



RPS NEWSLETTER

SPRING 2003

PLANNING MATTERS

By Stan Smith

We are continuing our view that it is important our members should be kept informed, not only of the proposed development in West Sussex, but of the wider issues in the proposed regional development in the South East.

John Prescott, the Deputy Prime Minister, recently announced a scheme to build 200,000 homes in the South East. The four areas identified as growth areas are Milton Keynes in Buckinghamshire, Ashford in Kent, the Stanstead-Cambridge corridor and the Thames Gateway. The latter is considered so important that a cabinet committee will take charge of the Thames Gateway, chaired by Tony Blair. This will comprise of waterside development from East London to Gravesend and beyond.

Since April 2001, the South East Regional Assembly took over regional planning. The Assembly is now responsible for making recommendations to Central Government, and among its plans for development is the South Coast Corridor and the Orbit Study of the M25.

Although no referendum has been conducted to ascertain whether the S.E. agree to regional government, the Assembly is already in place in Guildford, conducting various studies and recommendations identifying some £17 billion of transport investment in the next 10 years. Are we to reconcile this with the White Paper "Your Region, Your Choice"? Is this an example of planning by stealth?

WEST SUSSEX STRUCTURE PLAN

The Deposit Draft of the Structure Plan was considered by the Examination in Public consisting of two Government Examiners (Inspectors). This took place from 26th November - 13th December 2002, at Chichester, when the Panel was considering proposals for the siting of 46,500 new homes in the County. It would appear impossible to consider a rational debate in so short a time scale. Such a massive development

(without precedence) required much more time to debate the implications of such far reaching proportions.

Here are some Structure Plan figures for the years 2001 - 2016.

	<i>Dwellings required (districts)</i>	<i>Percentage on previously developed land</i>
Adur	1,745	100%
Arun	8,700	60%
Chichester	7,875	62%
Crawley	4,495	35%
Horsham	9,335	48%
Mid Sussex	10,175	54%
Worthing	4,175	79%
TOTAL	46,500	62%

A report by both the C.P.R.E. and the Federation of Sussex Amenity Societies (both Societies were invited to have a seat at the table), complained that debate on the issue was restricted by the two Government Examiners, narrowing the possibility of wider discussion. House builders and business representatives were allowed to present glossy reports and to make lengthy statements. The C.P.R.E. pointed out that the general impression was that developers had been working hard, with both County and Districts, to carve up development areas between them. Regrettably, the environmental lobby was small compared to that of the developers.

Currently, the County is considering the E.I.P. Panel's report and will set out final plans to be made available later in the year. With the introduction of the Planning and Compulsory Purchase Bill, it could mean that this is the last Structure Plan we are likely to see.

THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE SOUTH EAST.

Last year residents breathed a sigh of relief when expansion at Gatwick was ruled out by the Transport Secretary, Alistair Darling, in the Government Air Transport Consultation Paper. Medway and Kent Councils anxious to avoid a new airport at Cliffe, successfully challenged the decision in the High Court.

There are now options for Gatwick in the Government's new consultation paper, despite a legal agreement between B.A.A. and W.S.C.C., that there should be no expansion until 2019. The most extreme option for Gatwick is for two new full-length runways increasing passenger numbers from 32 million a year to 115 million, thereby creating 58,000 new jobs (and 2 new towns the size of Crawley!) Alternatively, one new runway could be built parallel to the existing one, opening in 2011 or 2024; this would take passenger numbers to 60 million - or a single new runway could be built 1km. to the south, increasing numbers to 80 million.

Those striving to oppose any new development at Gatwick and honouring the existing legal agreement is our M.P., Francis Maude, W.S.C.C., C.P.R.E. Federation of Sussex Amenity Societies and the Gatwick Area Conservation Campaign. This Society is a member of all three voluntary bodies.

The Government's consultation options for expansion of S.E. airports will now close on June 30th, and a final decision on which schemes will go ahead is expected from Alistair Darling in an aviation White Paper later in the year.

It is important to seek an environmentally sustainable aviation policy. With this in mind, it is vital to manage demand for air travel, remove tax concessions, and to make airlines pay the full social and environmental costs imposed on society. There is a certain logic and fairness in this argument since the motorist has to meet the environmental costs of car fuel.

CRANLEIGH BRICKWORKS ACTION GROUP (C-BAG)

A question mark still hangs over the future of the former Cranleigh Brickworks site. Although earlier this year there were rumours that the site might be turned into a toxic waste site, at the time of going to press no formal application had been submitted to Waverley Borough Council (WBC) by the developers, Cherokee.

In February 2003 three members of C-BAG had a meeting with Sue Doughty, MP for Guildford and Christine Pointer, Chief Executive of WBC. Ms Pointer stressed that although Waverley wishes to see a full remediation of the site, it is opposed to any housing development on the site as it would be outside the council's existing development plan. As a strong environmental spokesperson, Mrs Doughty remains committed to a full remediation of the site without inappropriate development.

