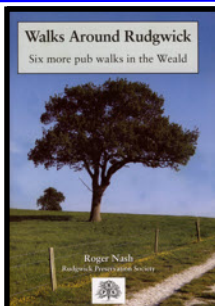




# RPS NEWSLETTER

**AUTUMN 2009**



## Now available!

A second booklet of local walks  
by Roger Nash

**Walks Around Rudgwick**  
On sale at the  
RPS Autumn Meeting

Also available in Rudgwick from  
**Secretts and The Mucky Duck**  
(and at pubs or shops in villages covered by the walks)

£2.50 to members

Walks start at  
King's Head, Rudgwick  
Mucky Duck, Tisman's Common  
Wheatsheaf, Ellen's Green,  
Onslow Arms, Loxwood,  
Red Lyon, Slinfold,

## Important Announcement

RPS would like to be able to contact members by email.

A good number of you kindly gave us your email address at the last meeting (AGM). If you did not do so, and you receive email, please give me your address simply by sending a blank email to [rjnash@southdownhouse.co.uk](mailto:rjnash@southdownhouse.co.uk), with the heading RPS. Alternatively there will be an opportunity to write it down at the meeting on 30<sup>th</sup> November.

We will be able to remind you of our events, alert you to what is going on in the parish, or, dare I say it, remind you to pay your subs!

Roger Nash

## Planning Matters

**Vanessa Sanderson**

Some of you will have received some updates on planning matters from our Chairman Roger Nash in September who emailed all those members where we had a current email address. It is hoped that by the end of the year we will have the email address for nearly all members so that we can circulate everyone electronically whenever we have important issues to impart. In the meantime, for some of you, some of this will be a repetition so please bear with me on this.

### Rudgwick Design Statement

This is now on the Horsham District Council website and you can see it at [www.horshamdistrictldf.info](http://www.horshamdistrictldf.info) Members of the Preservation Society were very active on the Steering Group and they hope that the final document will be received favourably. Design Statements are intended to influence the operation of the statutory planning system so that any new development is in harmony with its setting and makes a positive contribution to the immediate environment. The guidance to would-be developers are near the back of the document on pages 19 – 22 and these design policies should be used alongside existing policies by those proposing a new development and those commenting on proposals.

### Windacres Farm

A planning application has now been submitted to Horsham District Council for this site and can be viewed on the Council's website and the number of the application is **DC/09/1623**. There are a great many documents to view but there will be extensive consultation within the parish and an open day in December at Jubilee Hall - date to be confirmed- where plans will be on view all day. This will make it easier for everyone to see the detailed plans & associated documents. Details will be given in the Parish Magazine and Parish Council notice boards. The committee of the Preservation Society will be giving the plans thorough consideration using the Parish Design Statement as a guide alongside HDC planning policies before submitting our comments to the Council.

### HDC Core Strategy Review Consultation

RPS recently convened a sub committee to respond to this major document looking at the future to 2026. The Council put forward four options which were circulated to all households by HDC in their magazine earlier in September. In summary our

response to the Council favoured Option 2 focussing development on the main most sustainable existing settlements.

We least favoured Option 3 to protect our countryside and found Option 1 to be unsustainable. In addition we urged that consideration should be given to a new hospital located in the Gatwick Diamond to enhance sustainability and provision of a vitally needed service. As this review is in response to the South East Plan it should take into account availability of new provision of vital health, water and other services.

There has been some significant disquiet expressed in the County Times with regard to the District Council's strategy. Traffic safety, proximity to landfill sites, ecology, potential archaeological objections and development on green field sites are among the concerns expressed. A number of groups have expressed fears that the plans will pave the way for Horsham and Crawley to be merged into 'Crawsham' and close the strategic gap.

For the future, the political position being adopted by the Conservative Party in relation to regional planning & development is to abolish the regional planning framework and bring future development requirements down to what is supported locally. Whilst this may be an attractive proposition, the current strategic approach would need to be replaced by clear proactive local working set up. The Council are keen to promote the 'local working group' approach provided that there is a willingness by all parties to be open and constructive. The very real issue is how to plan for future change in this area and the debate will need to

happen about the extent to which local communities can lead the approach or merely resist change in the hope of avoiding the worst excesses. The Society has a long history and practical experience of leading the debate and this will continue to be our mission.

### **Gatwick Airport**

Two issues have arisen recently. On noise we have written in support of Gatwick Area Conservation Campaign (GACC) complaints and on the issue of a planning application before Crawley BC for an extension to the North Terminal (more flights, more traffic, more noise, and more emissions) we have objected to the proposal, again in support of GACC whose ideas are thoroughly researched and well written amply justifying our subscription. We have increased this as we feel that they need our support in the forthcoming debate on the future of the airport. For information about the organisation you can go to [www.gacc.org.uk](http://www.gacc.org.uk)

### **Laybrook Landfill (Thakeham)**

The Committee have objected to this potential development. Amongst other reasons the traffic generated daily and the undesirability of landfill when other methods are fast becoming available is most pertinent. Rudgwick residents should be alert to the future possibility of a similar application for the use of our brickworks, even when it is still being worked for clay. RPS will strenuously oppose such development if it ever comes before us.

## ***WALKS REPORT 2009***

As usual Dave Buckley led the first of the Summer Walks, starting from The Fox, Bucks Green, on Tuesday the 5<sup>th</sup> of May. It was a fine evening, and 37 of us (our biggest group this year) were able to see the Bluebells and Ramsons (Garlic) in full flower. For the second year running, July was a wet month (could this be the new norm?). But only two walks really suffered. Anne-Marie Nash led a very wet walk from Dedisham Farm on the 7<sup>th</sup> of July, and 9 hardy souls turned out. It is clear that weather has the greatest influence on numbers, and when Bill Jarratt lead his walk from the King's Head, on the 21<sup>st</sup> of July, he had a turnout of 8. But even including these two, the average attendance is only reduced from 24 to 22. West Sussex CC have decided not to produce a Walks Booklet this winter, and it may be that the summer one will also be axed. We can only wait to hear.

Since our late president, Stan Smith, started organising our walks, they were always in the Sussex Walks Booklet. In those days it was free and covered both East & West Sussex. We were able to leave copies in the Health Centre and the Post Office, for anyone to take. The East / West split came about when East Sussex decided to charge for the booklets and West Sussex disagreed. Ironically the East Sussex booklets are now free. It has become traditional for many of us to support our local pubs after the walk, and whilst musing over my pint (in a jug) in a previous year, it

occurred to me that many of us who live in the village have met on the walks and become friends. Which is another good reason for you to come along. Because of the sunset times, it is just possible to do 15 walks from the beginning of May to early August. Back in January, just the time when I would be organising the programme, my wife Moyra became very ill, and I must thank Roger Nash for stepping in to do the whole thing.

