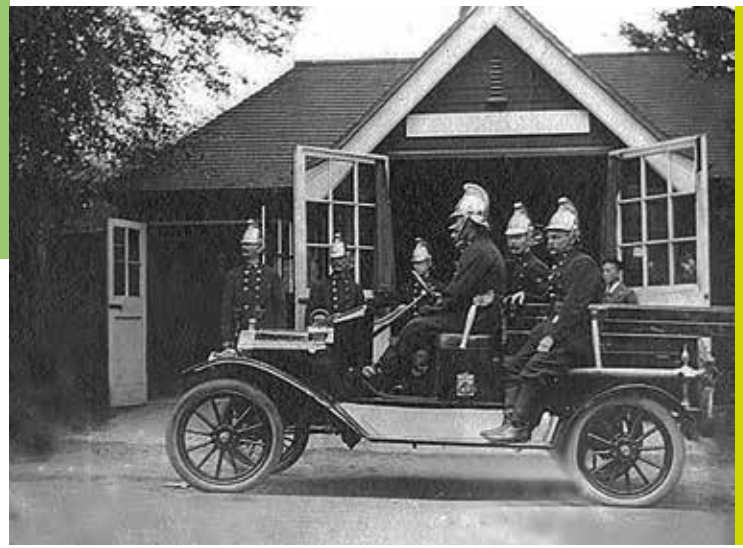
Woods' advert from 1915 promised a wide range, including ice in these days before domestic fridges. Opposite at Madame Warr's shop (Marathon), the entrance to the gallery above still retains the original entrance door and tiled wall panel.

On the site of the flats next to Frankie's was the Methodist Church, built in 1901. Originally a corrugated iron clad temporary structure, supplied by Humphries of Kensington at the cost of £170, it lasted until the 1970s. The alter backcloth was in a superb Arts and Crafts style tapestry and is now in the care of Hampshire Records Office, Winchester.

Looking down Headley Road again, this time from The Avenue, the scene is still recognisable today. Note the two ladies with parasols promenading down the middle of the high street. The garage front has changed but its glazed tilework on the corner with The Avenue has been restored. A little further up the road, the building with a jettied gable was original a carpenter's workshop and timber store. By the 1960s it had become a cycle shop, and many of its original features remain today.

Several general builders set up business in the building boom of the early 1900s, including Garner & Puttick, with their office and yard next to the British Legion. Further up the road, the Village Hall opened in May 1902 and was financed through the generosity of local benefactors. The building remains structurally unaltered and still serves as an important part of the local community.

The original fire station from 1906 was to the left and partly in front of the Village Hall. Again funded by local subscription, as the Grayshott and Hindhead Fire Brigade it has provided an important service to the community ever since. Having started with a horse-drawn manual pumping engine, the first motor was this Ford Model T hose-carrier in 1915, below.

