



RPS NEWSLETTER

SPRING 2005

FIRST 21 YEARS OF THE RUDGWICK PRESERVATION SOCIETY

John Cozens

This year the Society, in the traditional sense of being 21 years old, comes of age. Its seed was sown at an emergency public meeting held in the village in the early 80's to voice concern about a proposed high density housing development in The Haven. At that meeting the arguments put forward by Horsham District Council planning officers were destroyed by concerned villagers, particularly Stan Smith, and the proposal was subsequently abandoned. A concern for the proper control of local building development has been at the forefront of the Society's activities ever since.

The Inaugural Meeting of the Society was held at the Rudgwick Hall on 26th June, 1984. Ruth Ward, Chairman of the Federation of Sussex Amenity Societies, outlined the purpose of amenity societies in general and Stan Smith explained how one might operate in Rudgwick. Only two people took the opportunity to leave the hall in token of disagreement and the remainder agreed a draught Constitution and an initial Committee. Three of the original members of that Committee remain, as enthusiastic as ever, and community support for the Society has always been at a very high level.

A major feature of the Society from the beginning has been its two public meetings, one in the Spring after the Annual General Meeting and the other in the Autumn. At the first meeting, in November, 1984, Alan Mitchell spoke on "Trees in British Gardens". A random selection of topics since is: "The Architectural History of West Sussex"; "Rudgwick in the Nineteenth

Century"; "Horsham Folklore"; "The Development of the Wealden Ironworks in Tudor Times"; "D-Day in West Sussex"; "Crisis in Farming" and "The Sussex Wildlife Trust". There have been at least two "Any Questions?" sessions as well as talks by Society members like Malcolm Francis and Joe and Chris Griffin. Almost without exception the speakers have been outstandingly good and a major concern of the present Committee is to maintain that high standard without being too repetitive of speaker or subject matter.

It is well-known that the Society comments on all planning applications affecting the village, as we believe that praise is as important where it is merited as is blame where it is deserved. It follows that we have considered major developments like Foxholes and Churchman's Meadow as well as the little closes that have been developed recently and the the applications relevant to individual houses only. From an application soon after the Society's foundation to build new houses opposite Crouchers to the current 'hot potato' of village planning, the redevelopment of the Skoda garage site, we have tried to be objective and to consider the needs of villagers as well as the appearance of the village.

Not all the Society's activities have been carried out as much in the public eye. Over the years it has collaborated, for example, with the Parish Council on village clear-up days and with West Sussex County Council in the updating and refurbishment of the traditional wooden signposts around Rudgwick. We have co-operated in surveys organized by national bodies - such as the Society for the Protection of Ancient Buildings' "Domesday Survey of Barns" - and by more regional organizations - such as the Monumental Inscription Survey of the churchyard carried out by Society members Ray and Barbara Fautley for the Sussex Family History Group. We

respond, often in considerable detail, to national and local government forward planning schemes. Since its inauguration the Society has been responsible, first through Stan Smith and more recently through Geoff Ayres, for the local part of the West Sussex guided walks programme and many of its leaders and supporters are Society members.

In addition, we have always tried to work collaboratively with local commercial organizations. An example from the early days is a meeting held with Rudgwick Brickworks, local residents and councillors and other interested parties to resolve problems created by fumes from the works, while we are currently trying hard to obtain reliable information from the Co-operative Group about their plans for the two village stores they own.

The Society's newsletter has been a feature of our activities from the beginning. Under Leslie Hawkins' editorship it has long been regarded as one of the best in the County and our thanks are due to him and

to all those who regularly or occasionally contribute memories, nature notes, historical perspectives and the huge variety of items that make up a typical issue.

Although the Society's founders realized the value of the newsletter from the beginning, it is not likely that they envisaged becoming publishers. Although many similar groups publish pamphlets like the occasional offerings from the pen of Alan Siney, few have produced Christmas cards or anything as successful and important as Diana Chatwin's book on the timber-framed houses of the village. There is still a demand for copies of this outstanding piece of research, which is well on its way to becoming a standard text.

I must thank all members of the Society and, particularly, of its Committee for what has been achieved in the the past 21 years. I am sure that during its next 21 years the Society will do even better what it has always done very well and that developments as unexpected as Diana's book will take the Society forward to new fields of success.

PLANNING MATTERS

Stan Smith

We are witnessing the largest housing development plans since the planning system was established in 1947. It is a matter of great concern, with so many changes as a result of the upheaval created by planning legislation, and is so complicated, we will endeavour to make sense of it all. First of all the West Sussex County Council has published its plans for its last Structure Plan for the County as a whole, and for Horsham District in particular. The Plan will be for the period up to 2016, and requires 46,500 houses planned for the County, whilst Horsham District is required to build 9,335 new houses.

As far as Rudgwick is concerned, it is proposed to build 80 houses in our Village which we have strongly opposed. Old settlements like Rudgwick are worthy of special protection since they have a long historical and architectural importance. Apart from our Conservation Area, we have more than 90 timber-framed houses, all of which are listed.. One consolation is that Lynwick Street has been excluded from any future plans. We must congratulate Horsham District Council in its efforts to consult as widely as possible so that everyone has an opportunity to comment at each stage of planning development. We must acknowledge that the District Council has completed a very difficult brief.

The County Council has completed its last Structure Plan, and the Regional Assembly will assume these responsibilities which will set housing targets and planning framework for the whole of the South East Region for the twenty years 2006 - 2026. Three options are being considered for the level of growth:-

1. The lowest option is 25,500 homes each year, equivalent to 510,000 over 20 years. (This is the average rate of recent building at present).

2. 28,000 each year or 560,000 over 20 years.
3. 32,000 each year or 640,000 over 20 years. (see diagram No.1 on page 4)

In the draft plan, development is allocated across nine regions, being areas of similar character. The two Sub-Regions for Sussex are the Sussex Coast and the Gatwick Diamond. (see diagram No.2).

At the time of writing, a consultation period has now begun and will continue to the 15th April. In July the Regional Assembly will present to Central Government which option it recommends. The Assembly will then publish Part Two of the Plan, when there will be an allocation of housing targets to each District Authority - at this stage it will be possible to see which towns will be affected. Next there will be a Public Enquiry when it is hoped both the C.P.R.E. and the Federation of Sussex Amenity Societies will be invited to comment.

To clarify these complicated plans for future development, we have produced these two illustrated diagrams on page

4. (The originals are in colour and supplied by SEERA)

The most intensive areas in descending order are:-

1. Reading, Slough & Basingstoke
2. (a) Milton Keynes & Aylesbury, (b) Coastal Strip (Ashford to Southampton)
3. (a) Woking, Guildford & Reigate, (b) Chatham & Maidstone.
4. Oxford & Crawley

Crawley is defined as a Sub-regional Strategy Area which straddles part of East and West Sussex. It is difficult to comment since there is no defined detailed development plan except that it is proposed to provide 1,500 to 2,000 dwellings each year between 2006 - 2026. This so-called diamond contains two important means of transport, namely the A23 (T) and the railway both running from Brighton to Crawley and London. Planners are keen to develop where

transport is readily available.