On the 9<sup>th</sup> of June, 23 of us were welcomed by the Claytons at their home, Baynards Station. This is our annual and almost unique opportunity to feel really nostalgic about 100 years of rural railways. We always thank them on the day, and I thank them again now. Thanks to the publicans for allowing us to park. Please support the pubs in return. Thanks also go to all the leaders who make it possible, and to Vanessa Lowndes who remembered to record the numbers on every walk.

We are always in need of leaders. Please let me know if you might lead a walk. We need to get our walk details to the publisher just after Christmas to be included in the Summer Walks Booklets, if WSCC continue them. They are available in libraries in West Sussex, and Billingshurst is our nearest. Contact me on 822668 or [geoff.ayres@tesco.net](mailto:geoff.ayres@tesco.net) for information.

**Geoff Ayres**

# THE BICENTENARY OF THE GUILDFORD AND HORSHAM TURNPIKE ROAD - 2009

**ALAN SINEY**

Roads were often referred to as 'The King's Highway', but in reality neither he nor Parliament were involved with them, apart from occasionally passing legislation which was often ignored. Some roads in and around village centres were parish roads, paid for by parish rates collected by the assistant overseer elected by the vestry, otherwise they were the responsibility of adjoining landowners, and thrifty farmers were naturally averse to maintaining roads that the public had customary right of use, and for which they themselves had to pay tithes, rates, and land tax as if for private property.

In 1663, Parliament devised the first scheme to improve the road system without involving them in any expense by way of what government today would call

make statute the list of toll charges to be displayed on large notice boards at every tollhouse. Once the work started, investors could be called upon to raise the issue as funds dwindled.

On the 25th of October 1806, a meeting was held at the town hall Guildford, as advertised by the mayor, when all persons desirous of obtaining an Act for an intended turnpike road from Guildford to Horsham were requested to attend. This initiated what was to be an important event to parishes like Rudgwick with its muddy tracks impassable to wheeled traffic for much of the time: this area of Weald clay often had little or no communication with local towns and markets outside its own parish, and therefore had to be self-supporting in goods, tradesmen, and all its needs.

A further meeting of December 12th 1806 resolved that a short line of communication between the two boroughs was highly desirable, (Horsham was a 'Rotten Borough' before the 1832 Reform Act) but decided that there was insufficient information at that stage to enter into subscription, and decided that an investigation be made into the proposed lines of roads and the procurement of materials, and for the purposes of investigating and surveying a sum of £50 would be subscribed to be invested in a committee consisting of five worthies of the town, providing that Horsham did the same, and a copy of these resolutions was sent to Mr Medwin of Horsham. (Thomas Charles Medwin was the lawyer and steward to the Duke of Norfolk. As one of the wealthiest men in Britain and Lord of the Manor of Horsham, the Duke virtually had unassailable authority over the town). Horsham must have concurred with Guildford's plans to build a new road for the 'Horsham Division' extending from Alfold Crossways to Horsham, as Act 49 Geo 111 c.80 received its Royal Assent and the work was underway (Laws were titled as in this case, the 49<sup>th</sup> year of the reign of George 111, chapter 80; that is, in 1809).

The section from Guildford to Alfold Crossways was already a toll road, being turnpiked in 1757 as part of the road from Guildford to Newbridge via Loxwood (the junction with what is now the A272). The existing tollhouse by Alfold Crossways remained in use on the original road and was unaffected by the new section of road. Four new tollhouses and gates were erected between the Crossways and Horsham. They were: Wildwood Gate (named after the nearby Wildwood Farm, and placed a little way past the petrol station on the right), Bucks Green Gate (jutting out into the present A281 at the Haven Road junction), Roman Gate (at the junction with the present A29 road to Billingshurst, and Strood Gate (just before Strood Park,



*Franktonhook Bridge in the dip below The Fox Inn had to be built over the ravine carrying a convergence of two streams down to the Arun. The wing walls are clearly later reinforcements, but here on the south side of the culvert is the original facing wall with its stout stonework and arch ring as set by the contractors to the Turnpike Trustees. Rural bridges were only of single cart's width, and the interior stonework reveals that it was widened twice on the north side. The first was possibly in 1891 when delegates of the Vestry met with the parish surveyor to discuss its widening and repair, and a further widening was with shuttered concrete which unlike the older stonework has settled and cracked. This was possibly done in 1941 when a length of road on the north side was widened at Bucks Green.*

a PFI (Private Finance Initiative). At first under Justices of the Peace, and from 1707 under a board of trustees, investors were invited to buy shares in a turnpike trust to build new roads or to improve those parts where existing routes could be used, and to maintain them thereafter, and the investors would receive a return from the receipt of tolls. Once the proposal was accepted, an Act of Parliament was required which gave the trustees powers of compulsory purchase, the right to take stone from wherever available, and to



(now Farlington School) at the junction of the minor road to Warnham).

Some improvements may have been made to the Guildford Division of the road, and either then or later there were alterations at the Crossways to make a junction with the new road to Horsham. The road coming down to Alfold originally passed through Dunsfold Airfield, which had to be bypassed in 1942, and curved around to the front of the existing tollhouse, so what we see today on the edge of the road was the rear of the house, its back garden extending across the present road.

One obstacle to be faced on the new route was the steep dip below The Fox Inn, which was the narrow end of Lynwick Hanger as its stream flowed down to the Arun floodplain. This locality called Franktonhook

years 1821 to 1826. The accounts for the year 1823 to 1824 show an expenditure of £397 19s 11d, and the income from tolls between Wildwood Gate and Strood Gate as £454 9s 11¼d so whilst this does show a balance it was insufficient to make any dent in the debts or the interest thereon, which on Dec 13th 1824 stood at:

The amount of debt bearing interest when the road was built for which debentures had been given:

£11,338

Interest due from midsummer 1812:

£6,802

Debt bearing interest for which debentures not claimed

£3,323

Floating debt:

£1,860

Total debts: £22,323



Board of Ordnance Map c.1800 — Col. Mudge's Edition, shown as the original survey and without the railway, as added on the later reprinted editions currently published by David and Charles, and with less wear on the Printing Plate. The course of the turnpike road and the present A281 is drawn in dashed lines, and some later annotations added for location (in brackets). In Bucks Green, a length of road from Lynwick Street to Snoxall was widened in 1941, taking much of the old wide verge from the north side. A pair of cottages on the northern edge of the road, originally parish almshouses, was demolished in the 1920s. The Fox Inn was built as the parish poorhouse in 1812, being joined to an older house standing on the Green. Bowcroft Lane was an ancient easterly route, which was diverted northwards away from Hyes sometime in the 19th century. The southern end was realigned in 1865 to accommodate the course of the railway.

had to be bridged, which, as normal for the time, was only a single cart's width (see picture p3). With infilling since it was built, the depth and gradient is less severe than that previously, and must have needed additional horse power especially for farm wagons. It was no doubt this ravine which hitherto had prevented a track being made to link Bucks Green and Hornshill.

