

# Newsletter Spring 2016

No. 61

[www.rudgwick-rps.org.uk](http://www.rudgwick-rps.org.uk)

## 30<sup>th</sup> Anniversary Issue, RPS Newsletter

Roger Nash

### Cecilia Butcher 1925-2015

Roger Nash

Life Member, auditor, and regular attendee (and poser of questions) at our meetings, Celia was a stalwart of the Preservation Society for 30 years. No one else has had three articles in the Newsletter about herself (one written by her). Who else would have been postmistress for over 50 years? To know Rudgwick is to know Cecilia Butcher.

There is no point in dwelling on her life in detail when it has been done so thoroughly already.

Please go to the references below on our website to read her life story. I will simply say here that it began with a Lewisham lass

arriving as a young 'land girl' in the war at Canfields, and her marriage to the butcher's son, Frank Butcher in 1945. Working at the old post office, and manning the telephone exchange, in Humphrey's shop in front of the church, she brought up two sons, and looked after a husband who had MS and never walked again from the 1950s on. To cap that Cecilia herself developed MS in 1983, yet she was still our postmistress till she was 73, earning a richly deserved British Empire Medal. By then, the telephone exchange had long removed to Gaskyns, and the post office to Woes across the road, which is

*continued on page 2*



When we arrived in Rudgwick and enquired about joining RPS, Leslie Niven brought several back copies of the Newsletter to our house. RPS seemed then to be a permanent part of village life, yet it was only 7 years since the first issue. The newsletter had developed into a 'must read' for anyone trying to understand the place that they had adopted as home.

Comparing the first (undated!) Newsletter with No 61, Spring 2016, is chalk and cheese. It did not take long for it to settle down to the mixture of planning, history and miscellaneous Rudgwickana that we still strive to present. It was typed in two neat columns, 4 pages, on one sheet of paper. It had Planning Matters, walks, butterflies (Geoff Ayres), nature conservation (Chris Griffin), a notification of the AGM (with a talk by Chris and Joe Griffin, who are still members), an announcement of a barn survey (to be found in our files) and pieces on conservation of the Tisman's post box, and on footpaths.

Seven years later, the Autumn 1993 Newsletter looked a lot more like 2016.

There were: Chairman's Report; Planning Matters (including comments on three specific problems: Lower Lodge Shooting Grounds, Haven Garage, and Morelands Farm, all south of the river; two general problems of 'lost land' and Gatwick expansion); another Ayres article about deer, and his review of walks; an Alan Siney article, and full page 1st Ed OS map, about Rudgwick in the 1790s/1800s; lastly, a Malcolm Francis article on our old shops (with a photo of the post office long before Cecilia Butcher's day). In addition, the new book from Diana Chatwin was on its way, members asked to make sure their house was included, and to come to the Autumn meeting on Sussex natural history by Doris Ashby. The tree logo was introduced in 1986, a banner in 1988, two columns became standard, and the printing grew more professional (colour in 2007). There were 8 pages. We now aim for 12, but have been known to achieve an overlong 16.

History articles had grown in importance, but the environment was still a big theme. Can we learn from this? Should we have more wildlife articles? One thing we have decided to do is to create 'bite-sized' articles. We will put longer studies on the website. The thought provoking ideas to remember our railway century in this issue are divided into shorter sections, and will run over three issues instead of the two originally planned. New committee member Doug Betts has kindly offered his photography skills for this and future issues. We will also begin a series, "25 Years Ago", in the Autumn. Feedback is always welcome. We need more writers. Please, do offer to write something, or suggest a topic you'd like us to cover. If Messrs Nash and Francis have to carry the burden, we will eventually run out of steam!

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Happy Anniversary to the Newsletter, at 30 years of age! Maturity, reflection and best wishes for its future are in order. Thank you, too, for being such loyal readers.

**Planning** was in our DNA from birth, so it is singularly appropriate that we have planning on the agenda of our AGM this year, when we welcome Campaign to Protect Rural England (CPRE), on Monday 25th April. We have a Horsham Local Plan. What now?

It is also significant that our Parish Council has been edging towards a possible start on a Neighbourhood Plan for the parish. By the time you read this we shall have learnt more at the Annual Parish Meeting. RPS endorses this, and hopes, that if there is to be one set in motion, all our members will do their bit, and some a big bit, to ensure it is a good plan.

Work has begun at Summerfold. How much longer can we hold off the possibility of

other sites? What other sites would we want to include in a Neighbourhood Plan? The village cannot stand still. RPS welcomes new residents as it welcomes new members. It is good to see the back of the scaffolding at the Co-op, and it is amazing to see how many homes have been created there. The corner shop awaits a tenant, no idea who or what.

One lesson we need to take from 2015 is to watch carefully the height

of new houses. It was sad to lose the little Haven Cottage, but its replacement has caught us all on the hop – a high roof, on a hilltop, where all the neighbours have much lower elevations. Planning consultants put in plans to scale, but we look at them on our screens, where size changes at the click of a mouse. I carefully compared two similar proposed houses in The Haven, and yes, the one in question is higher, for no obvious gain of square footage. We must learn from this.

## Comings and Goings

continue apace. This AGM sees the retirement of two of our officers. **Keith Allen** has been an amazingly competent secretary and fount of good ideas over a relatively short period (in RPS terms) on the committee. We shall miss him greatly, the more so as he might have made an excellent chairman, had he wanted the post. Keith has worked hard on village committees for the Action Plan, the Design Statement, Brickworks Liaison and currently is Chair of the Liaison Group for the infill of the brickworks, as well as RPS Secretary. He deserves our thanks. **David Rigby** has done equally amazingly competent

work as Treasurer, and with our membership list. He has streamlined many aspects, introduced standing orders, looked for ways to save us money, and been a cheerful and helpful pair of hands across the board. I have enjoyed working with Keith and David, and look forward to David remaining on the Committee. Both deserved that anachronistic title 'Hon.' in all its senses! We are

also very sorry to lose Colin Briggs from the Committee, whose wise words and practical help have always been valued.