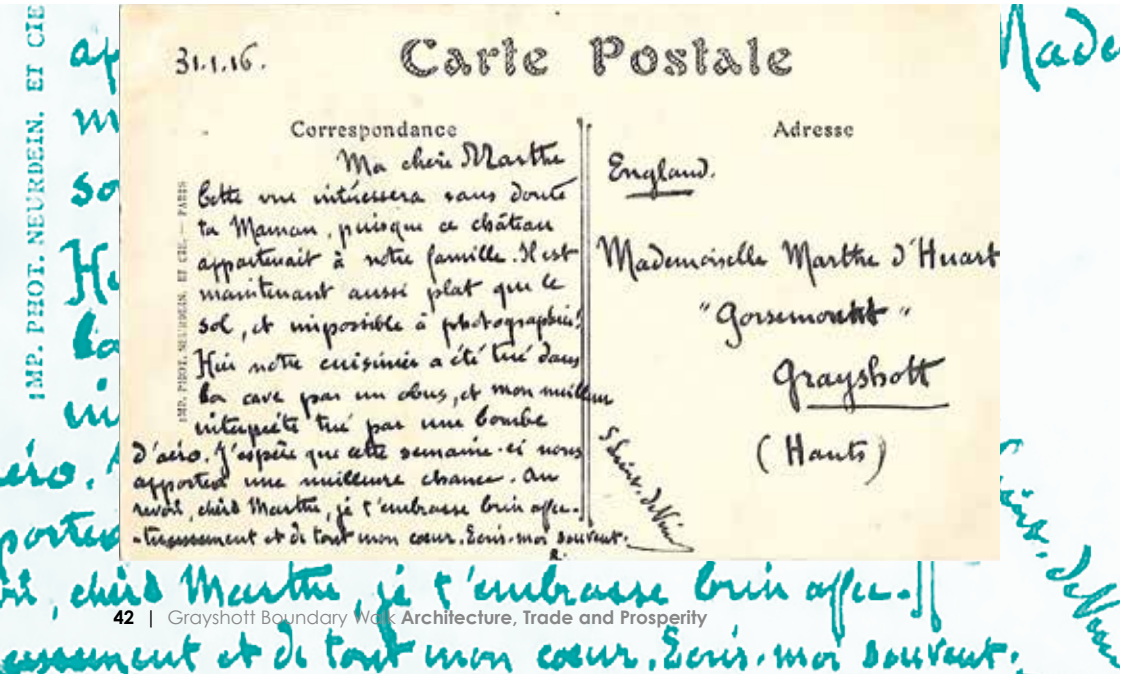


The young lads were known as 'call boys' and when the alarm was raised they went round knocking on the doors of the volunteer fireman. Opposite, buried in the hedge, you might find the boundary stone.

The Avenue.

The Avenue has a variety of housing, which also contributed to the commercial side of Grayshott. The Edwardian building boom drew tradesmen and labourers, who all needed lodgings. Selbourne View was typical of a private hotel providing accommodation for visitors and workers alike. The Hindhead Hotel, a temperance hotel, was established in the 1890s and is now flats. Many other houses let single rooms and many of the shopkeepers let accommodation above their premises. Hidden away on the right is Gorsemount, a large private house from the early 1900s, which during WW1 provided accommodation for Belgian refugees. The father of one family, a Belgian army officer, was at the front and regularly wrote to his family here, on this occasion to relate that *'Yesterday our cook was killed in the cellar by a shell, and my best interpreter killed by an enemy bomb. I hope this week brings us better luck'*.

SELBOURNE VIEW,
THE AVENUE, GRAYSHOTT.
Apartments and Board Residence.
OWN GARDEN PRODUCE AND POULTRY, ETC. :: LAWN FOR SITTING OUT :: QUIET AND PEACEFUL
APPLY :: :: MRS SPEARMAN.



Crossways Road, again

Grayshott has long been popular with commuters. One such was Agnes Weston, founder of the Sailors Rest Homes, who lived at Ensleigh. She wrote that Grayshott made an easy base for her commutes to London and Portsmouth.

Opposite, at the original Oakhurst, lived Charles Lowry, of another family very much involved with local construction business and a large employer.

Dr Arnold Lyndon and his wife Charlotte were major benefactors to the village for many years. Their house Windwhistle is now flats. The original Western Lodge, above, now demolished, was built as its coach house and stables, with living accommodation for coachman and gardeners. Of the many societies formed from the 1890s onwards the Orchestral Society was one, seen here in its grounds.

Nearby was St Austins, right. This view was taken shortly before its demolition to make way for the present flats. It was for many years the home of Jack Smith, the first historian of the village and writer of Grayshott, the Story of a Hampshire Village.

Below, the return to the start point – as it looked in 1898 with Bank House newly built. The present car park entrance is immediately before the building on the right. Both are still easily identifiable today. Beyond on the right, Victoria Terrace was yet to be built. Note the pile of timber in the builder's yard and the man on the horse chatting to one of the shopkeepers.