The turnpike was a financial disaster and the investors lost their money. The tolls were often auctioned off to contractors and subject to embezzlement. By order signed by Mr Medwin, new trustees were elected in 1821 and the tolls put up for auction for six successive

The creditors generously agreed to discharge the debt in full on payment of five shillings in the pound, for which they had to borrow £500 at interest. They obviously thought it was better to write off 75% than to get nothing. The accounts were signed by D. Stedman of Horsham, clerk to the trustees for Sir Henry Fletcher, Bt.

By 1855, the revenue from tolls for the year was only £249, which is difficult to explain: after decades of recession following the Napoleonic Wars, culminating in the 'riotous thirties' and the 'hungry forties', prosperity and trade was on the upward trend in the

1850s, and one would have expected transport and travel to increase accordingly. The total debt had fallen to £14,662; nil debts were paid off, and the interest of the mortgage debt at 1% was £138. This low rate of interest was the result of a letter from the Secretary of State hoping that arrangements could be made to relieve the trust from its large arrears, recommending them to adopt the Turnpike Trust Arrangement Act 14 & 15 Vic c.38, (1851-52) and reduce the annual interest from 5 to 1%. The government possibly had an ulterior motive in coming to the aid of Turnpike Trusts: if the private venture failed there was no alternative system in place to manage and maintain main roads that would not have raised government expenditure and taxation.

The total salaries for the four gatekeepers of the Horsham Division in 1855 was £33 18s, averaging £8 9s 6d pa each. They were issued with small crudely pre-printed tickets made out either to the next gate or a through ticket to successive gates. The name 'turnpike' originated as a pike or bar that turned to swing open, but in fact were gates fenced to both sides to prevent flocks of sheep from running through. As also with herds of cattle, the toll was levied by the score which had to be counted.

The clerk at this time was William Stedman of Horsham, the treasurer Thomas Elliott of Rudgwick, (farmer and timber merchant of Redhouse, having then recently added Redhouse and Chephurst Farms to his holdings by marrying widow Mary Butcher) and the superintending surveyor was James Grinstead on a salary of £10 pa. Rudgwick and Slinfold tithe maps show that he had variously occupied Bucks Green and Roman Gate toll-houses (he should not be confused with the James Grinstead who held The Plough Inn in Church Street).

By 1870, turnpike trusts across Britain were spiralling into collapse with perpetual debts that could not be cleared, and the building of the railway between Guildford and Horsham in 1865, which took most of the passenger and goods traffic, sped the failure of the turnpike road, and in 1873 the gates were left open and subsequently removed.

This left the Rudgwick vestry in a dilemma regarding the upkeep of the road. A meeting was held on November 6th 1873, "to consider the future repair of that part of the Guildford and Horsham Turnpike Road situate in this parish, the tollgates on the said road having been discontinued." At a further meeting the following week it was resolved that "the purchase of material [roadside stone heaps etc] be left to the surveyors interested in the same, and that Mr W.J. King be instructed to proceed at once with the repair of that part of the Guildford and Horsham Road situate in this parish, the trustees of the turnpike having discontinued the tollgates and given up the road." The road in question within the parish extended for 3½ miles from the county boundary at Hillhouse Lane to near Roman Gate. It seems from these Vestry minutes that the road was in a bad state of repair when it was

abandoned, and Mr King was instructed to purchase heaps of stone left at the roadside and begin repairs at once. With no authority to take control, the parish had no choice other than to assume responsibility.

The public in general was pleased to see the end of turnpikes which were very unpopular, and disputes at tollgates were commonplace. Having a gate in the middle of Bucks Green must have presented particular problems, as it could have affected village tradesmen and farmers moving within the parish. Was the gatekeeper allowed to use his discretion as to who was allowed to pass through without paying? Only those with living memories would have known.

In some areas, Local Highway Boards were set up to take control of former turnpike roads, which those parishes forming the workhouse Unions could join by paying a highway rate to the guardians of the town. If one had been set up by the Horsham Union it was to be years before Rudgwick took advantage of it. At a vestry meeting of March 1877, the surveyor was instructed to write to the Clerk of the Peace for Sussex calling attention to the state of the bridges on the former turnpike road, and in March 1881 a resolution was carried regarding Loxwood Road and thence to the railway station, stating "it is used considerably more by foreign than local traffic, vehicles bringing goods of every and heavy description from Wisboro' Green, Loxwood, Alfold, Kirdford, and other places beyond these parishes, the owners thereof enjoying the means of such traffic, which living out of the Parish of Rudgwick, and consequently contributing nothing towards the maintenance of the said road". The vestry appealed to the County Authority that half of the cost of maintaining it be borne by the county under 41/42 Vic c.15 sec 79. Highways Act, 1878. It was not only heavy farm and goods carts that were rutting the roads; by this time more steam traction engines were coming into use that could haul a couple of large wagons carrying ten tons each. The distance of the roads concerned from Crabtree Corner (Drungewick Lane) to the railway station was stated to be 2 miles 413 yds, and the distance from Loxwood Road junction to Watch (Watts) Corner 566 yds. The road out from Loxwood is still called Station Road.

The vestry book does not give a record of the response to these appeals as various parish officers nominated to deal with them kept their own books that were audited annually. From this time and for several years the vestry was very concerned about the Wanford Bridges in Haven Road. They were owned by a syndicate of landowners who were not empowered to take tolls and therefore resisted rebuilding them. Such was the state of this pair of rickety wooden bridges that at one time it was proposed to employ a night watchman to give warning should the water rise. In May 1884, the Surveyor of Highways reported to the vestry that he had ordered 500 yds of Farnham Gravel. (must have made quite a pile at the railway sidings). It does seem that the parish was still left to deal with its own road problems.