Before any development takes place, the Regional Assembly will have to make provision for the infrastructure to serve a planned housing programme - transport, schools, health facilities, water and waste disposal etc. With the transfer of much of the work of Crawley Hospital to Redhill, it is relevant to point out that for some years there has been a campaign to build a new hospital - this now becomes urgent to serve an expanding population and it is relevant to ask - who pays?

It must be pointed out that development on the proposed scale is highly questionable, and there is a great danger that the North/South divide will become a reality. The prospect is that it will create a prosperous South, whilst neglecting a North facing high unemployment and economic hardship. Equally important is that there is no housing shortage - one local estate agent claims to have 8,000 properties in their portfolio, and The Times reports that in Britain there are 689,000 properties that have stood empty for 6 months or more. In the South it is almost impossible for young couples to buy a home, since those on the market exceed a price tag of £200,000. For this reason, future development should concentrate on that problem alone. So-called affordable housing (social housing) must take priority in providing homes for those on modest incomes.

A word about the structure of the South East Regional Assembly. The Assembly has 111 members, of which 74 are local authority members nominated by the individual local authorities. None are directly elected and the Assembly is not a Statutory Authority - our local member is Elizabeth Kitchen, Leader of Horsham District Council. A further 37 members represent a wide range of regional interests including voluntary and community sectors, business, education, sport, culture and faith groups. Most of the Assembly budget is provided by Government through the Office of the Deputy Prime Minister, and receives some of its money from local authorities. One, Kent Council, has withdrawn from the controversial assembly. Medway Council withdrew from SEERA, together with a saving of £22,000. Elizabeth Kitchen has decided to remain a member of the Assembly. Clearly, although not entirely sympathetic to the work of this unelected body, we think it wise to remain as a member, in order to be part of that decision-making body which has wide-ranging power over future planning in a region of which we are a part.

As a general comment, despite the fact that we may be opposed to it, the South East Plan assumes that the Regional Assembly is here to stay. Nothing changes as a result of the referendum held in the North-East since the Regional Assemblies are provided for under the Planning and Compensation Act, May 2004. The status of the Counties and the management of the future Sub-regions needs to be clarified.

It is hoped that these notes will help to clarify the planned future development in the South-East over the next 20 years.

Note: SUSTAINABLE - a word continuously used by planners. OXFORD DICTIONARY - development which conserves an ecological balance by avoiding depletion of natural resources.

SEE MAPS PAGE 4

Baynards Station

This article is based on a leaflet given out by the present owners of Baynards Station at their open day on 5th August 2001 as part of the Rudgwick Parish Church Appeal. Our thanks to Fraser and Linda Clayton. See the walks programme (page 12) for a visit to Baynards Station

This railway line, which ran between Horsham and Guildford, was opened in October 1865, the London Brighton South Coast Railway Company.

The original plans did not include a station at Baynards but the Rev. Thurlow, who owned Baynards Park at the time, offered his land at a reduced rate to the railway company provided they built him a railway station. The line was single track at the time of opening with the only passing place being Baynards Station. In 1898 the platform canopies, small waiting room and Ladies Waiting Room were added. The design of the canopies is not typical of this line, and are in fact the earliest known of this design, and Baynards might have been used to trial this "prototype" canopy design. Similar canopies can be found at the much larger station of Purley in Surrey (and Christ's Hospital before demolition).

The large brick-built shed is a railway goods shed (not engine shed - locomotives were not stored here). There was a great deal of goods traffic during the railway's heyday - it is said that horses and carts could be found queuing back to the road bridge waiting to unload or load. During the winter, sheep from the Romney Marshes were brought to Baynards by rail to overwinter in the fields nearby due to the warmer conditions!

During the 1950s/early 1960s the station was not only famous for its wonderful display of dahlias each summer, when Mr Burdfield was Signaller/Porter here, but also as a location for filming. The 1950s BBC television version of "The Railway Children" was filmed at Baynards as were various Will Hay films including "The Black Sheep of Whitehall".

Following "Beeching's Axe", the Horsham to Guildford line was closed in June 1965, just a few months short of its centenary. British Rail sold the entire line to the various Rural District Councils through which it passed; the site of Cranleigh Station having already been "earmarked" as a shopping precinct, with Rudgwick Station also being demolished to make way for a new Health Centre. Baynards Station was used as a house for a while by the then Hambledon Rural District Council and sold privately in 1973 and left to deteriorate further. The present owners, Linda and Fraser Clayton, purchased Baynards Station in 1975, by which time it was in a totally derelict state. However, over the past 25 years Linda and Fraser have totally renovated all the buildings themselves, and restored the Station back to its original LBSCR colour scheme and former glory, and replanted the flower beds along the platforms which had become totally overgrown with brambles and weeds, and are in fact in the process of another major "repaint".

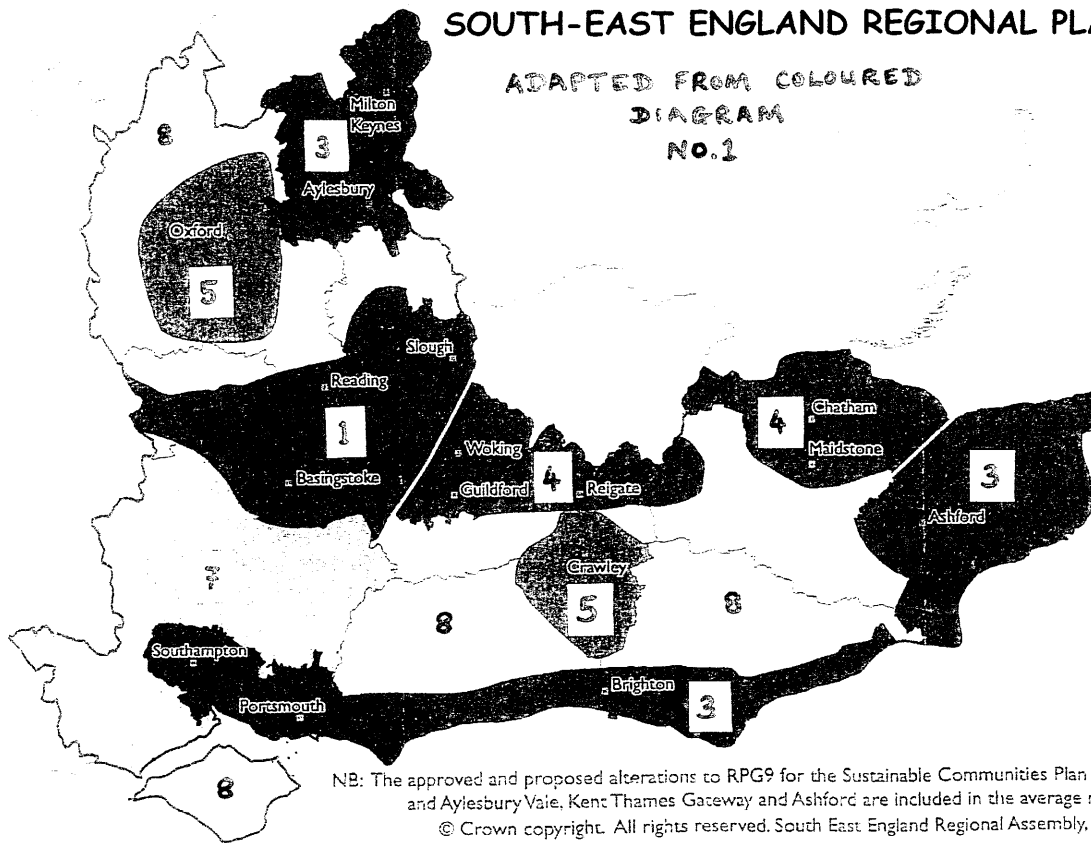
Baynards Station was awarded a Certificate of Excellence by the National Railway Heritage Awards in 1995.