If the campaign to stop unsuitable development of this site is to succeed, it needs the support of everyone in the local community. Only concerted action by local residents will bring success.

If you wish to support the campaign please contact C-BAG Liaison Officer, Richard Rhydderch on 01403 823392.

EASY HONEY

By Malcolm Francis

Some years ago, when my wife and I lived at Hermongers road, in our first house, I was very keen to have a go at bee keeping. An uncle of mine, who had always kept bees, gave me an old bee hive, and promised to supply me with a swarm when one was taken in the coming spring. The empty hive was put at the bottom of the garden and a brood box and "supers" (where the bees store their honey) were acquired and installed. I didn't have to wait for a swarm to be taken, one arrived within a few weeks on its own and took up residence. A colony of bees that is about to swarm sends out scouts to find suitable accommodation; old honey in the hive would have attracted the swarm. I thought that was a very lucky start. A few days later I heard that a friend in the village, Eric Slade, had lost a swarm at the same time as mine had arrived, it doesn't take long to fly from Pondfield to Hermongers Road. Eric said that he was glad to get rid of them as they had been such an ill tempered hive; I was still pleased to have some residents. The bees established themselves and, with guidance and practical help from my uncle, the colony thrived. I hoped that in due course there would be some honey. In July bees get bad tempered at the end of the nectar flow; it was not long before I was having complaints from neighbours getting stung, my bees were always blamed. I decided to keep the peace and moved them into an adjoining orchard, with the owners permission and help from my uncle. The problem was that the move, seen as danger to the bees, triggered them into consuming their precious honey stores, so any hope of taking any honey that year was lost. The bees survived the winter, so I was hopeful that their second year would be more productive. All was well until an elderly neighbour was cutting his hedge adjoining the orchard. It was a hot, thundery afternoon, "my" bees were in a bad mood, and sure enough the gentleman was stung badly. I decided that the bees would have to go into exile, so that evening, with the aid of a landrover the hive was moved to my mother in law's orchard about a mile away; I didn't want them recognised. The move was successful but yet again stored honey was lost when the bees sensed danger. The third year I hoped that the bees would have a better time, and perhaps there would be some honey to harvest. I was to blame for the next disaster; I checked the hive during the summer and thought that there was enough honey to take. Unfortunately my uncle had died, who had been my mentor, he would have kept me in check. I was so keen that I took off some of the "supers" too early in the evening when the bees were still very active. I was in my full protective gear and loaded the supers into the back of my little Morris traveller for the short journey to Hermongers Road. When I arrived I found I had an escort; thousands of bees had followed me and started to cover the car and the surrounding ground, they wanted their honey back! I had no choice but to drive back down the village with an angry escort, and put the supers back in the hive. The bees calmed down very much later, and so yet again no honey.

The colony survived the next winter, fed with a sugar water solution to help them, but in the next Spring the colony suddenly died. It was quite a long time before any more bees came to stay, I'm sure that the word had got around.....

FAIR FOOD

Malcolm Francis

Charley Tate, my wife's great Uncle, came across this account many years ago. There is no reference to the source.

"We are indebted by the way to the First gentleman in Europe and his partiality to Brighton, for several of these Highways. The curious have often enquired why the milestones on the roads west of Horsham should announce the distance between Windsor and Brighton, but the explanation is not far to seek, the Prince Regent used these roads in his Royal Progress. He is said to have put up on more than one occasion for refreshment at the Kings Head, the old inn at the Top of the Rudgwick Hill and in reference to one of these visits an amusing tale may be recorded. While George 3rd liked nothing so well as Mutton and Suet Dumplings, his son had a likeness for Mutton Chops, but in common with less exalted folk he liked them fresh. It happened however that one day when regaling himself of his favourite dish at the Kings Head, he detected, or fancied he detected (the royal palate may well have been impaired), a tainted flavour about the meat. As can be imagined he was not slow to protest. The landlord was full of apologies and he might have succeeded in mollifying his distinguished guest, had it not been for the indiscretion of his son, an "enfant terrible" it there ever was one.

"Father" he said "I've been thinking as how you may have made a mistake and cut a bit off that rotten sheep you were keeping for the fair"

PLOUGH COTTAGES

This postcard was found by Alan Siney on a trader's stall at Shoreham in May this year. It shows The Plough Public House, soon after it was de-licensed in 1909 and converted back to the pre-1830 cottages. The indenture dated 9th August 1909 conveyed the de-licensed premises from the the executors of Henry Michell, West Street Brewery, Horsham, to Louisa Elizabeth Grinsted. The northern end of the row (with the raised roof line) was burned down in the 1960's. Standing outside the Cottages are from Left to Right. Mrs "Happy" Joyce, Mrs Amos Farley with son Gilbert and two dogs, and "Granny" Cooper at her front gate. Mrs Joyce's husband Archibald died of wounds in Belgium in 1917 aged 42.