In October 1891, the vestry resolved that "the ratepayers present desire that the Parish of Rudgwick form part of a Highways Board comprising the parishes of the Horsham Union", and in May 1892 it was reported that "Guardians serving as members of the Rural Sanitary Authority were appointed as ex-officio members of the Highways Board".

Just two years later came the Local Government Acts a much needed reform, with elected parish councils taking control of civil affairs away from the Vestry, and the setting up of Urban and Rural District Councils. No longer was road maintenance the responsibility of unqualified and mostly unpaid ratepayers nominated by the parish vestry, but done by professionals with expertise, a labour force, a steam roller that could be used throughout the district, and all the other collective facilities that were not available to the individual parishes.

In 1923, road maintenance was divested from district councils to county councils. It was probably at this time that they began a major programme of tarmacing all roads, with a covering of stone chippings from Somerset on major roads and flint chippings on minor ones. The late Fred Debenham of Alfold left school in 1917 as a carter, and regularly drove a cattle cart to Guildford Market on roads yet to be tarmaced. Today, the A281 rolls on after 200 years of following the same course as planned by the Guildford and Horsham elite, howbeit with many improvements. Perhaps the most original features can be seen in the straight roadside hedgerows planted along the new sections of turnpike roads where they were cut through fields and woodland.

**Note: Tollhouses.** They were usually tiny single story dwellings facing the edge of the road and the gate. Of **Wildwood Tollhouse** no trace exists. I found it on the 1842 Alfold Tithe Map. It was placed far enough out to avoid farms and dwellings to allow locals to move freely. A line of bungalows now stands along the road approaching the petrol station from the east, that were possibly built between the wars.

**Bucks Green Tollhouse:** It jutted out into what today would be almost in the middle of the A281 on the east side of the Haven Road junction. It was allotted a small garden plot on roadside waste immediately beyond the curtilage of Forge Cottage on the eastern side of the Haven Road. The tollhouse is not shown on the 1912 O.S. map, and a more recent house now partially covers the site. **Roman Gate Tollhouse:** Stood on the southwest corner of the junction with the A29. It was demolished in the 1930s to make way for road alignment and widening. Photographs of it do exist.

**Strood Tollhouse:** Stood at the junction of the minor road to Warnham now called Strood Lane. The date of demolition is obscure and no trace exists.

**Sources:** Add MS 5939, 1806-1855. A bundle of documents held at W.S.R.O.

*Rudgwick Vestry Book 1860-on. Transcript copies available in the parish and W.S.R.O.*

## Flemings Stores

### Malcolm Francis

Rudgwick has lost over the years a lot of the small shops and garage businesses. I ran a photo quiz at Rudgwick's Golden Jubilee fete to guess the locations of the shops, garages, etc that had closed during the fifty years of the Queen's reign. There was a lot of interest in the competition as people attempted to remember the locations of the lost businesses etc. The most amazing fact was that the village actually lost twenty four businesses during those fifty years, that is approximately one every two years. The list included two butchers, five grocery stores and five garages. Rudgwick parish did have two sub post offices, one in Bucks Green and also one in the Haven, how times have changed. One of the shops that closed was Fleming's Stores that used to be located in the middle of Church street, just north of the pimple roundabout by the Kilnfield Road junction. Throughout its life the shop was a general stores and newsagents. This shop was owned by my late mother in law, Babs McWilliam for many years and its history as one of Rudgwick's vanished shops, is worth recounting.

The shop was located at the front of the property now known as Yaffords, the part that lays at the back of the shop and to the right is actually called Clarkes; the shop became part of Yaffords in the 1980's, before then the whole building was owned by Babs McWilliam.

The earliest photograph of the shop on record was taken in 1905 when it was owned by a Mr Edmunds. The photograph shows him standing with his daughter Ada and son in law George Marden. The shop passed to George on the early death of his wife. George in time married Mabel Tate and Babs their daughter was born in 1918.



*The oldest photograph, taken in April 1905. Ada with her husband George Marden and father Mr Edmunds*

Babs grew up with her parents running the business which also had a newspaper delivery service to a large section of the parish. She was just five years old when her father died. A few years later Mabel married Fred Fleming who had come to work in the village at

the large poultry breeding establishment, known as the SPBA (Scientific Poultry Breeders Association) that was located in the fields opposite the shop. The original offices for the SBPA were in a shed that was located within the garden of Clarkes before the main offices were built on the opposite side of the road. That building later was converted into a large bungalow known as Freshwoods; the present housing development still bears that name. A few years later more tragedy struck the family when Babs's younger brother, Rex, succumbed to pneumonia. One imagines through those years that her mother Mabel must have had to have been a resilient woman to carry on under those sad circumstances.



**Clarke's shop in the 1930s**

The shop had therefore over those last thirty years been known as "Edmunds", "Mardens" and then "Flemings". The shop as a general stores supplied a lot to the village including paraffin that was so vital in those days for lighting and heating, and even shot gun cartridges! Sometimes, in season, local produce would appear if a local gardener had a surplus (runner beans were a best seller). Fresh bread was never supplied by Fleming's stores, the village had a bakery that was located where Secretts now have their shop. Fleming's was also the official parcel office for the local bus service as in those days one could send items by bus; how times have changed. The shop had also a very rare licence; it had an off licence for British wines but also an on licence. I understand that when the shop finally closed in the 1980's that there was only one shop remaining in England that had this very rare on licence.

In 1939 sadly Fred Fleming died so Mabel carried on running the family business. The days were long as the shop always opened at 6 am to handle the day's newspapers, that had to be collected from the first train of the day at Rudgwick station. The shop delivered newspapers, six days a week, to a large part of the parish in those days so each morning all the papers had to be sorted for each delivery boy whilst the more distant parts of the parish were delivered by Babs by car. Babs continued to support her mother running the business throughout the war years whilst her war work

duties entailed driving a lorry for a company in Shalford producing aircraft fuel tanks.

Post war the shop business carried on unchanged and in 1949 Babs was married to Ronnie McWilliam. He had come to Rudgwick as a dispenser to the Surgery, that was based at Church Hill house, when Dr Kelsey and Dr Henderson were the village's GPs. In 1956, when their daughter Nicola was just five, a major fire broke out in Clarkes' kitchen. The fire spread from the kitchen to destroy a large section of the living quarters; the fire was blamed on an electrical fault. Ronnie McWilliam was on a pharmaceutical course in Brighton; he was sent home by the college in a taxi and as the car was south of Horsham the pall of smoke was visible in the western sky!