SOUTH-EAST ENGLAND REGIONAL PLAN

ADAPTED FROM COLOURED DIAGRAM NO.1

Average Number of Dwellings
Per Annum (2006 to 2026)

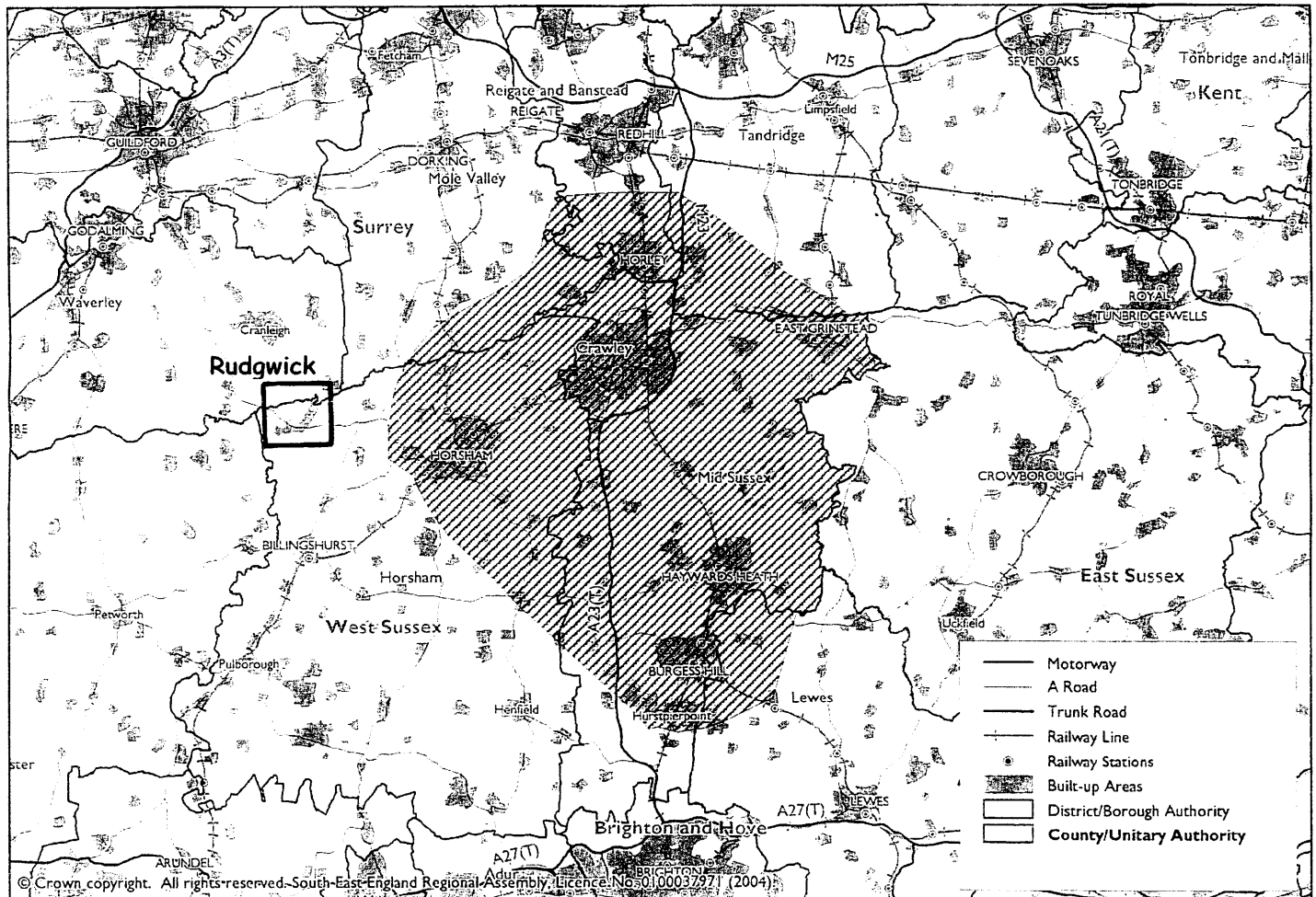
1	5,000 to 6,000
2	4,000 to 5,000
3	3,000 to 4,000
4	2,000 to 3,000
5	1,500 to 2,000
6	1,000 to 1,500
7	500 to 1,000
8	1 to 500
EX	Hub



NB: The approved and proposed alterations to RPG9 for the Sustainable Communities Plan Growth Areas of Milton Keynes and Aylesbury Vale, Kent Thames Gateway and Ashford are included in the average numbers of dwellings per annum.
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DMP

CRAWLEY SUB-REGIONAL STRATEGY AREA (DIAGRAM NO.2)



DMP

Watts or Watch Corner

..... it could have been either.

Alan Siney.

Watts Corner, where Church Street meets the A281, has an historic name and connection with the early settlement of the village. It was here that the road southwards from the church, flanked on both sides by deep hangers, could branch east and westwards as the reduced hangers flowed down to the Arun flood plain at Bucks Green. The name probably derived from John Watte, who was taxed at six pence on the 1327 Subsidy Rolls.⁽¹⁾ On the 1644. tax list for the relief of the poor of Rudgwick, Richard Longe paid five shillings and seven pence for "His dwelling and Watts Corner." (Watts Corner Field being that situated within the north-west corner of the junction)⁽²⁾

At some time after this period the junction became generally known as "Watch Corner", and this name persisted until the early 20th century. On the 1780 land tax list, James Puttock of Eames paid £1 for Watch Corner. Being a butcher, he probably needed this field to graze his beasts on the hoof until required for slaughter, in addition to the small Eames Meadow at the rear of the premises. The annual land Tax Returns for the next fifty years all refer to it as Watch Corner, as do the Population Census Returns throughout the 19th century, when the parish was divided into sectors to aid the enumerators. It is clear that this was the accepted name used by the people of Rudgwick and to the parish collectors and enumerators. However, on the 1844 Tithe Apportionment Schedule, with names supplied to the surveyors by landowners in conjunction with the vicar and churchwardens, it was given its original name: Watts was still owned by members of the Puttock Family with their Eames butcher's shop.