With thanks to Alan Siney for the picture and the short history. A more detailed history of the Plough as a pub will appear in the Autumn Newsletter.

40 YEARS ON

Eric Slade

The countryside around Rudgwick has changed considerably in the past 40 years as has much of West Sussex with more and more houses and businesses being developed but fortunately there is still enough countryside around Rudgwick for us to claim that 'we live in the country'.

Both my wife and I were brought up in small villages and were delighted when we moved to Rudgwick and were able to enjoy all that it had to offer. At that time we had no transport of our own and I used to cycle the 17 miles to work and Gill either used the bus to Horsham or much more exciting, the train to Guildford. On the odd occasion she would take the three children with her travelling with the pram in the guard's van. The porters and guards were always very good at helping her with the children, pram and shopping and the family enjoyed the train journey especially in the Spring when the embankments were covered with spring flowers.

Pondfield and Kilnfield Roads were one of the first new housing estates in the village followed closely by Gaskyns and The Marts. With few cars around children could safely run to each other's houses and families soon became good friends and neighbours. Pondfield Road was exceptionally lucky as the field adjoining it (which is now Churchman's Meadow) was owned by Mr Secretan who always left wide strips of land around his fields for villagers to walk. Many of the hedgerows on his land had trees planted in them which he had either brought back from his travels around the country or had been given to him by visitors. At the base of these trees could be seen plaques with inscriptions such as Norfolk 1923 etc.

Churchman's Meadow was farmed by Mr Hale and every year the residents of Pondfield and Kilnfield Road (Woodfield Road did not exist then) would get together to build a bonfire and celebrate Guy Fawkes night. One of the fathers was an expert on explosives and the bonfire would be lit with a big bang. The wives would provide hot tomato soup, jacket potatoes and sausages, the husbands would delight in letting off the fireworks and Mrs Hale would bring along trays of toffee apples for everyone. I think the children enjoyed the following morning as much when they searched the field for the spent fireworks and helped to clear up and spread the remains of the bonfire.

With three young children, no transport and strange as it may seem, no television, my family spent much of its time walking! The fields, lanes and later the railway line were a nature lovers paradise. Cowslips and wild daffodils grew along Bowcroft Lane and purple orchids grew in profusion in Gravatts Hanger and other areas of woodland.

Primroses seemed to be everywhere and of course the bluebell woods were (and luckily still are) a picture.

At the top of Churchman's Meadow was a thicket of blackthorn and in late spring the nightingales would sing their hearts out. Sadly one year, this thicket was severely cut back and we never heard a nightingale sing from there again but one year we heard one very clearly at the back of our house and at 11 o'clock one night we decided to see if we could find out where it was. So armed with a torch we set out, we were so surprised because it was at least half a mile away but its song was so clear that it could have been at the bottom of our garden.

Churchman's Meadow was used for growing cereals and often in early summer we would see two little ears (or more) poking up through the young corn. Mother deer would leave her offspring in the field for some time and come back later. Luckily we still see deer in the fields and woods at the back of our house and our grandchildren (who are mainly town children) love to see them. For a few years we had the joy of seeing barn owls gliding across Churchman's Meadow at dusk looking very ghostlike. Occasionally, I would hear a woodcock as it flew down the valley of Churchman's Meadow over my head as I worked in the garden and on into Gravatts Hanger.

Earlier I mentioned the trains which used to run through Rudgwick, I used to enjoy hearing the puffing of the trains when I worked in my garden. I still miss it as I miss the starlings and rooks which used to congregate in the trees in the woods at the bottom of the garden. There used to be several rookeries around the village but I have to admit I haven't seen any for some years. I suppose I must be content to put up with the jackdaws which nest in the chimney stacks! Gill reminded me the other day of the games I used to play with the children. I would whistle a few notes and sure enough a starling would copy it exactly. I would change the tune and the starling would mimic it.

I still enjoy walking around Rudgwick and especially enjoy walking with my grandchildren, showing them and discovering the wild flowers and trees, particularly the wild service tree which is declining in numbers. I enjoy explaining nature to them and fortunately I am still able to show them where slow-worms and grass snakes still exist. Sadly I haven't seen any lizards for a long time, they seem to have disappeared with the railway. We can usually find puss moth caterpillars, cherry plums and sometimes a rare helleborine. Hopefully they will remember this and in their turn pass the knowledge on to their children, but will it still be a 'green and pleasant land'?

BREWHURST MILL

A story of Kings, the Rudgwick wheelwrights and Bottings the Millers By Alan Siney

A year or so ago, I was invited by Mr Peter Foulger - via a mutual friend - to look over Brewhurst Mill at Loxwood. I asked Stan Smith, the president of Rudgwick Preservation Society, if he would like to accompany me, and we spent a fascinating couple of hours there with Peter as he conducted us through and around the building, which is situated on a western branch of River Arun, or the River Lox as it came to be called. As the owner of the mill, he has carried out a lot of preservation work on the building including the fitting of new weatherboard cladding all round. He is also the chairman of the Wey and Arun Canal Trust and much involved with its restoration, and being a farmer of considerable scale, it was very generous of him to take up his time to show us so much detail.