Welcome, if you vote them in, as we hope you will, to **Doug Betts** on the Committee, and **John Newell** as treasurer. **Vanessa Sanderson** (who, in case you have forgotten, is Stan Smith's daughter) steps up to Secretary, which she will do well. Doug is well known to our Tuesday walkers. He lives in Gaskyns Close. John is even better known, having worked with some of us on the Action Plan and the Design Statement, and lives just off Church Street at Windacres.

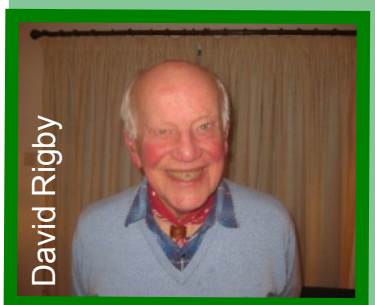
You must therefore attend the AGM! We look forward to seeing as many of you as possible. Come with your questions for CPRE, as they will encourage more debate than is usual at our talks.

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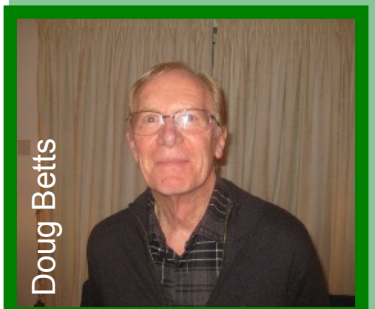
where I remember it when I came to Rudgwick in 1993. I soon realised that a) the queue in her little office was where all the gossip could be heard at full volume, and b) that she courted her future husband, and got a few baths as well, in our then house, Southdown House, the old butcher's shop (no plumbing at Canfields). I am sure everyone who remembers her will have their own significant memories of a remarkable lady, who has died at Honeywood House after a long illness.



Keith Allen



David Rigby



Doug Betts



John Newell



Frank & Cecilia Butcher, Wedding, 22 June 1945

Spring 2008  
*A Rudgwick Land Girl*

Spring 1998  
*Cecilia Butcher, BEM, Sub-Postmistress, Rudgwick Post Office, 1945-1988, A Tribute*

Autumn 1995  
*Cecilia Butcher – 50th Anniversary*



I can remember sitting on a hill in Dorset some years ago on a Saturday afternoon with the sound of church bells wafting up to my vantage point. I think that the sound of distant church bells, on a summer's afternoon, often signals that a wedding is taking place; somehow that scene sets the seal on our English countryside.

The bells in Rudgwick's Holy Trinity Church can be heard, depending on the prevailing wind, over quite a large part of the village. Sometimes it is possible to hear Slinfold's bells in Rudgwick, so I assume we can also be heard in their parish. One often thinks how often our bells have rung out for all the weddings that have taken place in our local church. Just recently a lot of research has been done on the early history of Rudgwick's bells by an Ann Williams (who lives in Canada!). The original bells were most likely installed as early as the 13th century, but it was not until the 17th century that church bells were rang in the full circle method. This means that there was a wooden wheel attached to each bell. The edge of the wheel contained a wooden track around which a rope is threaded, that then runs down to the ringer below, so that the bell can be swung through about 360 degrees.

The present bells at Holy Trinity are based on a ring of six cast by Pack & Chapman of London in 1770. These bells saw nearly a hundred years of service until two were recast in 1867. In 1930 further work was carried out

by Mears & Stainbank, (of Whitechapel in East London) when at least one bell was recast. Further work was done in 1963 when the bells were removed from their frame and again taken to the foundry to have two bells recast and the other four returned. I understand that the 1930s work had been marred as the tenor bell (the largest bell weighing about 14cwt, 700 kg) developed a crack within a short period of time.

I had the good fortune to see those bells being recast as a small group of us from Rudgwick went up by minibus to witness the proceedings. The whole visit was very interesting, a mixture of a casting process that has not changed for centuries combined with an electric furnace. The bells are turned on a vertical lathe to enable adjustments to the bell's pitch and tonal quality, by removing small amounts of the metal in the bell's throat, a very precise job. The bell is checked by using a series of tuning forks to cause the bell to resonate after each adjustment. We were given a demonstration of the tuning process by an engineer, it was amazing how loud a bell will ring when a tuning fork is placed at the critical position on a bell's throat.

The frame that had supported the bells since their original installation was made of oak. Bell frames are designed to cushion the shock of the bells in motion, from the rest of the church structure. To illustrate just how much a bell tower does move when

bells are being rung was demonstrated to me, several years ago, when I met up with some friends in Gloucestershire who were on a week's bell ringing tour. The church where we met had a castellated tower, so whilst the team of ringers were ringing a short method, I went up from the ringing chamber to see the view and realised that the whole structure of the tower was gently swaying!

It had been mooted for many years that the oak frame that supported Rudgwick's bells should be replaced by a steel structure, as even oak structures become fatigued over hundreds of years. Mears & Stainbank advised that the oak bell frame was in need of replacement though the architect overseeing the repair did not agree. A compromise was reached, the bells were mounted on modern steel bearings, but the wooden frame was retained.

The next event to recall was in 1986 when two more bells were added to the tower. The new bells were cast at the Eijbouts Foundry in Holland and were donated by Norman and Madge Basset and the Trafford family of Tismans. A new steel frame was installed at this time to take all of the eight bells, the new frame was designed by Eayre & Smith, of Melbourne Derby. A lot of the labour for this operation was done by volunteers under the supervision of the professionals, certainly a labour of love. A decision was taken to reposition the Tenor bell, within the



This picture shows three of the six bells after their return from the bell foundry in 1963. The bright metal indicates where the bells had been tuned on a vertical lathe. The largest bell is still on its transportation dolly. The bells were winched up from the road by using a car connected to block and tackle equipment. (Not so much health and safety in the 60s!)

new frame, so that it was nearer to the southern wall of the tower that was deemed to be stronger than the northern wall.

The task to install the new frame was very difficult, the bells had to be winched down to the floor with block and tackle, then the old frame had to be removed carefully as it was to be preserved and reinstated in a barn near Wisborough Green, certainly not a chainsaw job!