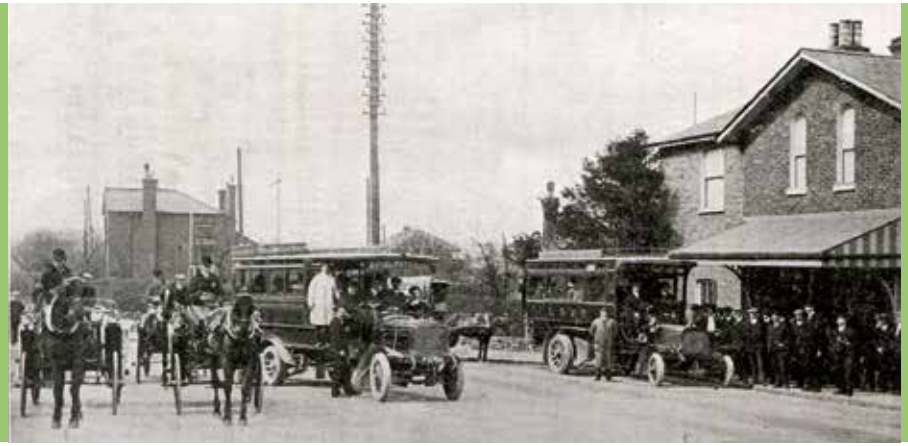
Photo Quiz

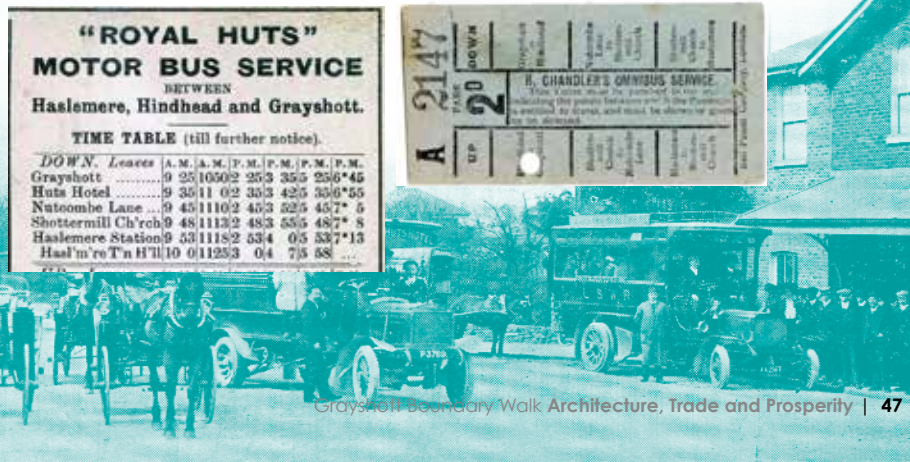
Now you've completed the walk, and without getting run over, can you identify where the photographer stood to take these two photos?

Fare between Hindhead and Haslemere, 6d.
For other Fares see small bills. Luggage, 2d.,
3d., and 4d., according to size of parcel.
Every care will be taken to ensure the Bus keeping the
above times, but the Proprietor will not be responsible

Getting to Grayshott

Nowadays, when any sort of travel is so often a frustrating chore, it's easy to forget what an exciting adventure it used to be. Here we see Haslemere Station circa 1911 with a variety of motor-buses and horse-drawn hackneys waiting for tourists and commuters. If you were coming to live here then your household goods may well have arrived by steam-hauled pantechnicon!





This walk is designed, published and funded by Grayshott Heritage, as part of the Grayshott Green Spaces Boundary Walks project.

Acknowledgements

When writing about Grayshott one is standing upon the shoulders of others. Here are some sources of additional information.

Books

Grayshott: The Story of a Hampshire Village, by Jack H Smith.

Published by John Owen Smith and usually available from Grayshott Pottery.

Web Sites

www.grayshottheritage.com Dozens of articles written by expert local historians.

www.johnowensmith.co.uk/headley/index.htm A wealth of transcribed documents.

Picture Credits

Pictures are from the collections of the author, Tim Winter, Tony Cunningham and Grayshott Heritage.

The picture on page 3 is the cover of the Grayshott Official Guide of 1933, from an original sketch by Miss Juliet Williams. Miss Williams was one of the many artists drawn to the area, living in Hindhead in the years around 1900. She exhibited at the Royal Academy and was a member of the Haslemere Society of Artists.

Some of the workers of Chapman, Lowry & Puttick, all set for a jolly day out in the company lorry.

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