Some of the shafts and gearing remains in situ, and a lot of tools and implements that were used by the millers in their daily work had been left. My interest was enhanced still further by the 13 feet diameter castiron breast-shot waterwheel that was embossed "KING MILLWRIGHT RUDGWICK 1861." He was George King, the licensee of the Queens Head, and who occupied a building in front of and slightly to the right of the former building, later known as The Queens Hall, directly opposite The Haven road junction. A few yards away on the other side of the road stood the smithshop, where no doubt his fittings were forged. It is usually found that the day to day running of an inn or alehouse was left to the wife, aided by daughters or a servant girl, whilst the publican carried on with his business as an artisan or farmer.

A master millwright had to be at the top of his trade as an engineer and craftsman. He had to be able to design

and build a water or windmill, and to specify every aspect of wood and iron work of which there could be no shoddy workmanship. The vibrations of a mill could set up reverberations through the building to the detriment of its life and serviceability if it were

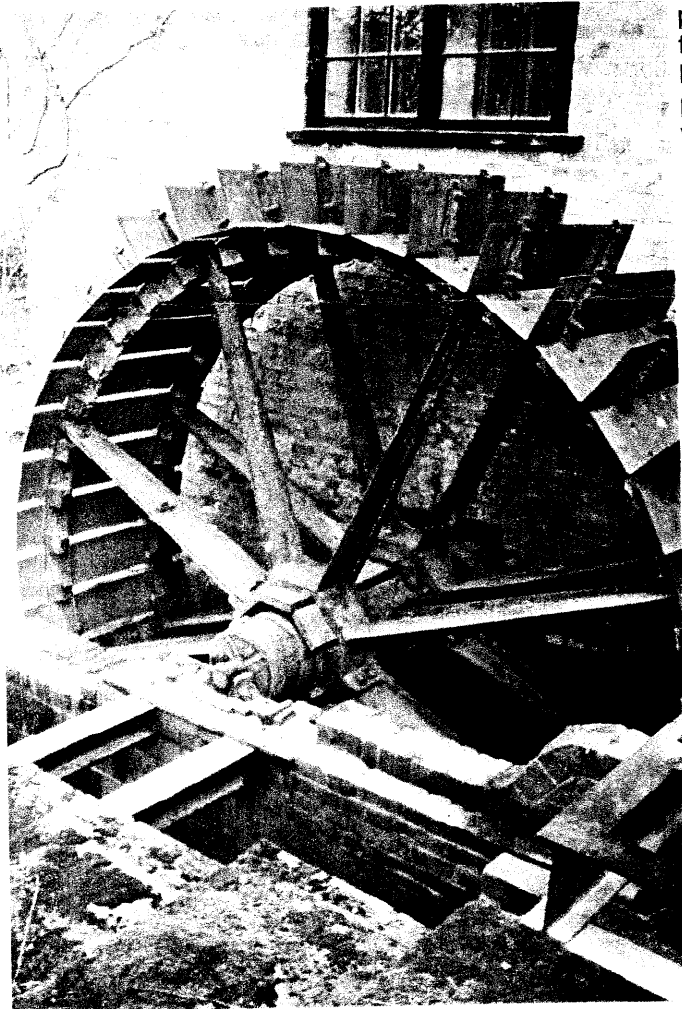
otherwise. George King probably built the pattern for the Brewhurst wheel himself, which had to be a perfect replica of the wheel carved in wood to make the mould for casting.

The side frames consists of eight arms or spokes on each side, with each side being two sections bolted together at the hub and along the split joining arms, so that the four sections could be cast from one half-wheel pattern and all being identical. I think it most unlikely that he had a furnace and crucible at Bucks Green capable of such a big cast in one run, and perhaps had taken his pattern to one of the larger foundries in Horsham.

George was the son of James King who was also a Rudgwick millwright. An interesting passage

Regarding them appears in the book "Bygone Cornmills in the Horsham Area" by George H.W. Coomber, published by Horsham Museum Society in 1996, in which he writes: "James King carried out restocking (fitting new sail arms) of Champions Mill in 1845, and although the invoice

did not give his address, it must have been fairly near Horsham. One of the men employed on this job was George King, and the millwright's section of a 1855 directory lists G.King of Rudgwick as such." Another of his assistants was James Grinsted, who was also a Rudgwick millwright. He had taken over The Plough



The 13 ft diameter waterwheel at Brew-hurst Mill, Loxwood. The embossed legend "KING MILLWRIGHT RUDGWICK 1861" has been highlighted in chalk on the spoke at the one o'clock position. It is a breastshot wheel, i.e. the water flows on to the back of the wheel at roughly mid-height. Mr Foulger opened the sluice a little way to show us how easily it span off load. I cannot say if the paddles are as the original form, but it would have been more efficient if their ends were closed to slow the instant spillage of water off the vanes.