How did it come about that the name was changed from Watts to Watch Corner.? In all instances one must firstly look for a logical explanation, and whilst the following must be regarded as speculative, it is possible to piece together a feasible explanation from known events which is difficult to prove from documentary evidence. In the 1970s, when the Collis Bros kept the petrol station at the Loxwood Road fork at Bucks Green, (now the BMW stand) a cluster of four falconet balls was unearthed whilst renewing the underground petrol tanks. The falconet was the smallest field artillery piece used by both sides during the Civil War and could be drawn by a single horse. (Mr Ron Collis lent me two of them to take details, as I have a similar one that was ploughed up by my brother in East Hants) The fact that they were buried together shows that they were not jettisoned by troops on the move, but were deliberately discarded possibly by troops encamped on the green, perhaps for later retrieval.

In January 1644, Sir William Waller prevented a Royalist invasion of Sussex, but because of Royalist sympathies throughout the County, particularly around Horsham, Parliamentary troops moved in and destroyed ironworks around that area to prevent Royalist use. The Rev. Dallaway, Rector of Slinfold in the early 19th century, wrote in his history of Sussex, that there is a tradition that Waller's troops had ransacked Dedisham Manor House in 1643. This is very unlikely since the Lord of the Manor of Dedisham and therefore the owner of the Ironworks was Sir Richard Onslow, the Lord Lieutenant of Surrey who led the Surrey Militia on the Parliamentary side. He was one of Cromwell's trusted aids under the direct command of Gen. Sir William Waller, the commander of Southern England. If damage had been caused to his estate it would have been done so in error and Onslow would have been amply compensated. There can be little doubt that Parliamentary troops were at Dedisham, but it is most likely that they were Onslow's Surrey men sent not only to guard his property, but to safeguard the ironworks as the only possible supply of shot over a large area. From a military standpoint, it would have been negligent of them not to have guarded approach roads to Dedisham, and therefore a detachment was possibly encamped on Bucks Green to keep a 24 hour watch at the junctions there.

This was an important site: the inventory of the will of James Otway dated 1614,⁽³⁾ accounts for 300 loads of coale, (charcoal) and 200 loads of myne, (iron ore) lying at the furnace and forge at "Deddysham". By an indenture dated 29th May 1650,⁽⁴⁾ Dame Mary Lewkener late of Dedisham relict of Sir Lewis Lewkener, being one of the four Blount daughters and co-heiresses who sold the manor to Sir Richard Onslow in 1636,⁽⁵⁾ sold the remaining of her part share to Onslow. The indenture includes her one-fourth part of the house, furnace, forge, ponds, and all the houses of the furnace and forge lying in the Parishes of Rudgwick and Slinfold, "For a compatible sum". There is no indication here of a state of dereliction that could have followed Civil War activity had it been hostile.

Back at Bucks Green, the locals would have been well acquainted with the roundhead sentries who had to acquire food, fuel, and other essentials from local sources by their own initiative - whether by fair means or foul. It would only needed for one person to have called it Watch Corner in jocular vein, for the name to have caught on and become firmly entrenched for a long time, as indeed it did: whilst a Rudgwick Parish Council minute of 1906 referred to it as Watts Corner, another the following year called it Watch Corner. It could easily have changed from one to the other until the original name prevailed.

Sources:

(1) *Sussex Record Society Vol X, Sussex Subsidies.*

(2) *WSRO PAR/160/30/59 App 3.*

(3) *WSRO MP 1261 App1_.*

(4) *GMR Onslow 97/13/732 Guildford Museum Records now at Surrey History Centre, Woking.*

(5) *WSRO MP 23 R21*

Bibliography:

Land Tax Records 1780 - 1832. Rape of Lower Bramber. Held on microfilm WSRO.

RAINFALL WEYHURST COPSE TISMANS COMMON

2004

DON MUIR

The rainfall in 2004 broke no records but it was not an uneventful year. Few months were near their average for the over 30 years for which I have records. Some were less than half while others were nearly double. January was a bit above average and kept the water table high after the very heavy rains of November 2003. February and March were both down the former being less than half the average. March had 43.5 mm - an amount that would crop up again the next month. April started off normal enough and by the morning of Wednesday the 28th the rainfall was about average. That evening the heavens opened. Rain poured off the fields and filled the ditches to overflowing. Water ran down Hornshill Lane like a river from side to side. Four or five houses in Tismans Common were flooded and the fire brigade was called out. At first the brigade could do nothing at my neighbours as the water was flowing out of the ditch and into the house faster than they could pump it out. In just over an hour 43.5mm of rain fell - the same as the whole of March. So much for April showers. We ended up with 109.5mm well above the average of just under 60mm.

The next three months were down on average, June being less than half. August was well up but September, like June, was less than half. October was nearly 40% above average but November was only 35% of average. December was also down but not so drastically.

We ended up with 745.5mm well down on our 33year average of 839.91.

The low rainfall of November and December continued into January and February 2005 giving fears of hosepipe bans later in the year. However March has started off well albeit snow rather than rain.

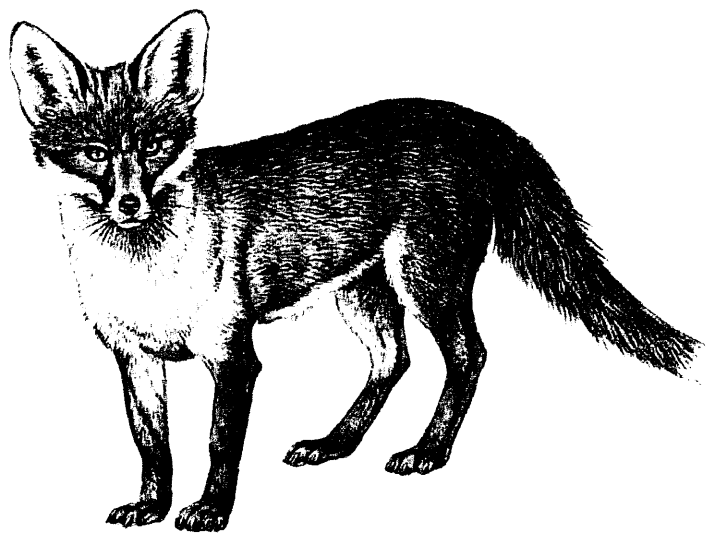
RAINFALL 2004 COMPARED WITH 34 YEAR AVERAGE

	mm	Average	Record High	Record Low
January	97.50	91.70	211.83	13.00
February	28.50	59.81	149.86	5.50
March	43.50	61.28	133.35	4.80
April	109.53	58.13	129.50	4.06
May	48.50	55.67	127.25	1.78
June	22.50	56.31	152.91	8.64
July	44.50	49.11	130.05	3.50
August	102.50	60.53	153.92	1.00
September	31.00	72.13	190.75	5.00
October	130.00	95.88	270.51	8.64
November	31.50	86.76	198.00	19.81
December	56.00	89.52	166.88	13.50
Annual in mm	745.50	837.14	1178.50	619.25
Annual in inches	29.35	32.96	46.40	24.38

Foxes

Eric Slade

Whether you love them or hate them, you have to admit that foxes are lovely creatures. I would even go so far as to say beautiful!