The frame's dimensions are nearly, in length and breadth, the same as the church's tower and the frame's height is nearly 6 ft.

Rudgwick's bells were rung from the ground level of the tower until the completion of the Millennium project, which saw the building of the Kirkpatrick room and the ringing floor above. The ringing area leads to a spiral staircase giving access to the bells. Prior to this the only way that the bells could be accessed was by climbing a very long wooden ladder and then through a trap door onto the floor of the belfry. On entering the belfry the scale of the bells and their

supporting frame can be appreciated. Rudgwick's bells are positioned within their frame in reverse order to most churches, hence they are rung anticlockwise, most towers are clockwise. This fact is always a talking point with visiting ringers as they, through habit, look in the wrong direction when starting to ring.

Here are a few basics on the actual mechanics of ringing a bell. I have mentioned the full circle method of ringing the bell above. We as a country ring bells "properly" rather than how those on the Continent are rung; they only chime their bells. When a bell is chimed it only swings through a maximum of about 90 degrees, with the bell hanging downwards, just enough for the clapper to touch each side of the bell mouth. In this country the bells are rung through an angle of approximately 330 degrees, which means that the bell is upside down twice in a single rotation. The rope attached to a bell drives a large bell wheel that enables it to be swung back and forth through a much larger

angle. When a bell is at rest, the mouth of the bell is facing downwards; When the bell ringer starts to pull on the bell rope the bell is gradually raised to the inverted state, as the rope winds both ways around the bell wheel. The rope literally winds and unwinds on each stroke as the inertia of the bell gradually causes the rope to be taken onto the wheel. Each bell has a wooden stay that allows the bell once it has climbed to an upside down position to be held in a parked position against a slider bar.

The skill when ringing up a bell is to allow it to gently kiss the wooden stay without out any stress, if too much force is used the stay would snap off and allow the bell to go out of control. One will often see a warning notice close to the ropes within a ringing chamber if the bells are "up", i.e. ready to ring. If the rope is pulled under those conditions without the skills of a bell ringer the bell's rope would start to thrash wildly around the ringing chamber as the bell would not be under control. This is the reason why most ringing chambers are locked

unless ringers are present.

When a bell is rung its clapper swings within the bell's throat and actually hits the rim of the bell, as the bell stops and then reverses its direction on every cycle. The bell rope has a long fluffy section called the sally, this is the very important part of the rope; one can gauge the length of the rope by one's hand position on the sally. Bell ropes actually shorten and lengthen depending on atmospheric conditions, the wetter the weather the shorter the rope, so this has to be remembered when ringing a church bell. Bell ropes naturally do suffer from wear and tear through years of ringing and do have to be replaced occasionally. All church bells, bell wheels and ropes do require regular inspection. There are a



A recent picture of the bells.. Notice the wooden stays attached to each bell headstock that is supporting each bell in its "UP" position.



### Rudgwick Bells (continued from previous page)

lot of mechanical forces involved in ringing any bell; the ropes run through a system of guide pulleys down to the ringers' position below. There are plenty of areas where a rope can wear, a pulley run out of centre, or even in extreme conditions a rope jump off a wheel! Most of the ropes in Rudgwick's tower were replaced recently with **each** rope costing approximately £170. I can remember some years ago on a Rudgwick bell ringers' outing to Oxfordshire when we found one of the churches had bell ropes that had been spliced together in the middle, only the very brave ringers tackled them....

*There was once a painting of the bells situated in the Kings Head pub that commemorated the original six bells. The painting was actually painted on a wall within the structure of the pub and had to be removed in order to move a staircase. An account of this work was noted by Charley Tate who worked for his brother Harold Tate who was a builder in Rudgwick before the Second World War. Charley had the task of cutting the painting out of a lath and plaster wall, with great difficulty, using a panel saw. I understand that it was given to Lewes Museum by Mr Secretan of Swaynes, who was a local historian. I presume the painting might have been destroyed if it was not for his intervention.*

The skill in ringing church bells has to be attained over time; the younger you are the easier it is, and leads onto change ringing and method ringing. In essence the skill is in the ability to control your bell to ring at a constant speed or change its speed as required, by varying the amount of tension applied to the bell through the rope. Here is just one very simple example; if the bells are "ringing in rounds" the bells will be producing a musical scale, 1,2,3,4,5,6,7,8; if the order is changed to produce 1,3,2,4,5,6,7,8, the person ringing number three bell will have overtaken the person on number two bell, who has to make his bell hesitate for a fraction of a second to gain the new order. The real skill when bell ringers are ringing a method is that **each** bell is moving relative to its starting position on every cycle.

It is an art that is taken very seriously by thousands of ringers in this country. The methods that are rung have wonderful names e.g. Plain Bob Doubles, Grand Sire Triples (just for the record the term Doubles and Triples refers to the number of bells being rung in that particular method). There is an amazing amount of information about bell ringing on the internet... a peculiarly British tradition that must be preserved.

**Note:** A lot of the information for this article originally came from the late Mike Gilbey who was Rudgwick's Bell Captain for many years.

## Sussex Mysteries A Second Moon?

Malcolm Francis

A strange event happened to me one dark night whilst driving back from Billingshurst to Rudgwick at about 1 am, more than thirty years ago. The A29 road in those days consisted of just a junction with the A264 to Horsham at Five Oaks and the Five Oaks pub still on the corner, it was late enough that Five Oaks was in complete darkness. I passed the junction and became aware of an orange light in the sky that appeared to be over the Haven. At first I thought it was something to do with the small "gypsy" camp just along the Haven Road that has a few orange street lights. I then realised that this light appeared to be high enough up to actually have some cloud cover. It appeared to be an object that was similar to the full moon, but a full moon should not have been seen in the northern sky. I drove into the Haven Road and could see the object through the overhanging trees and thought that I would be able to get a better view in a few seconds as I came to the end of the tree cover; at that moment it vanished, all I could see was the night sky!

I have no idea what I was looking at on that dark winter's night but I often think about that incident when travelling through the Haven on a dark night.....

## Rudgwick Today

Throughout this and future newsletters Doug Betts will showcase his photos of the village. A documentation of Rudgwick today.