Photo: Stan Smith.

Alehouse in Church Street (see page 3), from his brother-in-law James Mitchenor, who had moved to the Half Moon at Kirdford in 1842-43. Grinstead was called a millwright on a document of 1853 when he redeemed a mortgage on The Plough. He should not be confused with a James Grinstead who was concurrently a surveyor and toll-keeper at Bucks Green tollhouse.

Champions Mill was built on Horsham Common where Foundry Lane now lies. The invoice included 52½ cubic feet cube of timber for which James King had to journey to Arundel to look out, with its barging to Newbridge and carriage to Horsham. The men were all paid four shillings and ten pence per day including beer money, then an important factor to their wellbeing. With two of the millwrights being Rudgwick publicans, they probably transported their own beer to Horsham on their cart.

James King was the son of Michael and Elizabeth King of Rudgwick. He married Sarah Seaman at Horsham on August 15th 1801, and their third child and first son George, was baptised at Rudgwick on April 9th 1809. The family home and workshop was at Little Tittlesfold in the Haven, which James occupied from William Sharp, who had, in the 1830s, purchased the property from Edward Brice Bunny, a successor to the Naldrett Estates, with the tithe schedule describing it as including a yard, buildings, and over sixteen acres. The 1841 census lists James King 60, Sarah 60, Elizabeth 20, and George King grandchild aged 4. Also living there - or perhaps staying whilst working locally, was Thomas Seaman aged 51, James's brother-in-law described as an engineer. James King died April 24th 1847 aged 67, and his widow and youngest daughter continued to live at Little Tittlesfold farming twenty acres until Sarah's death in 1860 aged 81.

Their son George had married about 1840. The marriage details seems to be elusive, but her name was, Sebina and her birthplace was Bury. The 1841 census shows that George King 30 millwright and Sebina 25, occupied Exfoldwood at Tismans Common with their infant son Albert. At that time he was also occupying the stable and building on the curtilage of the Queens Head at Bucks Green, which was in the ownership of Arthur French.

The 1844 tithe schedule gives George Butcher as being the publican at the Queens Head. However, the schedule was a year or so out of date, as at the baptism of his second son James on July 2nd 1843, George King was described as 'Publican Bucks Green' and on subsequent baptism records of his children and on census returns, he was variously described as a publican, innkeeper, or innkeeper and millwright.

As he grew older, and less inclined to clamour over mills, he took up grocery, and on the 1881 census he was entered as 'Grocer Bucks Green Grocers Shop'. His wife Sebina had died a few weeks previously aged 67. This was shortly followed by an advertisement in The Horsham Advertiser placed by E.S. Agate, the Horsham auctioneer, stating that on Friday the 30th September 1881, he would be selling at Gaskins Farm, Bucks Green, Rudgwick, (by order of Mr

George King) "The Valuable Live and Dead Farming Stock, Millwrights Patterns, and Timber, and a Portion of the Household Furniture." The Millwrights effects comprised "Waterwheel patterns, pit, wallow, crown, spur and bevel wheel patterns, a round beam of windshaft pattern, and a quantity of beech, plank, seasoned chestnut and pine." (Quoted from George Coomber's book, 'Bygone Cornmills of the Horsham Area'). It must have been sad for him to see his lifetime's diligent craftsmanship go under the auctioneer's hammer, but by this time the old-style mills were in a depressed state and his sons would have had little use for them.

George King died on December 20th 1889 aged 79, and was buried at Rudgwick on December 27th, with the almost illegible gravestone bearing his name with his wife and two teenage daughters. It seems that his workshop in front of the Queens Head continued to be used as a workshop, as an early 20th century photograph shows it with a sign 'Lactifier for calves' (Metal multi-feeding artificial mother) and other indications of its use. It later became a neat wooden motor garage with a petrol pump.

The Bottings. When George King produced the Brewhurst waterwheel in 1861, it would have been commissioned by Henry Botting, the head of the family milling and farming there. The Bottings were a large and influential family in Rudgwick and the surrounding Sussex Parishes, and more particularly so from the 1820s when John Botting took occupancy of Okehurst Farm (just outside the parish boundary in Billingshurst) with 500 acres from Sir Charles Goring of Wiston, about the same time that his brother Henry took over Brewhurst Mill and Farm with other lands of over 250 acres. In 1827 John was sheriff, and the 12 javelin men of Sussex - the ceremonial escort of the judge when he presided at the County Assizes at Horsham, were all Bottings, including his five sons and his brother Henry with his six sons. (see diagram p7). This branch of the family stems from Henry Botting, farmer and miller, who married Mary Francis of Rudgwick in 1759. The Bottings tended to have large families as their many daughters married the sons of local yeoman farmers, and dozens of Botting babies were baptised at Rudgwick and the surrounding Sussex parishes. The Rudgwick vestry book records that as many as four Bottings were attending meetings at any one time, and taking their places as parish officers and churchwardens.