A few years ago, my wife and I were walking along Bowcroft Lane in the early evening at the end of perfect autumn day, when we saw a dog fox sauntering along about 30ft in front of us. He was magnificent, his rich chestnut coat seemed to be in such good condition so he must have been very well fed! He kept the same distance in front of us for at least 400 yards, occasionally glancing nonchalantly over his shoulder before disappearing through the hedge and across the fields. He made our evening walk for us!

Recently we had a similar experience when walking along the old railtrack close to the A281, this time the fox was even closer to us but turned off after a short distance. These foxes obviously realised that we were no threat to them, bearing them no malice, despite the fact that during the 20 years I kept chickens, ducks and ornamental pheasants, I occasionally lost a pheasant to a fox. I don't blame them, after all it was a meal for them, it was up to me to keep them out of the runs. This I attempted to do by burying the chicken wire at least 18" deep but if a fox is hungry enough, he will find the weakest spot and break into a run.

Foxes are very cunning animals, clever hunters. When I worked at Dunsfold Aerodrome, I would often spend my lunch hour walking around Hascombe Hill with a colleague. On one occasion we spent many minutes watching a dog fox creeping along the side of a field where many rabbits were feeding. It turned at the top of the field and chased the rabbits down the hill to where his partner, a lovely dark vixen fox was waiting to pounce. This was a truly amazing experience and I consider myself lucky to have seen it. By the way, male and female foxes are difficult to distinguish, dog foxes are bigger and heavier and lighter in colour. Vixens have narrower faces. It is easier to tell the difference when they are together.

We often hear the foxes barking at night in the woods at the back of Pondfield Road. A vixen's scream can be quite terrifying and is usually answered with a sharp bark by the dog fox especially in January during the breeding season.

In the past few years we have had foxes nearer to home, in fact one Sunday morning we saw a fox walking up the garden path towards the house but he ran off when I opened the back door. Again, one night we were awoken by an unusual noise, we wondered if someone was trying to break into a car. When we looked out of the window, we could see a fox dragging a black, polythene sack along the ground in the area of Churchman's Meadow. Every now and then, he would stop and shake the sack which obviously contained some kind of food. He finally disappeared around a corner, still dragging the sack. Recently, we saw a fox outside my neighbour's front door. We wondered if it was their new pet as he was completely unperturbed by us. When I was a lad there was a man living in Horsham who used to take two foxes on a lead into Horsham town. My wife's brother had reared an abandoned cub which became quite a pet but eventually released him back into the wild and never saw him again.

Foxes seem to like Churchman's Meadow and Pondfield Road, I suppose the proximity of the woods has a lot to do with it. I am sure foxes have been seen close to houses in other parts of the village but I wonder if anyone has seen a fox chasing a cat. I can tell you the cat didn't hang around!

Rattle in Glide Out

Malcolm Francis's article in the last issue reminded us of the days when the Parish had numerous Garages and repair facilities for the far fewer motor vehicles that were then on the roads. "Rattle in Glide Out" was the slogan used in adverts by the Haven Garage for many years. Reproduced here is a collage of adverts from the Parish Magazine of May 1935 showing just how many businesses there were selling, servicing and hiring cars. Thanks to Malcolm for putting this together.

'Phone—Rudgwick 77. (A.A. Appointed). DAY & NIGHT SERVICE.

RUDGWICK GARAGE

(W.M. ROSEBOTHAM)

Motor, General and Electrical Engineer.

Repairs to Cars, Motor Cycles, &c., promptly executed. Any make of Car, Motor Cycle or Cycle supplied.
Gramophones and Wireless Sets to order. Cycles for hire.
Tyres repaired and Tyres fitted. Batteries supplied and charged.
Cars and 30-cwt. Lorry for Hire. Easy terms arranged on any article.

BUCK'S GREEN, RUDGWICK.



'Phone: Rudgwick 57.

Church St. Garage, Rudgwick.
Proprietor: F. Cherriman.
UNDER NEW MANAGEMENT.

REPAIRS carried out promptly and conscientiously.

PETROL, OILS, TYRES, ACCESSORIES
CAR FOR HIRE.
Accumulators charged.

F. E. A. CROUCH,

LUNCHEONS AND TEAS
PROVIDED ON THE SHORTEST NOTICE.

The Queen's Head, Bucks Green.

RUDGWICK.

Parties Catered for. Good Accommodation.
Petrol and Oil Station. Garage, &c.
CARS FOR HIRE. Phone: 2 Rudgwick

Cycles, Motor Cycles, Stationary Engines, &
ACCUMULATORS CHARGED.
RS FOR HIRE (Day or Night).
Phone: Rudgwick 57.

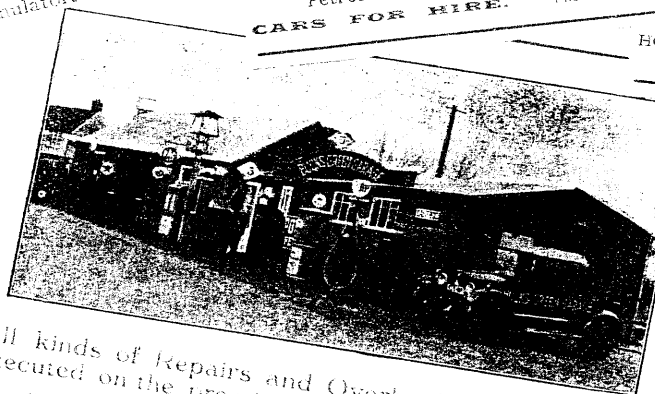
CHENEY,

MOTOR ENGINEER.

"Heathcote," Rudgwick, Sussex.

HOODS & SCREENS RECOVERED & REPAIRED

ESTIMATES FREE. "MICHELIN" STOCKIST.



All kinds of Repairs and Overhauls promptly executed on the premises by skilled mechanics.
Castrol Lubrication Service.
Compressed Air Service.

WIRELESS BATTERIES charged.

Telephone No. RUDGWICK 15.

Decarbonizing a Speciality.
Batteries Supplied and Repaired.
CYCLES, RADIO—Cash or Easy Terms
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A. E. PULLINGER & CO.