Churchman's Meadow © Doug Betts



## Proposed development at Dunsfold Park, Cranleigh Surrey

Rudgwick Parish Council at a recent meeting considered a part outline application for development at the above site for comment to Waverley Borough Council. Application number **WA/2015/2395**

Briefly the proposal is for a new settlement with residential development comprising 1,800 units, 7,500 sqm care accommodation, a local centre to comprise retail, financial and professional, restaurants /takeaway and/or public house up to a total of 2,159 sqm. New business including offices, a two form entry Primary School, open spaces and outdoor sports facilities and much more.

This is a significant development proposal which would have a huge impact on residents not just of the rural villages within Waverley but also the Horsham District and particularly Rudgwick. It has been estimated that the proposed development will result in 8,500 daily additional vehicle movements which will seriously affect the traffic congestion on the **A281**. It is not just transport issues either as the impact on the NHS services will greatly overstretch the available resources

As members of Rudgwick Preservation Society will know, Dunsfold has been the subject of a previous application in 2008 for a similar mixed use settlement which was dismissed by both Waverley District Council and the Secretary of State in 2009. The refusal was primarily on the basis of transportation infrastructure within Waverley. The traffic movements on the A281 between Horsham and Guildford have increased substantially since that time because of increased development in both local authority areas with much more to come.

Waverley Borough Council has recently published its **draft spatial strategy** forming a key part of its Local Plan setting out where to build almost 10,000 new homes over the next 17 years in order to meet increased government targets. In a significant change of direction the document extols the virtues of housing on this site suggesting a new settlement may offer the best opportunity to meet the councils housing needs. It also states that *'Dunsfold Aerodrome itself is being*

*actively promoted as a potential allocation in the Local Plan for a new settlement containing between 1,800 and 3,400 dwellings, a scale sufficient to support the provision of additional services and facilities'*.

Waverley have historically objected to housing on this large site but pressure has intensified to reverse its opposition after an update of West Surrey Strategic Housing Market Assessment (SHMA) doubling the number of new homes estimated by the Council in 2013. Needless to say pressure groups have formed to oppose the proposal but we should not be complaisant and assume that this proposal will be dismissed as it was in 2009, as circumstances have changed

We have been advised that comments and objections will continue to be accepted by Waverley until May or June 2016 but I would urge members to take an active interest and respond to the proposals on line or in writing to Waverley Borough Council quoting the application number **WA/2015/2395**.

In addition to the above there is a *pending planning application* also in Waverley for **Land at Springbok Estate, Alfold – application number WA/2015/1381**. The site is owned by Care Ashore which a Registered charity founded in 1920 whose main objective is to provide supported housing and holidays for seafarers in need. The Springbok website sets out their reasons for the proposals as follows:

*'with the support of quality local housebuilder Thakeham, we plan to utilise some of our 269 acre estate for a sympathetic residential development which will enable us to also renew and expand the Care Ashore facilities and accommodation. The revenue generated will allow us to upgrade our facilities and provide a number of community benefits for the village .....*

The application is in two sections – part full application for Care Ashore with 125 dwellings plus a 60 unit independent living scheme and 20 bungalows. The part outline application is for 275 dwellings including a primary school for Alfold making a total of over 400 dwellings if it proceeds in its present form.

This application was first registered in June 2015 and although it was meant to be considered by Committee in November 2015, it remains pending.

There are clearly huge housing pressures on Waverley Borough Council as above, including development proposals in Cranleigh and surrounding villages all of which will impact on residents in the wider Horsham District and Rudgwick in particular.

## Sussex Mysteries Some Stray!

Malcolm Francis

My first car was a little Ford Anglia which I bought in 1962, just after passing my driving test. I didn't need much of an excuse to use it and one Sunday evening I volunteered to take my grandmother back to her house in Cox Green, from my parent's house in Lynwick Street. I remember that it was quite late on a summer's evening, as I drove to Cox Green and then returned to Lynwick Street. In those days there were no houses on the right hand side of Lynwick Street until one reached a house named Little Hawks, where Lynwick Street's incline lessens. There used to be a little grass island where Lynwick Street met Church Street. I had just negotiated the island and was approaching a field gate on the right when a large animal leapt over the gate and momentarily froze in my path, as I carried out an emergency stop. In one further leap the animal was into the bushes on my left, as it climbed up the steep bank to where the car park for the King's Head now stands. The mystery animal was like a very large cat with small rounded ears and a very long tail, it was sandy in colour. I drove home after this excitement and recounted to my father this incident but thought little more of it. About six months later there were press reports of a mysterious animal that had been seen in Surrey and had been called the Surrey Puma. I never saw any pictures of that animal alleged to be a puma and always assumed that it was a black animal. Some years later I was on a visit to distant relatives who lived in Philadelphia; one day we went to the their local zoo and I came face to face with a puma that was the same colour as the one I met in Rudgwick! I am convinced that on that summer's evening I met the **Sussex Puma**.

In the last Newsletter, the story of the railway, whose 150th anniversary we remembered last October and November, was described with half an eye on how the locality changed in the 1860s: the route, the stations, the trouble sometimes caused by the gangs of navvies, the opening of line, station, and Martlet Hotel, and the aborted project for almshouses. Some changes were profound, others of only temporary significance. This issue, I look at the development of the village, new houses and incoming residents, and the station itself.

## 1871, a slow start.

One suspects the revolution for the locals was the shock and awe of seeing and hearing steam trains through the village day in, day out, and for all except the publicans a sigh of relief that the navvies had at last gone. Many villagers would never ride on a train. For a very few, mostly incomers, there was work: in the 1871 census, Rudgwick had a population of 1,069, an increase of just 1 person on 10 years earlier, little change there. However, we had a station master! He was William Hewett from Redhill (not the first, that was George Evans). Hewett was replaced in 1874 by James Fuller. William Hogwood from Lewisham kept the Martlet, but he only had 2 guests staying. A sweep of the census revealed only two railway workers, James Tickner and John Chase. This was no rags to riches story for Rudgwick, it was evolution, not revolution. Rudgwick remained overwhelmingly locally born and raised, either in Rudgwick itself, or in nearby villages of Sussex and Surrey, a handful in Hampshire and Kent, very few from towns, not even many from Horsham, and only eleven born in Middlesex or London. Not one navvy stayed. There were though a handful of foreign born residents born in South Africa, Australia, India, Germany, USA, but no reason to think they had been attracted by the station. Several better off residents had been here a while, such as Londoner Timothy

Johnson in Rowhook, and the Burnets at The Parsonage.