A lot of friends rallied around after the fire; the family were lent a caravan to start with before some tenants that were living in the part of the property known as Yaffords moved out at short notice. The family then used those rooms until the house was rebuilt. The eventual rebuild of the house was not without problems. A local builder called Dan Maskell went bankrupt during the project through cashflow problems; there were stories of creditors snatching back their goods. The tile company called Marley who had laid all the new floors actually tore them up again when they didn't get their payment.

Eventually life returned to normal with the shop continuing to give service to the village. I remember the shop from those times; it consisted of two counters, the left hand side being dedicated to newspapers, magazines, cigarettes and sweet jars with the opposite counter and shelves holding grocery items. The shop had some very old beam scales; the type that balanced the item to be weighed with a selected weight or combination of weights. Children loved to visit the shop to buy their sweets and in those days there was a penny box; a large flat cardboard box where every item cost a penny. This box, when requested was taken from one of the back shelves and placed on the counter so that the pocket money could be wisely spent. The shop had small front windows that included a very small bay that could be used to

display items for sale; normally there was just a few wine bottles on view. I remember that these spaces often included a sleeping cat taking advantage of the warm sunshine through the glass.



**The unique internal shelving**

Gradually such small village stores were not able to carry on supplying groceries within their shops as new regulations were introduced, a lot of this happened as the country joined the



EEC. I have a cousin who had similar problems with her small shop in Somerset, which was quite modern; she just had to close her business as she was not prepared to lay out even more capital on new refrigerators, etc, to comply with the latest regulations.

In 1972 Mrs Fleming died and Babs carried on the business for some years. By that time I was engaged to Babs's daughter Nicola, so saw at first hand the long hours and problems that were involved in running even such a small shop with the newspaper delivery service. Thousands of shops throughout the country were finding it difficult to compete with the ever increasing competition of the supermarkets. The wholesale suppliers to the little shops were going out of business themselves; in the final years there was only one wholesaler that would still deliver that had the strange name of Panto's, based in Brighton. Small shops and businesses have for many years suffered from cash flow problems even though that description is rather a modern expression; Fleming's stores was no exception. Some customers were weeks or months late in paying their accounts; sometimes newspaper deliveries had to be stopped temporarily to a customer before a cheque finally appeared. There was always a bigger profit margin on magazines than daily newspapers. The newspaper wholesalers also had a draconian payment policy; there had to be a cheque with them for the previous week's supplied newspapers and magazines by the Sunday before they would supply the next week's order. The delivery of the cheque to the Horsham wholesalers on a Sunday was always a very important task. I mentioned that the shop never did supply Sunday newspapers; for many years that service was carried out by Bill Tubbs to the main part of the village. I expect older Rudgwick inhabitants will remember him with his old bicycle doing his Sunday morning rounds. Even that service was not without supply problems, I remember him recounting that the papers were collected early from Horsham station and that it was not unknown for his order to be missing and find out later that they had been thrown out of the train onto the embankment further down the line; no wonder that wholesale paper delivery was switched to road transport.

In 1975 Babs retired from running the business and her tenants; Ruth and Marcel Laudet who had been living in Yaffords took on the lease for a while. The shop survived until its closure in the early 1980s. Unfortunately the unique internal structure was lost when it was converted into a living area, along with the whole front canopy.



**Babs McWilliam in later years**

## **WARHAMS, NALDRETT'S LANE, RUDGWICK**

**DIANA CHATWIN**

Warhams Farmhouse, together with various farm buildings, lies to the north of Naldretts Lane which runs east from the Haven Road towards the Rudgwick / Slinfold parish boundary. In 1844 Warhams was a farm of 110 acres which stretched northwards across the Arun to the A281 and to the south across Naldretts Lane as far as Collins Cross. At that time it was being farmed together with Hyes by Peter Walder; both were owned by Edward Napper.

Warhams is aligned east / west. A photo taken in Edwardian times shows that the house consisted of a main range with a cross-wing to the west. The eaves of the main range were low, with a dormer window in the roof. There was a tall chimney stack placed slightly to the east of centre in this main range; beyond the chimney the roofing material changes from Horsham Stone to tile and the roof ends in a gable. Both main range and cross-wing are timber-framed.



Since this photo was taken the house has been extended westward beyond the cross-wing. This extension, which is timber-framed above a brick-built ground floor, was erected in the 1930s, almost certainly by Percy Hedger, a Rudgwick carpenter. The brick wing presently to the east of the house was added in 1981, replacing a kitchen, staff sitting room, staff bedrooms and bathroom, which may also date to the 1930s, but were certainly no older than the 19<sup>th</sup> century.

The main range, marked **A** to **C** on the plan, (see page 9), consists of part of a high status building of the 13<sup>th</sup> century. This was a two-bay double-aisled open hall, with an extremely elegant open truss in the centre of the hall at **B**. The lower section of both arcade posts at **B** was circular, with a capital carved in a style known as *stiff-leaf carving*. (See picture p9). Above the capitals the posts were square in section and springing from just above them were the curved braces of the open truss and straight braces going up to the arcade plate. The eastern part of the hall beyond **A** has been



In November 2008 the hall and cross-wing were tree-ring dated. Dr. Daniel Miles and Dr. Martin Bridge of



### ***The stiff-leaf carved capital***

the Oxford Dendrochronology Laboratory spent a day taking a considerable number of cores from various timbers within the building. Not all cores were able to be dated, but those that were enabled a sequence of development to be established. The dates obtained are those for the felling of the timber, but since timber-framed buildings were built using green oak, these are in effect the building dates. If the timbers have surviving bark, then an exact date can be given;

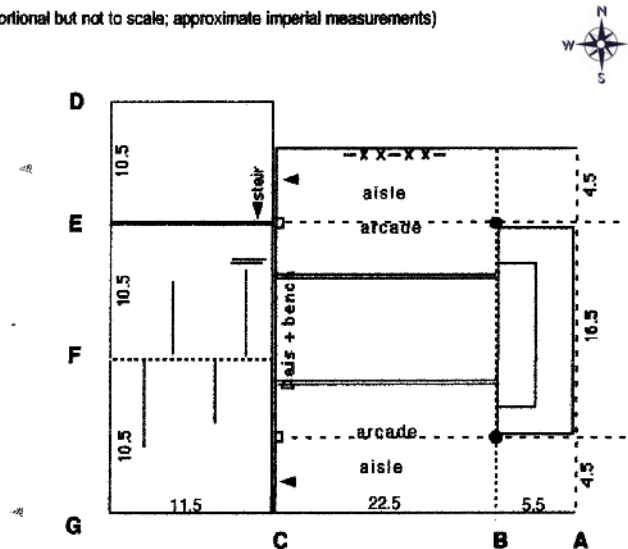
without the bark an estimate of the number of sapwood rings is made, giving a date range for the felling.