In the 18th century, Brewhurst Mill and Brewhurst Farm of about 200 acres was part of the Seward Estate, with a Miss Seward being listed on the 1785 Land Tax return as the owner, and Mr. Thomas Seward as the occupier. In 1803, Miss Anne Seward, the sole devisee of the estate, married Edward Napper of Rudgwick, who settled at Ifold House, Kirdford, and was known locally as the Squire of Loxwood, which was then part of the parish of Wisborough Green. Sometime between 1821 and 1827, Henry Botting took the mill and farm on leasehold, and his descendants continued there as millers and farmers for nearly a century, firstly under Napper ownership for several decades, and later as

owners. Amongst the heads of families that expanded into Rudgwick were:

- ◇ William owned and occupied Gibbons Mill, house and farm of 12 acres.
- ◇ John, occupied Hope Farm with 174 acres from Sir Charles Goring Bt,
- ◇ Edward, occupied Howick Farm with 162 acres from John Petoe Shrubbs.
- ◇ Michael, occupied Naldrett House and Farm, Hurstland, and Moorland, totaling 250 acres, all parts of the former Naldrett Estate owned by Edward Brice Bunny. (1844 tithe schedule).

In 1877, Bottings bought Wanford Mill, and John

Botting moved to the millhouse there at the age of 28. He was descended from several generations of millers, including his grandfather Henry who had taken over at Brewhurst in the 1820s, and it was there that he had learned his trade. John Botting became a Rudgwick stalwart; he served 21 years as the vicar's churchwarden, from 1891 to 1912, and for a concurrent time was chairman of Rudgwick Parish Council 1896 - 1903. In 1908, he built his shop at the corner of Station Road, (now part of the Skoda showrooms) which he kept until his death in 1915. John Botting had a daughter followed by five sons. His third son Alfred was killed in 1906 at the age of 19, whilst working at Simmonds flour mills at Aldershot, (Vai Botting said that he had fallen into the steam driven rollers) and his youngest son Samuel died at Wanford in 1916 aged 27.

Like most yeoman farmers, the Bottings were forced out of farming by the agricultural recession which began in the 1870s and bit more deeply. Millers were equally affected as steam power replaced wind and water, and large mills were built at the ports of entry to grind the huge imports of cheap foreign wheat, so that the old mills that continued working were mainly producing animal feeds. In the face of this, the families that had played an important part in parish affairs scattered and took up other occupations.

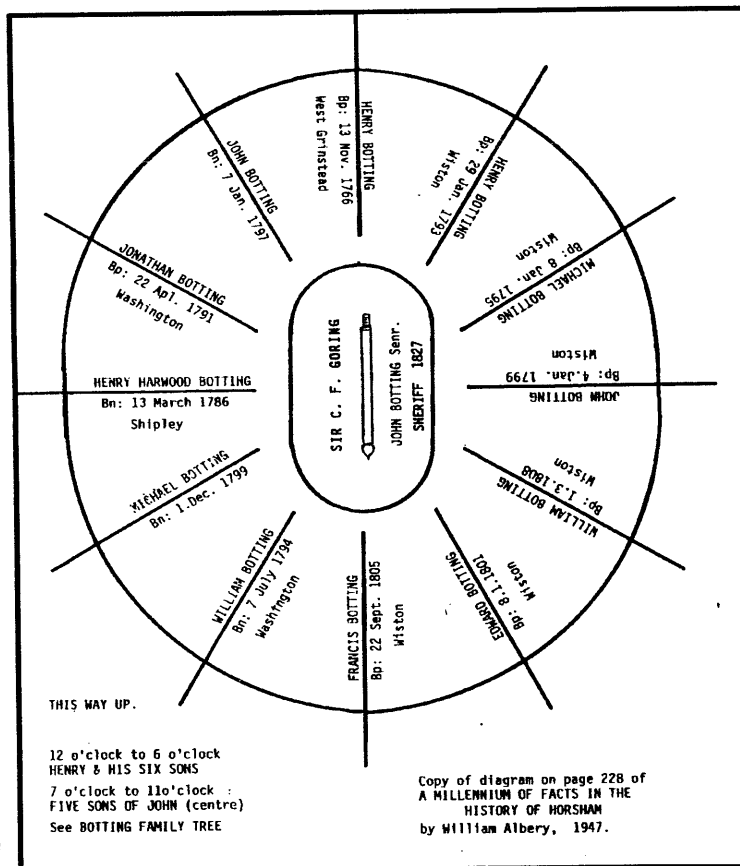
John Botting's second son, William, stayed in Rudgwick where he farmed at Swains in the early 20th century, and became parish clerk in 1921. He was the father of Peggy Walker, who wrote her 'Rudgwick Memories' in 1982 shortly before her death. Her brother, Valentine, died in 1997, and can be remembered as having his fruit and vegetable stall in the Loxwood Road fork at Bucks Green, and doing his rounds in a small delivery van.