## Rudgwick's Gentrification - Wealthy Victorian Empire Builders.

The executors of Thomas Langton auctioned **Pallinghurst and Upper Hillhouse** in 1864/5, two miles from Rudgwick and Baynards stations on the railway "now in the course of construction and shortly to be opened". The purchaser was bachelor, Jonah Oastler, a tanner, currier and enamel leather merchant, trading as Oastler, Palmer, & Co Ltd in

Bermondsey, and a Yorkshireman by birth. By the time the Oastler executors sold up in 1890, the 284 acres of farmland had become an estate of 1,550 acres which would remain as such until 1959 under the ownerships of German born Erwin Schumacher, who built the Pallinghurst mansion and then of Ernest MacAndrew, whose family originated in Scotland.

Daniel Mackenzie, a Clydebank shipowner, saw an advertisement for **Kingsfold Farm** in 1867, "Only a mile from Rudgwick station .... Specially serving the attention of Gentlemen seeking a Pleasure Farm within easy reach of London". He lived in Rudgwick from 1870 to 1889, when he sold Arun Bank (the name he gave to the farm) to another outsider, this time a wool manufacturer from Halifax,

Christopher Walker. Thus gentrified, the house is now Rudgwick Grange.

**Hermongers Hall** was completed in 1876 for Robert, James and Anne Crichton, elderly unmarried siblings from Perthshire. Robert, the eldest was 65. Hermongers and Godleys were part of the Petworth Wyndham estate which came on the market in 1865 (referencing the station), sold to George Haig, a Welsh landowner of

valuable Freehold Estate, situate in the parishes of Alfold, Cranley, and Rudgwick, in the counties of Surrey and Sussex.  
**MRSSRS. NORTON, HOGGART, and TRIST**  
have received instructions from the Executors of Thomas Langton, Esq., to offer for SALE, at the Guildhall Coffeehouse, in the city of London, on Friday, August 19, at 1 o'clock precisely, the **HILL-HOUSE and PALLINGHURST FARMS**, a valuable and exceedingly compact Freehold Estate, situate in the parishes of Alfold, Cranley, and Rudgwick, intersected by the high road from Guildford to Horsham, 11 miles from the former, and 8 from the latter, both excellent market towns, about two miles from two proposed railway stations on the branch line from Guildford to Horsham, now in course of construction and shortly to be opened, and in a beautiful part of the counties of Surrey and Sussex. The homestead distinguished as **Hill-house** is placed on the summit of a hill, commanding most extensive

Scottish descent. He must have sold to the Crichtons. By 1881, with servants from well outside the south east, the new lodge was similarly occupied, and a farm bailiff from Yorkshire was installed in the farmhouse. Only the gamekeeper at Oldland, was Sussex born. Building such a large 26 room structure in Rudgwick was without precedent. They had made a considerable fortune, pioneer farming in New South Wales. At the end of 1881 they went abroad again, the mansion and farm failed to sell in 1881 and 1884, eventually selling to the Busk family in 1889. Robert Crichton lived to be 102 in Caterham, and was said in 1914 to be the oldest bachelor in the country.

**Hedgecocks** was built for William Renton, whose father lived in Shalford (convenient for Bramley station), but



Hermongers Hall, completed 1875



## Rudgwick Railway (continued from previous page)

whose family had once been wealthy glovers in Scotland. He built his somewhat smaller house in Rowhook on his marriage to a daughter of Rudgwick's vicar. They lived there from 1879 until 1896, when the house was bought, enlarged and renamed Oakwood Grange by Anglo-Italian Countess Columna. She was followed by Viscountess Tredegar and her son Evan 1914-1949, who renamed it Honeywood House. Ironically, a north entrance was created to Oakwoodhill enabling a shorter drive to Ockley mainline station. Of course, by the time Lady Tredegar lived there, the stables became garages and access

entrance) and Baynards (via the Cooks Hill entrance). Aungier built up another 1,000-acre estate, which was sold in 1922.

Significantly several of the wealthy property owners maintained houses in London too, so perambulation by family, servants and belongings between the two residences could be completed expeditiously by train. Business and social life in the metropolis was attended to, whilst rural pursuits and a contrasting social round, as well as running the farms and woodlands could be done when in the country residence. Notable examples of this were the

Napper and Goring families. Bunny, like Braby at Maybanks, benefited from the railway crossing his considerable estates in Rudgwick and Slinfold. The railway was also important for their farms, as the introduction of modern farming methods by knowledgeable bailiffs meant they could buy inputs and send out the produce by rail, including live animals. Robert Henderson's bailiff at Mill Farm in The Haven was buying sheep in Scotland regularly in the 1930s. The accounts survive 1916-1945, and show assorted bills paid to the railway company every year. Ernest MacAndrew, a keen hunter, thought nothing of taking his horses by train all over the country. Many of our landowners indulged in highly competitive showing of livestock at major agricultural shows, again by rail. The influence of these estates on employment in the parish was also profound.

**LYNWICK, Rudgwick.**—Near the Station and Village.—To be LET, at the very low rent of £150 a year, this very charming FURNISHED COUNTRY HOUSE, in a delightful neighbourhood, surrounded by its own park-like meadows. The house is approached by a long carriage drive and is well furnished. Eight bed rooms, bath room, quaint entrance-hall, billiard room with full-size table, three reception rooms, servants' hall, butler's pantry, and good domestic offices; stabling for four horses, harness room, and coach-house, tennis lawn and gardens. About one mile from two stations and villages. Excellent shooting and meadows may be rented if required. Further particulars of Messrs. KING and CHASEMORE, Land Agents, Horsham, Sussex. (F. 1191)

was as much by car as train.