The open hall **A** to **C** was built between 1213 and 1239. This accords well with the date of 1220-40 which had been suggested for the stiff-leaf carved capitals (see picture). Around one hundred years later the north aisle was rebuilt, using timbers felled in the summer of 1336. The original external aisle wall was lower and increasing its height allowed more light into the hall. The position of the window in this new wall can still be seen. The south aisle was rebuilt between 1439 and 1468. Again the height of the exterior wall was increased, and at the same time a long timber, running the width of the

building at **B**, was introduced. This timber supported the truncated arcade posts, creating what is known as a raised-aisle truss, which was still completely open with no partitioning in it. This had the effect of clearing the hall of internal posts, creating a completely unobstructed space. Later, the raised-aisle was infilled with wattle and daub, confining the smoke to the east end of the hall, probably within a narrow area known as a smoke-bay. The east side of the partition at **B** is heavily soot-encrusted. These alterations took place between 1484 and 1502. The hall remained open to the rafters until a floor was inserted in 1598 to 1603, creating a new chamber above. The chimney stack was probably built at the same time. However, before this the building had been updated by replacing the end aisle beyond **C** by a cross-wing **E** to **G**, which had one larger room on the ground floor with two smaller chambers above. This wing was built using timbers felled in the winter of 1548/9. It was extended northwards in 1607 by adding bay **D-E**, which had three storeys.

This high status double-aisled hall was almost certainly constructed by Alard le Fleming, who died in 1263/4. He held the manor and advowson (the right to appoint a priest to an ecclesiastical benefice) of Pulborough as well as the manor of Sapperton with Risington in Gloucestershire. The manor of Pulborough had a long tongue stretching northwards as far as Newbridge in Billingshurst, together with detached areas of land within the parish of Rudgwick. Alard also held the advowson of Rudgwick church and had the right to hold a fair for three days round Trinity Sunday. Alard married Emma, sister of John Mansel, who was chancellor to Henry III. Warhams was said in 1544 to belong to the Manor of Rudgwick, which was the Rectory manor, and in 1621 to the Manor of Pulborough. Alard le Fleming was thus of a sufficient status to build such a place and in addition he had the

(Proportional but not to scale; approximate imperial measurements)



necessary connections with Rudgwick. He would not have lived here permanently, but would have come whenever he wanted to enjoy hunting with friends.

The name Warhams would appear to have come from Thomas & William Warham of Croydon, who acquired the property in 1453/4. By 1540 it was in the hands of the Napper family, who were almost certainly responsible for the building of the cross-wing. The Nappers were a prominent Rudgwick family who owned many farms in the parish, a number of them leased to others to farm. The building was amply large enough as a farmhouse and no further additions were made for well

over 200 years. During the 19<sup>th</sup> century the east end of the building was altered. The original end was demolished and a gabled end created just beyond the chimney stack. In the late 19<sup>th</sup> and early 20<sup>th</sup> centuries Warhams was occupied by farm labourers, often two

separate families. By the 1930s the property had moved up-market. Col. Comte and Laura, Comtesse de la Chappelle were there in the mid 30s. It is very likely that they were responsible for the western extension and probably also for an extension to the east, which was demolished in 1981, when the present eastern wing was constructed.



Warhams 1974

Rudgwick is very fortunate to have this unique survival within the parish. We must also be thankful that the dendrochronologists were able to date the various parts of the building, thus enabling us to understand its development. Many buildings in the Weald do not date as the timber is much too fast grown due to the fact that woodlands were

managed from a very early period. The timber trees were planted fairly close together, which encouraged them to grow upwards towards the light at a faster rate; this resulted in timbers having too few rings for dating purposes.

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# ***THE HOUSE ON THE HILL***

***PALLINGHURST: THE MACANDREW YEARS, 1919-1959***

## ***ROGER NASH***

Ernest MacAndrew purchased Pallinghurst from Mrs ffennell (formerly Schumacher) in 1919 when he was aged about 45. The estate is described in the advertisement of sale in The Times, but no photos or plan of the ffennell's estate survive as far as is known. It is likely Ernest, from a Mersy-side-Scots shipping family, had the funds to purchase virtually the whole estate. Analysis of the 1959 sale particulars shows that when finally sold the estate would be even larger than the one sold in 1919. However, the new owners of Pallinghurst had different interests from the Schumacher/ffennells.

Ernest MacAndrew was a keen horseman with a great interest in hunting, showing and point-to-pointing. In 1928 he was a steward at the Chiddingfold Hunt Ball, held in Godalming. Later he bought and sold horses for the hunt servants of the Chiddingfold & Leconfield. The hunt regularly met at various places in Rudgwick, but MacAndrew declined offers to become Master and told his grandson never to do it if offered! In 1932 Ernest's hunters won two prizes at the Sussex County Show at Eastbourne, and in 1933-8 he repeatedly won prizes for his horses at the Aldershot Show, where no doubt he mixed with a military crowd, and in 1939 also at the Hunter Show in Islington. The additional stabling

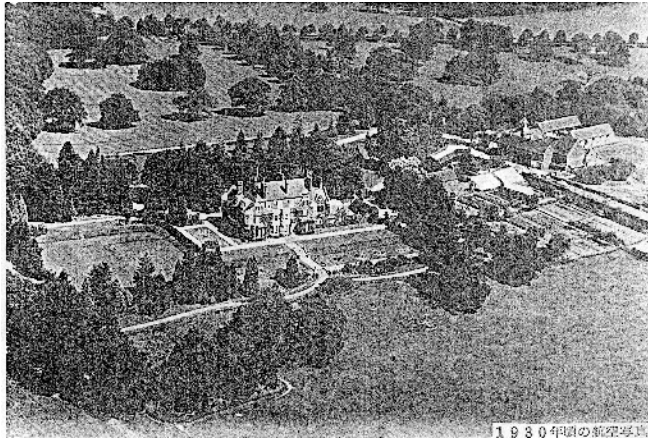
to the east of the original stable block probably dates from this time.