Two brothers of John Botting of Wanford, Maurice and Thomas Henry, were all sons of John who was the son of Henry Botting who moved in at Brewhurst in the 1820s. They carried on with the family business there, and in 1900 purchased the Brewhurst Estate by way of two mortgages totalling £7,150, which was redeemed in 1913. (WSRO BR26 Riley-Smith Papers). In 'Stories of Loxwood' (Sussex Archaeology Society 1914) John C. Buckwell wrote: "There is only one mill in the parish,

namely Brewhurst Mill, the property of Mr Botting, but this has lost all its archaeological features, having a few years since been burnt down and replaced by a brick Structure." (Only the lower supporting structure to the first floor is brick. Corn-mills had a nasty habit of catching fire. Concentrated fine dust of any substance is highly flammable, and if the surface of the spinning runner stone makes contact with the bed stone, the resulting sparks could easily cause spontaneous ignition.)

It was from this branch of the Brewhurst millers that some continued to thrive: by 1913, their nephew Charles was in occupation at Albury Mill, and begat new generations of milling Bottings. Albury Mill stood on the Chilworth / Albury boundary south-east of Guildford, at the eastern end of the great powder mills of Chilworth. Here, gunpowder mills were set up in the reign of Elizabeth 1st, and at one time was the

largest gunpowder manufactory in Britain, with building ultimately stretching for about 1½ miles along the Tillingbourne Valley. Explosive production ceased here in 1922, but these Bottings expanded to being major producers of animal feeds, and their big yellow bulk grain carriers with 'BOTTING' prominently displayed on their sides, could be seen regularly throughout the region until (at a guess) about twenty years ago. I walked through the length of the gunpowder site a year or so ago to the former site of Albury Mill, only to find



The twelve javelins used by the Javelin Men. All from the Botting Family, at the assizes in Horsham in 1827 - as displayed on the ceiling of Okehurst Manor House, Billingshurst

that which is almost inevitable today, it is now a select lakeside housing development.

Finally, a rather sad tale to illustrate the decline of the Rudgwick Bottings: a stained glass memorial window was installed in the church by the inner vestry door, possibly in memory of Alfred Botting so tragically killed in 1906. (There is no record of it in the vestry book as it was not used from 1893 to 1909. It had possibly been retained by the clerk to the parish council, to which civil administration had been transferred from the vestry in 1894). In 1936, the family was informed that their window - which they were responsible for as a condition of the faculty - was in a dilapidated condition, due it was said by faulty workmanship. There was no response from them.

In 1944, a flying bomb blast damaged several windows on the north-eastern part of the north aisle including the Botting window, which disintegrated in the attempt to remove it. The War Damage Commission would only reimburse the cost of weatherproofing, and not the replacement of stained glass, so a plain glass window was fitted in its place, and the family invited to replace it after the war. Again, there was no response, there were no local Bottings remaining who were in a position to bear such a cost. In the meantime, Mr McAndrews of Pallinghurst, (now Rikkyo School), offered to store the pieces, which was gratefully received by Rudgwick Parochial Church Council. The plain glass window is still in place, and who knows if the pieces of the original window still lies boxed somewhere? (The vestry book 1860 - 1953)

My thanks to Mr Edward Mephram of Bexhill-On-Sea, whose late wife was a descendant of the Bottings, who in return for history given, sent me copies of the extensive family tree with information that was very helpful.

Guided Walks Programme 2003

All walks are on Tuesday evenings starting at 7-00pm and are open to all.

Due to a shortage of leaders this year, we are running 13 walks rather than 15. However, check the *web-site* for possible reinstatement of the last two. At the time of writing the Thurlow Arms is sadly closed and is likely to become a dwelling.

Full details of these walks are published in the WSCC Summer Walks booklet, available at libraries for £1. The programme is also available on rudgwick.net

The average walk is about 4 miles in 2 hours. Dogs on leads please. These walks are fun and often end in the pub. Thanks again to the Claytons for allowing us to visit their home, Baynards Station.

Sunsets: May 10th 20.36 , Aug 9th 20.36

Bank Holidays: May 5th, May 26th

<u>Tuesday</u>	<u>Leader(s)</u>	<u>Starting at</u>	<u>Grid ref TQ-</u>
May 6th	David Buckley	The Fox	078330
May 13th	Geoff Ayres	Blue Ship	084305
May 20th	Malcolm Francis	The Fox	078330
May 27th	Hugh Baddeley	Onslow Arms (Loxwood)	042312
June 3rd	Geoff Ayres	Pephurst lay-by	056318
June 10th	Malcolm Francis	Kings Head (to Baynards Stn.)	090343
June 17th	TBA	Mucky Duck(Tismans Common)	067323
June 24th	Bridget & David Cozens	Slinfold Inn (Slinfold)	118315
July 1st	Eric Slade	Kings Head	090343
July 8th	Anne-Marie Nash	Whitehall lay-by	077380
July 15th	Susan Bostock	Lime Burners (Newbridge)	073255
July 22nd	Bridget and David Cozens	Chequers (Rowhook)	122342
July 29th	Roger Nash	Onslow Arms (Loxwood)	042312

Whitehall lay-by- on the B2128 going into Cranleigh, lay-by on the RHS at the bottom of the dip before 30 mph limit. Pephurst lay-by- 1½ miles from Bucks Green on the Loxwood Road.