Somewhat later, in 1888, James Braby sold **Lynwick Farm** to Charles Timms, who proceeded to rebuild the house, and to gentrify the estate. When Timms sold in 1896 to Dublin born John Aungier, stockbroker and owner of an estancia and a railway in Argentina, the advertisement, as was now normal practice, cited its distance, one mile, from stations at Rudgwick (via the Lynwick St

Schumachers, Countess Columna (with visits to Italy as well) and Evan Tredegar. Also notable is that all of these properties (except Kingsfold, which had river frontage) are on the Rudgwick ridge, having fine views as well as improved connectivity. Similar development never took place south of the river or at Tismans Common, partly because much of the land was locked into long-established estates, such as those of Bunny, Simmonds,

## Changes in Rudgwick Village

A little known development, right next to the railway on land now Gaskyns Close was a brickyard. In 1884, Vestry minutes recorded Mr Luff's new brickyard 'in the railway', (an odd turn of phrase!) to be rated at £20 gross value. In 1887 Edward Sayers was manager, followed about 1890 to 1895 by Charles Pannell living at Bookhurst next to the Martlet Hotel, "bricks sent to any part of Kent, Surrey and Sussex", by train. The pond in Gaskyns Close is the remains of a

## Rudgwick Today



Evening view, Rudgwick Churchyard © Doug Betts





Gaskins Pond, 2016 ©Doug Betts

shallow pit. There is no evidence of a siding on the south side.

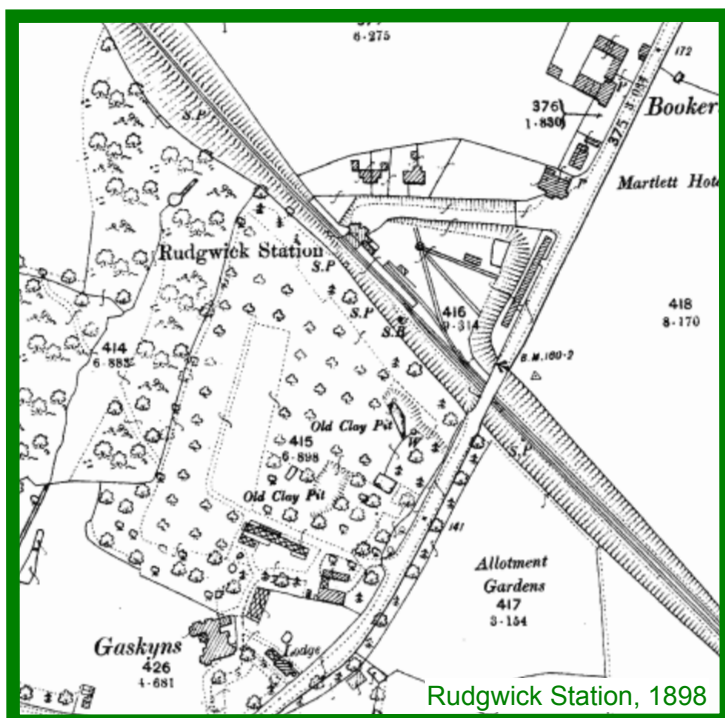
Apart from on the approach to the station itself, there was no building until Frederick Barker, an iron industry agent from Leeds, decided to retire to the south of England, near a station, so bought **Gaskins Farm** to build a new Gaskins, better known today as Pennthorpe, which he occupied in 1892. In 1892, Mr Frederick Barker's new "mansion" was assessed for rates of £160 gross, "not including any of the brickyard". A year later, the former brickyard, 6 acres, with the new stables and greenhouses, were re-assessed for rates with Gaskins, at £216. From 1900, village cricket and football pitches were in a field on his land, behind the Queen's Head, and it had become usual for various village events to be held in the grounds or in that field. The family stayed until 1930.

By the turn of the new century (1901), Rudgwick's population had risen by just 7.5% since 1861 to 1,148. Cranleigh population in contrast had risen to 2,752, an 102% increase, partly due to its station being closer to Guildford. Little of Rudgwick's increase could be attributed

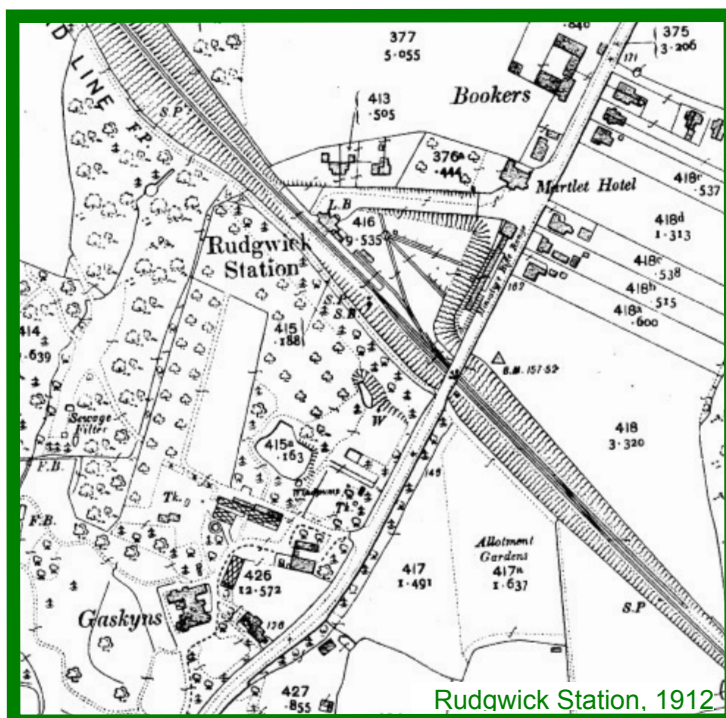
to the railway, families were large and more children were surviving. If there was any consequence it was overcrowding, rather than new building. The need for school places was solved at the Bucks Green school in 1880. In 1911, the stationmaster was Ernest Moorhouse, a Yorkshireman from Leeds, whose accent must have startled visitors (but not the Barkers). He lived with his wife at the Station. Stephen Ireland was a platelayer on the railway. He lived in Lynwick Street, and that was it, no other railway employees in 1911. Edward Grinsted and

family kept the Martlet Hotel, no visitors staying. Kilburn Cottage (1880) in Station Road had been gentrified, and was lived in by the Ringer family from Kent. One of the Stanstead Cottages (1868) was occupied by William Francis, opposite his coal yard at the station. George Standing offered his cab and fly service to passengers from his stables at Dale Cottage (1903), and was able to employ a driver. The Braby family had sold Maybanks - James was buried in the church yard, his son and daughters no longer directly involved in Rudgwick. Little evidence of revolution here!