Emily Harwood, daughter of Alfred Covey the gamekeeper who lived at Monkton Hook, tells me that the MacAndrew shooting parties sometimes came to her house for refreshments afterwards, when Mr Covey's cider was very popular, though the food hampers were carted down from the big house. The estate must have supported good shooting in the extensive woodlands where the gamekeeper raised the pheasants, trained the dogs and shot the vermin.

Emily has recorded a list of outdoor staff working for MacAndrew around 1930. The farm bailiff was Mr Brown. On the farm there were cowmen Mr Bates and Mr Stemp; stockmen Mr Moore and others; carters/ploughmen Mr Wise (her uncle), Mr Grinsted, Mr Osgood, Mr Lewis, Mr Denyer; hedger, thatcher & ditcher Mr Kingshott and his sons; general farm workers Mr Routley, Mr Laker & others. On the estate were gamekeepers Alfred Covey and Mr Fuller; rabbit catcher & ride trimmer Mr Wait & his son. In the gardens were Mr Barnett (her cousin), later Mr Covey jr (her brother), Mr Moore, and a boy. In the stables were grooms Mr Lanaway, Mr Bailey, Mr Parsons. There were 3 chauffeurs



Mr King, Mr Woodhatch and Mr Francis. There was a chimney sweep, Mr Knight.



**Pallinghurst from the air 1930**

The estate, photographed in 1930 from the air, looking north east, had a very productive garden and orchard (to the right, with the timber-framed Garden House, where the head gardener lived, and (white) glasshouses for peaches, melons and grapes as well as bedding plants and flowers, in line with the other buildings. The park landscape and avenue to the main road are shown clearly, as is the foreground planting that keeps the view from the house open to the southerly view. On the left are the tennis courts. The stables on the right would have been home to a dozen or so hunters. The lodge, just visible in the background was home to the head chauffeur. Some oak trees visible at the top of the drive were 'county oaks' marking the boundary, thought not there now. To the left, just off the picture was the wild garden, a woodland managed for attractive walks along the rides.

In the big house the domestic offices were run by Sarah, the housekeeper, with a cook, kitchen maid and two house maids, all in uniform. Sarah had an Aga cooker, an Eagle range, a Butler's pantry, boot room, staff sitting room, gun room, game larder, pantry and scullery to look after as well as the main part of the house. The water supply installed by Erwin Schumacher still pumped water, using a Lister pump, into the stable tank until after the MacAndrews left in 1959. The generator which worked by a petrol engine driving a 2.5m flywheel, linked to storage batteries, was sufficient to provide lighting, but had been supplanted by mains electricity in the 1950s. The telephone was installed as soon as Ernest and Katharine moved in, with a Cranleigh number 52, only changed to Rudgwick 416 in the 1950s. Baynards Station continued to be useful, with coal deliveries moved up to the estate by farm wagon. The milk would have been despatched the same way until after the war. A phone call from Mr MacAndrew would ensure trains carrying or picking up his guests would stop and the chauffeur would pick them up in the Rolls Royce.

Pallinghurst Farm was the centre of farming operations, which interested Ernest MacAndrew much more than it did Erwin Schumacher, who was more the city gent. Whereas Pallinghurst for him had been somewhere to escape to, now it was the home of a family that as far as I can tell had no second home. Ernest began to build up a herd of pedigree Guernseys. In 1928 he bought Tregonning Fortune, a 2-year old heifer, for 52 gns, from the Cornwall herd of Mr George Blight, at the sale of Mr B Davis's herd at Ely Place, Frant. Just after the outbreak of war in 1939, MacAndrew himself held a sale of heifers, but prices were lower, 39-50 gns for the TB and agglutination tested fully registered cattle and averaging 38 gns for non-pedigree.

In the second world war, troops billeted across the estate at Pallinghurst were under the command of Col (later Maj Gen) GE Prior-Palmer with whom MacAndrew repeatedly fell out, partly because he always forgot the password to be used on his own estate. The story of Pallinghurst in the war also includes the tragic crash of 7<sup>th</sup> January 1944. Two Canadian Mitchell bombers returning to Dunsfold Aerodrome crashed right in front of the house, one in the drive, one 200 yards away near the stables, where there is now a football pitch, having collided in the air on returning from a raid. Their 'bombs' landed in a field near Alfred Covey, sheltering behind a tree (the report said no bombs on board, but something flew past the gamekeeper!). One estate worker was blown into a pond, and Kitty MacAndrew had a cut leg having been blown through a hedge into the pond by the stables while running towards the crash. The blast broke most of the windows in the house. All the eight airmen died. Later Alfred's son, by then Head Gardener, was told to create a grove of rhododendrons near top of the drive in their memory. Few survive today, and there is no plaque, but the grove of plants has been replanted. A memorial plaque has now been erected at Gibbs Hatch (Alfold Barn), the airmen's 'local'.



**Ernest MacAndrew, 1921 and Katharine MacAndrew, nee Beckwith, c1902**

Ernest MacAndrew was a JP. His deals on the Stock Exchange were said to be shrewd and successful. He had, I have been told, a strong character, but was much respected and liked by staff. He was king in his estate and did not suffer other people's rules and conventions if they did not suit him. Nevertheless, his grandson Richard Shepherd (born in Rudgwick 1947) describes him as "by far the most able of his generation". He was a keen yachtsman, with his brother Vernon, and post-war family holidays on the Isle of Wight, rooming at the Pier View Hotel, at Seaview were memorable for Richard to whom he was a kindly grandfather. He was a more cultured man than his other activities might suggest. He knew the Bible well, though not particularly religious. He liked his crossword and read sporting novels such as those by Surtees, and admired the music of Gilbert and Sullivan.

Mrs May MacAndrew played bridge with the Shepherd family, and Mary Maxwell remembers her for this today. She is remembered by the family as a quiet and unobtrusive character. In her youth she knew John Masefield who penned a poem to her. Their three children were aged 15, 13 and 11 when they moved in, so must have got to know the estate well, before they grew up to leave home, Roderic to South Africa, Donald disappearing from the family radar following a messy divorce, and Kitty to South Africa, only to return to Rudgwick on her husband's death, where she lived

at Pallinghurst for a while, and after her second marriage to Jack Shepherd, at Tisman's until 1952.

### **Tisman's Park**

Tisman's House was rented to well-heeled tenants. But it appears not to have been let out at first, as no one is recorded there in Kelly's Directory until 1927, when Capt ABP Roberts is there. In 1938, Mrs CA James lived there. In 1959, on the sale of the estate it was occupied by Mr Sarw (sic), sub-tenant of a Col Jackson.