Parking- most of the pubs have allowed us to park, thank you. Please give them your custom in return.

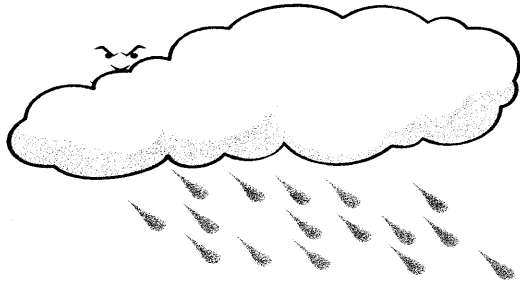
Use the lane beside the Mucky Duck. At the Onslow Arms, park in the far car park .

At the Chequers parking is up the lane not at the front.

Geoff Ayres,

RAINFALL 2002 WEYHURST COPSE

By Don Muir

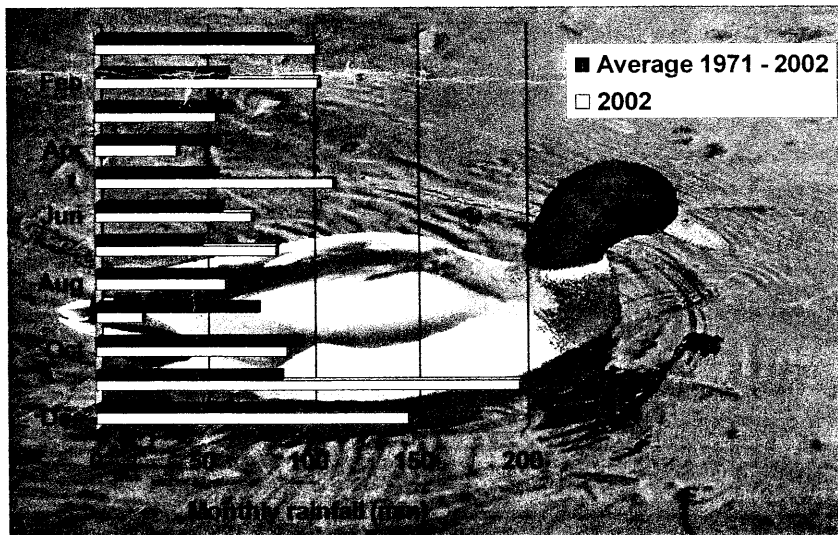


What do we remember about the rainfall in 2002? Is it the heavy rain in January and February, or in May June July, or in November December or is it that very dry spell in August September October when we had only 27mm in 61 days, a little less than the one day's rainfall recorded on 14th November? Being a gardener I tend to remember the dry spell.

To start at the beginning January was a bit above average, rain being recorded on 24 days in the month. February, usually a drier month, had much the same as January but in 18 days. The 104mm was more than 75% above average. March and April were down but in May the rain came back with a vengeance when double the average was recorded. June was up by a quarter and July up by three quarters. In August the rainfall was average but it virtually all fell in the first 10 days. From

there until the 14th October rainfall was minimal but then became heavy until the end of the year. There were only 5 dry days in November. At 198mm the rainfall was 130% above average and made a new 32 year record. December at 146.5mm was 60% above average. We ended up with 1086mm, the third highest in the 32 years in which I hold records.

	2002	1971 - 2002		
	mm	Average	Record High	Record Low
January	103.50	91.37	211.83	12.00
February	104.00	61.52	149.86	5.50
March	56.50	63.00	133.35	4.80
April	38.00	57.28	129.50	4.06
May	111.50	56.46	127.25	1.78
June	73.00	58.17	152.91	8.64
July	84.50	49.36	130.05	3.50
August	60.50	60.77	153.92	1.00
September	21.00	75.51	190.75	9.40
October	89.00	96.25	270.51	8.64
November	198.00	86.20	198.00	19.81
December	146.50	90.91	166.88	13.50
Annual in mm.	1,086.00	846.80	1,178.50	619.25
Annual in inches	42.76	33.34	46.40	24.38



TIMBER FRAMED BUILDINGS IN THE SUSSEX WEALD By Diana Chatwin

The cover price of our book has been reduced to £12.00. These may be ordered directly from, Leslie Hawkins on **01403 822967** or by e-mail at lesliehawkins@tiscali.co.uk. Details of the book and other activities of the Society, including the walks programme can be seen on the Preservation Society Web pages at www.rudgwick.net.