The Edwardian years saw further modest growth close to the station. Woodlea was first in 1902 (as dated on the wall). In 1904-1914, a rifle range opened on the site of Martlet Court, and up the street a little was built Avonlea and Heathcote (then called Alexandra Villas after Edward VII's queen) in one of which lived the 'old vicar' Reverend Drury, and later William Churchman, auctioneer. The villas may have been built by George King who definitely built Hazel Cottages and Vivian Cottages in what became King's Road. He himself took 1 Vivian Cottages. This was



Rudgwick Station, 1898



Rudgwick Station, 1912



only the second road to be made off Church Street, the first being Station Road. The Beeches was finished in 1907 (also noted on the wall). First owned by William Drewett, it was used as a private school by St John Payne. Tom Newman, poultryman, lived there 1922-6 before building Pitfield, a little further up the street where Freshfields is now, beginning the infilling between the two 'centres'. His poultry business must have found railway transport a boon.

John Botting of Wanford Mill built a grocer's & provision merchants, at the top of Station Road, a corner building which later became the showroom of Station Garage. The store closed in 1917. The sale of the shop included a shed, formerly the rifle range. The site has had business use ever since. Stalheim (now The Hollies) was built next to Dale Cottage for William Botting, who may have run the store across the road for John. The third of three detached houses opposite Station Road was Ulmara (now Bridge Cottage), under construction in the 1911 census. It was lived in, James Marden, until at least 1939, perhaps the builder.

Although a strategic move in the centre of gravity of the village, none of these houses were built for commuting. Rather they served to create an embryonic new village centre, occupied by significant members of the community, clustered around the station and the Martlet Hotel, a process that has continued long after the closure of both, as post rail closure housing estates have filled up the available areas between Greathouse and Gravatts Hangers. Although the Martlet closed as a

licensed house in 1962, and was demolished after a brief time as a private house with a playgroup, it made way for shops, the site of the Co-op.

So, on the eve of the 1st World War, Rudgwick had undergone some fundamental evolutionary change for which the railway station was a catalyst. Today, we hardly give a second thought to the strong centralisation of most services and modern housing grouped around the railway bridge, leaving the Conservation Area and the parish church somewhat adrift at the top of the hill. Ribbon development along the main roads links the two areas, and with Bucks Green, coalescing the settlements.

After the war, further consolidation of business use contributed to the new 'Rudgwick Central'. The tarring of Station Road and its pavement was a small landmark of progress in 1919. For most of the 1920s and 1930s Bottings old shop served as a very part-time bank (Thursdays, 4 hours) used by both Lloyds and Barclays. In 1922, George Crummett, once a chauffeur to Dr Boxall, and veteran of driving in the war, started The Garage, 'motor & cycle engineer', on the site that would become Station Garage, between the bank and the bridge. A 1922 photo shows his wooden single storey building roughly where the pumps would later be. With hindsight, it is clear that the arrival of such garage services in the village (there were others) put the writing on the wall for the end of the railway. The bus service started in the 1920s, described by Malcolm Francis in the last issue, did the same. There is not

space here to describe in detail the retail and garage history of what had become known as Martlet Corner. Newer Rudgwick residents would be surprised at just how many businesses have flourished here, ranging from wheelbarrow makers to electricians and haberdashery. Station garage itself dates from 1962, an abiding name change made only just in time! It was RPS which successfully got the name Martlet Court for the building now on the site. Martlets (martins) were on the Braby coat of arms, as seen in the east window at the parish church.

### **Evolution of Rudgwick Station**

Over its 100 years of active service, there were of course many changes, both in the management of the line and the station itself. Some things did not change: the fragile paper designs for the 1860's station building survive in faint architectural plan and elevations, showing there was minimal change later. It was a 2-storey building offering family accommodation to the stationmaster, and a single storey extension to the south alongside the platform where the gents toilets and the lamp room were. The entrance led directly into a general waiting room, with a ladies waiting room to the left, and the booking office to the right. A separate entrance led to the house kitchen, with stairs up to three bedrooms. There was never more than one platform; the goods yard entrance was at the point where Station Road levels out, with train access from a main siding at the end of the platform. Unusually, this was a straight line extension of the single main line, towards the bridge. Passenger trains





### *Rudgwick Railway (continued from previous page)*

had to cross the points onto the parallel line to Slinfold. On entry to the goods yard, wagons were moved to the rear by horse or manpower, where (for a country station) a rare turntable allowed a right angle turn in front of the coal bunkers, located at the back of the site, to the left as carts entered. The 4-point layout was unchanged in the life of the yard. A storage shed that resembles a Portacabin was added in the 1890s behind the platform. A hut for the coal business was added by 1950. Near the bridge was a livestock pound. Telegraph wires are visible in Edwardian photos.

The London Brighton & South Coast Railway (LBSCR) station furniture, signalling and platform canopy remained unchanged for many years.

By 1911, refurbishment/updating was required. The old Rudgwick signal box on the south side was removed, and replaced by a new larger one on the same side as the platform. Around the same time, or a little later, the wooden signal posts were removed to be replaced by concrete ones; probably also the running in (platform) signs were installed at this time. Photos give tantalising glimpses of advertisements, porters wheels, a cart, a milk churn, a bench seat, neatly trimmed hedges, and an ivy clad building (the vegetation waxing and waning).