The lower slopes of the ridge in Tisman's Park were ideal for an exciting venture. The first ever point-to-point meeting in Tisman's Park was in March 1933, then part of Mr MacAndrew's estates. In the second race Mr MacAndrew's horse Spark won, ridden by Alfred Lund, his South African son-in-law, presumably visiting England at the time.

In 1934 The Times announced the event would be held at 1.30 pm, Wednesday 12<sup>th</sup> March as "Lord Leconfield's and 5<sup>th</sup> Inniskilling Dragoon Guards Point-to-Point Meeting", and, as always, reported the results afterwards. In this second meeting, there were seven races in very wet conditions. Mr MacAndrew's Slam, ridden by Mr Swetenham came third this time in the first race. One of the races was the 5<sup>th</sup> Inniskilling Dragoon Guards Regimental

Race, the regiment turning out in support of their event, as had the 11<sup>th</sup> Field Brigade RA the year before. Mr Wadey of Newbridge Farm, Billingshurst won the final Farmer's Race again, not for the last time. Another local name appearing among the winners is Mr H.L. Ireland from Exfold who was regularly placed in the Farmers' Race. The event continued until 1939.

Point-to-pointing resumed after the war, with the Chiddingfold and Leconfield Hunts merged, from 1946 to 1968. A course map from 1962 shows the course was a figure of eight on the low ground, around and south of Barnsfold Lane. From 1957-68 there were two meetings a year, as the Surrey Union also came here. From 1969 the meetings have been at Parham, near the South Downs. For the sake of the inhabitants and country lanes of Tisman's Common that is just as well! Even in the 1950s the traffic was chaotic, with one way systems in place. The inclusion of Tisman's Park in the estate made point-to-pointing possible, and no doubt gave enormous kudos to Mr MacAndrew as host. I remember as a boy walking over from Loxwood, some pocket money going on a small bet at the tote, and meeting up with my uncle, a regular point to point follower. This must have been after the sale of Tisman's to the Traffords in 1959, who continued the tradition.

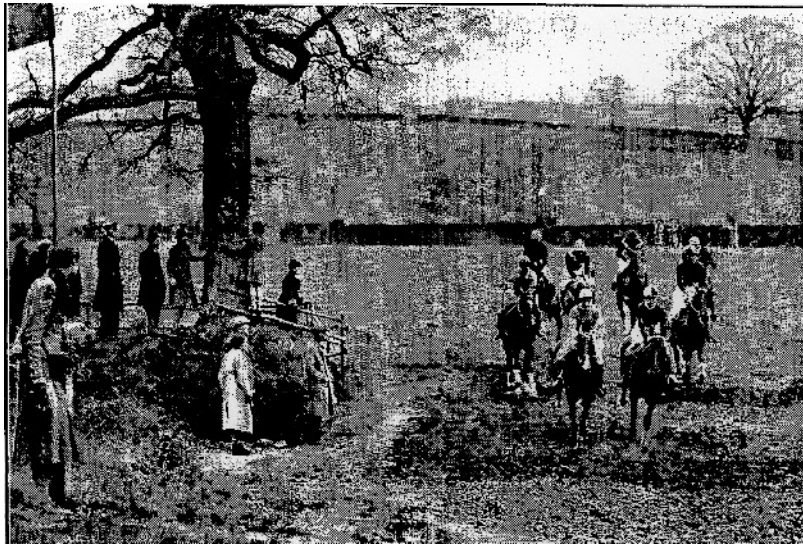
### **The Sale of Pallinghurst and the Estate, 1959**

In April 1958, Ernest MacAndrew, 'Old Mac' himself died, "peacefully at home", aged 84. The funeral was at Rudgwick church, followed by cremation; there is no monument to him

in the churchyard. A nice touch in the announcement was for "garden flowers only". When his wife, Katharine, died in September 1961, aged 88, a similar announcement was made. Her funeral was also at Rudgwick, but by then she had been living in Honeywood, the nursing home in that other 'House on the Hill' in Rowhook, the home of Lady Tredegar, who had lived there until 1946.

Pallinghurst, the "dignified medium sized residence" sold in 1959 had altered little since its construction. A lofty lounge hall with stained glass windows opened out of the entrance on the north side. The drawing room faced south and east, whilst the morning room and dining rooms faced south. There was also a garden room. Richard Shepherd describes the dark staircase lined with stags' heads. The rest of the ground floor were domestic offices. On the first floor were six principal bedrooms and two singles, one a nursery suite. Two bathrooms and dressing rooms completed the rooms.

On the second floor were eight staff rooms and a bathroom.



**Times photo of point to point, April 1938**

By 1959 the large stable block had garaging for four cars as well as 8 stables and 6 boxes, tack rooms over, and two cottages incorporated into the building. Outside were a cattle shelter, a range of further loose boxes and stores. A pond, still there, lay between the stables and the house.

The pleasure gardens were terraced, but although the three tennis courts were by then disused, the walled

kitchen gardens were in full production with standard pears, apples and espaliers, two fruit cages, peach house and vinery, heated greenhouses, and all usual stores etc. the Gardener's Cottage, formerly Moses Place, was described as brick with tiled roof, part tile hung, and three bedrooms. Diana Chatwin dates it to about 1750.

At Pallinghurst Farm there was a cowshed for milking only 22 cows – how things change! The range of farm buildings however was comprehensive. The farmhouse lived in by the bailiff was described as timber-framed, with its own telephone number, Rudgwick 250. Around the farm were 5 cottages. The land was divided in two by the main road, to the north, fields suitable for mechanised cultivation, to the south, sheltered land with good sporting woodland, park and hedgerow trees and mature woods with capital appreciation. This land 'in hand' amounted to 590 acres, compared with 357 in 1919; Tisman's had grown from 200 to 340 acres. Of the total 1811 acres, over 700 were woodland. The whole estate, remarkable as it now seems, was sold for about £180,000, under £100 an acre.

Pallinghurst Farm was not bought by the Harrisons, who now farm it, until 1961, though they had rented the land from Mr Peel of Aliblastairs for several years by then. Pallinghurst itself became a hotel in the 1960s, and then Rikkyo School from 1972. Space precludes continuing the story, and that of the children of Erwin Schumacher and Ernest MacAndrew, which it is hoped to publish later in a comprehensive booklet.