AUTOMOBILE AND ELECTRICAL ENGINEERS

BUCKS GREEN,

RUDGWICK—SUSSEX.

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ELECTRICAL INSTALLATIONS.

A New View

Malcolm Francis

We are fortunate that Rudgwick's large parish has a wealth of footpaths and bridleways. Each year the guided walks scheme continues to have good attendances. Visitors to our parish always comment favourably on the village's evening walks. I think that, as one of the walk leaders, it's always nice to introduce different parts of our parish to people that show a keen interest in Rudgwick. Quite often, the comment has been made that they "didn't know that path connected to there" as one wends a circular route through woodland and field whilst taking in a different view of the village and surrounding countryside. I think that part of the pleasure of walking comes from the fact that one sees the countryside from a fresh stance. As soon as one leaves a road for a footpath each local landmark is seen from a different angle or even a new view altogether. My favourite footpath, that gives such a view, is the one that crosses the Sussex Border path, west of "Tunnel Woods" and quite close to a mobile phone mast. The vista that greets one on a clear summers evening shows Rudgwick buried in the lush Wealden forest with little habitation apparent, just the distant blue of the South Downs; it is a lovely illusion.

Quite a few years ago I used to help one of my farming relations with his harvesting contracts. Whilst driving a tractor or combine on various farms around this area I was always fascinated how one was privy to a completely different aspect of the countryside; just by being on private property away from public roads or footpaths and sitting aboard quite a high vehicle.. The thought sometimes struck me that, as one worked away at the standing corn that the field, even though located in the crowded South East of England, was quite isolated from farm or village. Possibly nobody had reason to be in that field, other than to spray the crop earlier in the year, since it had been drilled and perhaps the occasional inspection of its potential yield. Quite often, whilst cutting around the headland of a new field, one saw the evidence of Nature's continuous roll; a rotten limb of a tree fallen into the standing crop, it's demise perhaps only scaring briefly a pair of pheasants ... a drift of feathers where a fox had had his latest meal, whilst rabbits ran for cover as their privacy was invaded.

If one had to cut the engine, because of a mechanical problem for example, silence would descend except for the sound of the machine's hot exhaust pipes producing a staccato of clicks as they cooled. One's hearing, deafened by the noise, soon returning to normal; one thing that often spoils the cameo of rural peace was the roar of distant road traffic.....the blight of our southern location. *(See this year's walks programme - page 12)*

Over the Border

Malcolm Francis

One summers day in the Fifties I volunteered to cycle to Cranleigh to alleviate the boredom of the long summer school holiday to buy some sausages from Collins, the Cranleigh butcher. (The famous sausages, with their secret recipe, are still sold today but from another butcher).

I decided to make a circular route heading off down Lynwick Street from my parents' house. On my right, Rudgwick brickworks was in full swing with a lot of sulphurous smoke drifting across the road from the firing of the huge clamps of bricks, already inroads were being made into the clay cliffs that had been old woodland; fifty years later the hill would be gone. An old Bedford lorry on its daily collection of milk churns trundled into view having collected milk from Greathouse farm. The churns were always positioned on a little stand at the entrance to each farm; a sight now forgotten in this age of bulk milk transportation.

I stopped at the railway bridge and looked down onto the rails shining in the bright sunshine; a faint whistle meant that an up train was pulling out of the station, soon it was puffing under the bridge towards Baynards tunnel. After the train trundled out of sight I continued on my way looking to the right towards Lynwick Estate; it was always a good place to find wild daffodils. Some years earlier, during the second World War, the Canadian Army were there in force; sixty years later a few Nissen huts still bear witness to those times. The whole estate had

always an air of former glory. It had reached its zenith much earlier in the twentieth century, when it was owned by a Mr Auginer, who was a very rich man. He had over a long period acquired a lot of property within Rudgwick. When the estate was sold up in the 1920's the sale catalogue showed that Lynwick Estate stretched as far as Church Street

I saw that Canfields Farmhouse was having an extension built, using timber frame construction to match the original house, by Harold Boxall and Percy Francis (my uncle). I understand that they did quite a few local conversions using donor barns that had become derelict. Harold recalled that a lot of the local barns must have been prefabricated during construction, as they carried similar markings on individual timbers, as an aid to their building process.

The cycle ride was still easy as I freewheeled past the old Plymouth Brethren chapel. In those days it still had a small but devout congregation but it fell into disuse when the Brethren Church suffered a schism.

Rudgwick Primary School was looking dormant with its empty playgrounds. I waited for the Guildford bus to reverse into Lynwick Street before it headed for Horsham. The car park outside the Fox Inn was always chaotic at the end of a school day during term time; children would be wandering out of school (without much supervision). Quite a number, if they had the fare, would

be waiting to board the "up bus" to travel up Church Street. After they had boarded the bus would carry out its manoeuvring; traffic was much lighter in those days but through traffic had to stop as the bus negotiated the awkward junction. It was a miracle that nobody was run over. In later years new regulations stopped buses from reversing when carrying passengers so that is why present day services loop around the triangle of Loxwood road and the garage that sells BMW cars.

My route now took me up the main A281 and then right towards Cooks Hill. I reached some welcome shade and passed another entrance to Lynwick Estate. The top of Cooks hill was marked by a change of road surface to indicate that I was over the county border into Surrey; what a change from today's need to indicate ever county border crossing with welcoming notices, warnings of speed cameras, etc, even on the most minor road.

Knowle Lane now stretched out before me as it wound through neatly cut hedgerows. I passed the road sign pointing towards Cranleigh, that for many years had had the addition of the distance indicated to Albury, I always wondered why.

Ivel Farm gave way to Rat's Castle, Withybush Farm, Hammer Farm, then the Boy and Donkey pub (that was closed some years ago) and eventually Snoxhall...all such interesting place names! The level crossing gates were swinging shut as I came to the railway line by Cranleigh station; the gates were wound open and shut by the gatekeeper turning a large handle in a purpose built shelter. One wondered just how many times they were operated during the hundred years that that line was in operation. The gates were the old solid wooden structures complete with the large red spot painted in their middle; they always seemed much more secure than the modern barriers.

Cranleigh was then just a quiet Surrey village, especially on a hot summer's afternoon. There were some rough wooden benches opposite the junction to Knowle lane that served as seating for the bus stop. An old gentleman sat there with his pet fox, on a collar and chain; they were a familiar sight around Cranleigh. I rode the short distance along the High Street to Collins the butchers. (The building remains but now is called Collins Court). There were some beautiful old world cottages still standing to the left of the butchers that were soon to be demolished. The building that replaced them was the present day eyesore; Cranleigh Post Office. One could not envisage that happening today.

Five minutes later I was retracing my route along Knowle Lane with two pounds of sausages stowed in my saddle bag (I am still amused how we still think in pounds in this metric age).

I decided to take a small detour and visit Baynards Station; as I had heard a rumour that some filming was taking place that afternoon. The station had become popular with Film Production companies as it sported a double track, a level crossing and a nearby tunnel. Its location being relatively close to London and on a railway line that was not very busy.