On 31 December 1922, railway reorganisation saw the demise of LBSCR, absorbed in the new Southern Railway Company the next day. This, by the way, ushered in a new green livery on the trains, replacing brown &

cream. The next reorganisation was of course nationalisation creating British Railways in 1948. An early change was the removal of the concrete signal posts, replaced by the standard Southern (BR) model made of old rails, and signals that went up rather than down for 'proceed' ('down' could be activated by snow, so a safety issue). In about 1954, the original leaking platform canopy was removed and replaced with a plainer modern one. The large lettered wooden station running in boards were overlaid by a smaller enamel sign "RUDGWICK", also small ones placed on signal boxes. Pictures now show a plainer station platform, less vegetation, no ivy, but the building whitewashed. In the 1960s a large advertising hoarding dominates the front turning space, and the 1950s coal office has a sign for WB Hempstead "Coal, coke & wood merchants, Removals".

On the cessation of goods services in 1962, the goods yard rails were sold for scrap, the signal box became redundant and was removed, as were the signal arms (not the posts). In 1966, all rails and sleepers (by then concrete – examples may be seen at Woodsomes Farm – were removed. In 1967, the A281 bridge was blown up; in 1968 pictures show the station platform breaking up with weeds, and a forlorn canopy-less station building, itself demolished by 1970 leaving a muddy site for the building of the new health centre. Revolution became counter-revolution.

## **Sussex Mysteries** **Are we not alone?**

Malcolm Francis

Another mysterious incident was related to me by a lady who lived in an isolated location south of the village of Shipley. She was reluctant to talk about it but a mutual family friend assured her that I would like to hear her story. She belonged to a local choir and one particular evening she was given a lift to the choir practice by a family friend, who was a policeman and who was off duty that evening; leaving her two young teenage sons to do their homework, etc. Later that evening she returned with their friend to find that the two teenagers were upstairs terrified by a large object that was hovering in the night sky to the south of the cottage. She recalled that the object they saw was circular in shape and motionless. The policeman phoned a contact telephone number, and was told that Gatwick air traffic control department were aware of this strange object. The object, which had been motionless, suddenly climbed away and disappeared! The mystery deepened when the lady asked the policeman a week or two later if he had an explanation for the mysterious object that they had all seen. She was absolutely shaken by his reaction, as he denied ever having seen anything out of the ordinary on that evening! She said that following this incident her family's friendship with the policeman became really strained.



Station Garage, 1974, Botting's old shop right



# Walks Programme, Summer 2016

Geoff Ayres

This year, we are running a programme of 14 walks. The late Stan Smith started these walks. The Preservation Society is proud to continue our walks which are also on our website, and in the Parish Magazine. The average walk is 4 miles in 2 hours.

These walks are fun, and often end in the pub. Sadly over the years, we have lost two of the pubs included in our walks, the Thurlow Arms at Baynards and the Wheatsheaf at Ellen's Green. Our thanks go yet again to the Claytons for their kind permission for our annual pilgrimage to Baynards Station. If you take photographs of the station, please do not post them on the internet. Thanks to our remaining excellent local pubs, please support them with your custom or we could lose them.

## RPS Summer Walks 2016

Sunsets: May 10<sup>th</sup> 20.27; June 21<sup>st</sup> 21.20; Aug 9<sup>th</sup> 20.32

Bank Holiday: Mon 2<sup>nd</sup> May.

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

Date (Tuesday)	Leader(s)	Starting at	Grid Ref TQ-
May 10th	David Buckley	The Fox (Bucks Green)	078330
May 17th	Keith Linscott	The Mucky Duck (Tismans Common)	067323
May 24th	Malcolm Francis	The King's Head (Church St.)	090343
May 31st	Geoff Ayres	Pephurst lay-by (Loxwood Rd.)	056318
June 7th	Cliff Walton	The Scarlett Arms (Walliswood)	118382
June 14th	Clive & Nicky Bush	The Red Lyon (Slinfold)	118315
June 21st	John Connold	The Sussex Oak (Warnham)	158337
June 28th	Roger Nash	The Three Compasses (Alfold Xways)	035359
July 5th	John Connold	Whitehall lay-by (Cranleigh)	078380
July 12th	Bridget Cozens	Recreation ground CP (Ewhurst)	090402
July 19th	Roger Nash	The Mucky Duck (Tismans Common)	067323
July 26th	Doug Betts	The Blue Ship (The Haven)	084305
Aug 2nd	Roger Nash	The Onslow Arms (Loxwood)	042312
Aug 9th	Keith Linscott	The Blue Ship (The Haven)	084305

## Please park considerately.

- At the Blue Ship & the Mucky Duck, park in the lane beyond the pub.
- At the King's Head use the far end of the car park.
- The Ewhurst recreation ground CP is up Broomer's Lane, opposite the cemetery.
- The Whitehall lay-by is at the bottom of the dip before Cranleigh, on east side of the B2128.
- At the Onslow Arms, park in the canal car park behind the pub.
- The Three Compasses is on the Dunsfold airfield entrance road near Alfold Crossways.
- Dogs will not be allowed onto Baynards Station.

# Rudgwick Preservation Society

[www.rudgwick-rps.org.uk](http://www.rudgwick-rps.org.uk)

## Chairman & Membership Secretary:

Roger Nash Tel: 01403 822 581

## Secretary:

Vanessa Sanderson\* Tel: 01403 822 433

## Treasurer:

John Newell\* Tel: 01403 822 130

*\*Subject to election*

## Subscriptions:

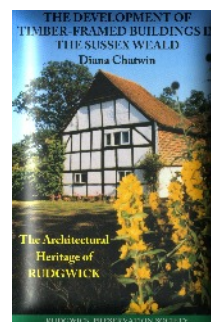
Please pay by Standing Order, subscriptions due 1st January. Cash accepted in advance at Autumn Meeting, or at the latest Spring Meeting. Membership automatically lapses after 2 years. Family £5, Individual £3, Over 60s £2. By Post: Membership Secretary, Weyhurst Copse, Tisman's Common, RH12 3BJ. New members: please enquire via website

## Newsletter:

Contributions welcome. Please contact via website for deadlines.

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