I could see that the station was a hive of activity; there was a lot of equipment including cameras and lighting sets, littered around the station. Cars and lorries were parked all down the approach drive and quite a few people were just looking at the activity. I could see a complete train was pulled into the sidings; I assumed that must be the one that was being used for filming. One of my friends appeared and told me that he had seen Cary Grant on the set. A few minutes later we saw a large Bentley speed away with the film star sitting in the back so we thought that must be the end of the action for that afternoon. (I learnt later that the film being shot was called "The Grass is Greener") When it was evident that the film crew were starting to pack up their equipment, I set off towards Cox Green. I could see from the little railway bridge that the station was being reverted to its Baynards signboard; having had the adopted name of Lynwood. One presumed it was the film directors little joke of being close to the Lynwick Estate. On my right was the dark entrance to Baynards Tunnel; even on a bright summer's afternoon the deep railway cutting by the entrance portal was in deep shadow. The original plan, when the line was built in the 1860's, was to put the line through a deep cutting, but this plan was changed to build a tunnel instead. I think there were engineering difficulties with the project; perhaps this was the reason for the original company going bankrupt before the line was completed.

Soon on my left I was passing Linacre drive; which is one of the avenues that cross Baynards Estate. The drive was always known as the haunted drive; and in the Fifties still had a long avenue of mature Beech trees that were becoming diseased. I had cycled it on a moonlit winter's night and it did have creaking branches and hooting owls; my pedalling was in earnest. The Estate, with its historical connections has always had an air of mystery, but that summer's afternoon those memories were forgotten. On my left I could see several apple trees with their ripening fruit; they marked the site of an old cottage that had stood there until its demise many years previously. The North Downs soon came into view with a vista that remarkably has not changed in fifty years; long may it continue.

I rode up the gentle slope towards Cox Green passing more empty milk churns on their roadside stand (fifty years later one forgets just how much milk production there was in our locality). I noticed an old cottage on my left called Sailtops. I think the reason for its name was that the residents could glimpse the top of the old windmill that used to be located on high ground at the top of Lynwick Street.

The land now appearing on my left was still nearly devoid of houses. A few hundred yards later I stopped at a five bar gate at the entrance to a small paddock with a small derelict barn. It was adjacent to Dukes Farm's farmyard that in those days still housed store cattle. Some years later the small paddock would be the site of the sheltered housing of Hawkridge.

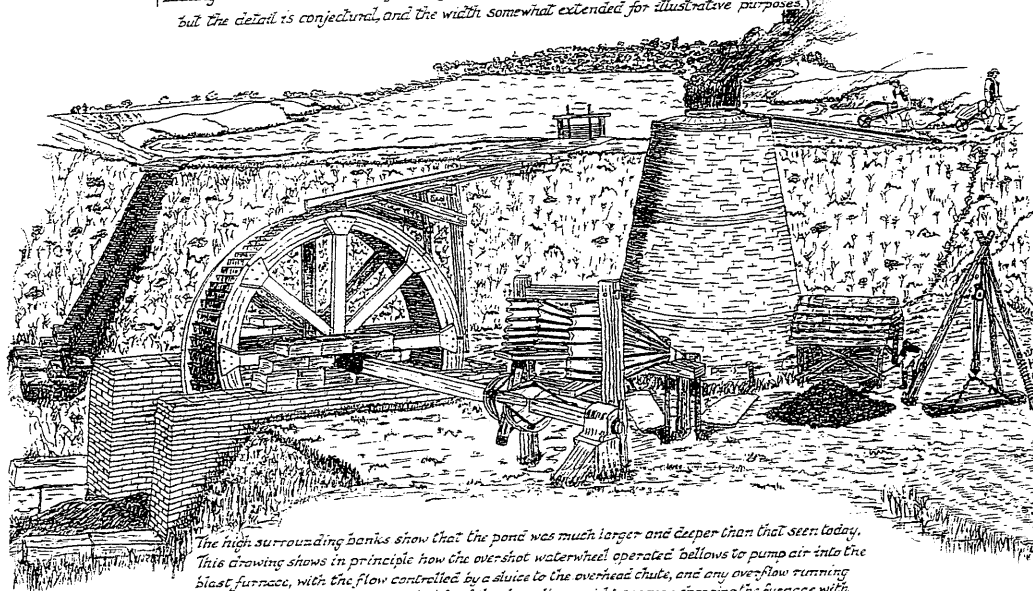
I turned into the shade of Lynwick Street after passing, as normal, the wrong side of the little grass island at its junction...It was time for a tea of Collins sausages.....

The Dedisham Ironworks

Alan Siney.

Dedisham Iron furnace, Rudgwick, West Sussex - a conjectural view.

(Looking northwards. This drawing is designed to show the essential working features of a furnace, but the detail is conjectural, and the width somewhat extended for illustrative purposes.)



The high surrounding banks show that the pond was much larger and deeper than that seen today. This drawing shows in principle how the overshot waterwheel operated bellows to pump air into the blast furnace, with the flow controlled by a sluice to the overhead chute, and any overflow running down a stepped spillway seen on the left of the dam. Upper right are men charging the furnace with ore and charcoal, one below is a man raking out the slag waste and preparing the dry sand bed for the next pouring of molten iron. Behind him is a sow of cast iron weighing up to about a ton, ready to be carried to the forge to be hammered into wrought iron.

Completed and drawn by Alan Siney for Rudgwick Preservation Society, 1999

My investigation into the Dedisham Ironworks at Rudgwick was taken a few years ago. The resultant treatise on the subject along with relevant maps and schematic drawings covers over 40 pages, and therefore the presentation here has to be brief.

During the late 15th and early 16th centuries, dozens of charcoal burning water-powered blast furnaces sprang up across the Weald, which by geographical definition can be described as the area extending the length of Sussex between the North and South downs, the southern strip of Surrey, and reaching into the Weald of Kent. There was an even greater number of forges, where the sows of cast-iron smelted at the furnace was softened and hammered into malleable wrought iron bars by huge hammers lifted by cams from the waterwheel. The product was then sold to blacksmiths to manufacture any item as required.

Wealden ironmasters left very few records of their craft. Landowners generally remained aloof to the mysteries of the trade, and the capital expenditure was usually provided by partnerships and syndicates and leased or managed by ironmasters, often on short term assignments which did not encourage capital spending on improvements. Anyone reading a book or watching a television programme on industrial history will discover that authors and presenters seem to know more about the crafts of the ancient Sumerians before passing on to the birth of the industrial revolution in the 18th century. Yet, all over the Weald, blast furnaces were pouring iron nearly a century and a half before a method was found to smelt it efficiently with coal.

The requirements of the industry were staggering: a petition to Charles 2nd stated that the livelihoods of 65,000 Sussex ironworkers was threatened by imports of cheap iron from the continent. Tens of thousands of draught oxen were in use, with both men and oxen having to be fed from local sources, and Samuel Pepys wrote in his diaries that there was upwards of 200,000 acres of

coppicing in the Weald fuelling the iron industry. Hornbeam was a favoured wood as fuel and can be seen extensively around the northern part of the parish, where a lot of coppiced hornbeam still stands on large ancient stools probably dating from the iron industry.

This well organised system of regular cropping was essential to satisfy the demand, especially since a decree was issued in the reign of Elizabeth 1st to safeguard timber supplies, that all coppiced woodland grown for ironmaking was to be overplanted with hardwoods - oak or ash - at 12 to the acre. This system of 'coppicing with standards' is that still widely used in woodland management today.

My drawing of Dedisham

furnace is purely my own conception, as I am not aware of any other attempt to illustrate the essential working features of a Wealden furnace. The present pond has been restored as an attractive feature and a haven for wildfowl, but the head or dam was a lot higher than that seen today, and the pond - now on a split level with a dividing weir - was more extensive and deeper. By walking along the public footpath on the eastern edge of the pond the stepped banking of the original is apparent, and the pondtail extended further to the higher ground to the northern edge, and closer to the bridleway which was the old road between Rudgwick and Stane Street. As with all furnaces, the site was chosen because of its topography. The pond was formed by widening a hanger through which ran a natural tributary stream of the Arun, which was fed by other streams which drained a large area around the northerly aspect. Bretchesfield, Hyes, and Hermongers Hangers, were in fact one long hanger curving around to the northwest, which could be fitted with weirs to form a series of stacked lakes, and similarly with the streams flowing down through the hangers from the northeast. The whole extensive drainage system directed into a single stream was designed to allow a large quantity of penned water feeding the furnace pond to keep the waterwheel pumping continuously, possibly for months at a time. Every 12 or 14 hours or so, the taphole was opened to allow the molten iron to flow into the sand trough, and the slag waste was raked out from the base of the furnace as the sow of pigiron cooled, whilst above, men were continuously pouring iron ore and charcoal down its hungry throat. The large slagheaps that must have built up around ironworks was a very useful foundation material, and any that remained was later used for the building of turnpike roads.

The forge, where the cast iron - commonly called pigiron - was softened at a furnace and hammered into wrought

iron, was situated about 500m south of the smelting furnace on the water meadows along the southern side of the A 281. The site was built on a raised platform of iron-slag, and the water supplied by a cleverly engineered system of dams, diversionary floodgates, and canals or leats, which allowed the River Arun upstream to be raised to surface level and flow nearly half a mile to the forge site. I have described it and made drawings to show how it worked, but space does not allow it to be included here, and it does get rather technical.

Another important product was gun casting. In 1543, one Peter Baude, the master guncaster in bronze to King Henry 8th, came down to Sussex to supervise the first casting of guns in iron, and for over two centuries the Weald held the virtual monopoly in the supply of guns to the Royal Navy. It was guns made of Sussex iron that outranged the mighty bronze pieces of the Spanish Armada, and continued to blaze across the world in the formation of the British Empire. The large furnaces necessary to cast guns in a single run were mainly concentrated in an area to the east of the region.

Throughout the 18th. century, the waterwheels stopped and the bellows gave their last gasp one by one as the best seams of ore were worked out and the charcoal burning furnaces could no longer compete with coal. No longer did the smell from charcoal burning pervade the nostrils of Wealden inhabitants; the red glow from the mouth of blast furnaces was extinguished, and the thump of the Dedisham hammer working night and day, could no longer be heard across the Parishes of Rudgwick and Slinfold on a still night.

There is to my knowledge, no documentary evidence of when the Dedisham ironworks were built or demised. Diana Chatwin has dated the existing Furnace House as c.1580, but the works possibly predates this as it was past the peak of the industry's expansion, and the ironmaster could have lived in a temporary building by the furnace. The large workforce would have been mainly itinerants encamped on the site.

Today, the walk to the site and all around to the north is an interesting area to explore. There are signs of where ore was dug from the sides of hangers, with other steep banks and unnatural undulations from this activity. The restored furnace pond is pretty, but to this must be added that the excavation of new fishing ponds immediately to the west, with the addition of another four to the south and landscaping roundabout, possibly means that archeology has been lost.

Footnote: This lost industry was revived to history by the work of Ernest Straker and his classic book "Wealden Iron" carried out in the 1920s - 30s. Since then the Wealden Iron Research Group has done immense research and archeology resulting in another authoritative work: "The Iron Industry of The Weald", by Henry Cleere & David Crossley, published in 1985.

Walks Programme Summer 2005

Tuesdays starting at 7.00pm. Open to all.

Due to a shortage of leaders we have only 12 walks this year. We may announce some more during the summer. Full details of the walks are published by WSCC in their booklet, obtainable from libraries (e.g. Billingshurst) at £1. We usually have some copies available via the RPS. The average walk is 4 miles in 2 hours. Dogs on leads please. These walks are fun, and often end in the pub. Our thanks go again to the Claytons for their kind permission for our annual pilgrimage to Baynards Station. Thanks also to our excellent local pubs; please support them with your custom.

Sunsets: May 4th 20.29, Aug 10th 20.31. Bank Holidays: 2nd & 30th May.

Tuesday	Leader(s)	Starting at:-	Grid Ref TQ
May 3rd	David Buckley	The Fox (Bucks Green)	078330
May 10th			
May 17th	Geoff Ayres/ Malcolm Francis	The Blue Ship (The Haven)	084305
May 24th	Steve & Barbara Kenward	Kings Head	090343
May 31st	Geoff Ayres/ Malcolm Francis	Pephurst lay-by (Loxwood Rd.)	056318
June 7th	Anne-Marie Nash	Whitehall lay-by (Cranleigh)	078380
June 14th	Geoff Ayres/ Malcolm Francis	Kings Head (to Baynards stn.)	090343
June 21^s	Eric Slade	Kings Head	090343
June 28th	Steve & Barbara Kenward	Dedisham Farm (Roman Gate)	109329
July 5th	Bridget & David Cozens	Slinfold Inn (Slinfold)	118315
July 12th	Geoff Ayres & Susan Bostock	Lime Burners (Newbridge)	073255
July 19th	Roger Nash	Onslow Arms (Loxwood)	042312
July 26th	Bridget & David Cozens	Chequers (Rowhook)	122342

Please park considerately. At the Blue Ship park in the lane beyond the pub. At Rowhook the parking is up the lane next to the pub not at the front. At the Kings Head use the far end of the car park. The Whitehall lay-by is at the bottom of the dip before Cranleigh, on E side of the B2128. At Dedisham Farm- park as directed, on the grass verge near the bridge over the Arun. Take great care turning off A281; recommend you approach entrance from E. At the Onslow Arms- use the Canal car park on the far side of the pub car park. Dogs will not be allowed onto Baynards Station.

Geoff Ayres