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Newsletter

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Chairman's Report

Roger Nash

What a busy Summer it has been! Several major planning issues clashed with publication of the Society's new two volume publication *Rudgwick's Great War*. You cannot fail to have noticed both. Your chairman has a very busy Autumn too, and seeks your support, both buying the books, and coming to talks. Thank you to those who have already done so, and thank you to those whose views have already been made clear to Horsham District Council and Waverley Borough Council as appropriate.

My books took as long to write as did the war. It has been my privilege to create this record of the Great War as it affected our parish and its residents then (and some now) in the first 25 years of the 20th century. The sheer number of discoveries is amazing, whether they be additions to our parish Roll of Honour or the many incidents revealed in our parish magazine and other primary sources. I have thoroughly enjoyed talking and researching with many of you to create our unique second volume of remembrance for your families, and readers will be grateful that you have shared the stories. It has been a humbling and sometimes emotional journey for me.

The much smaller village of 1918 has become a village surrounded by planning pressures in 2018, and so the focus has shifted northwards to the county boundary. As the machines move into 'Barleycroft' the new Berkeley Homes development off Church Street, so the developers move to Cox Green. So much has

already been said and written about the two outline proposed developments for over 100 homes between them that I won't go into them now. Just to say that issues of sustainability, protection of landscape and heritage assets such as Crouchers, provision of services across county borders, access and highway issues, the Ewhurst and Ellens Green Neighbourhood Plan are all at stake; and Rudgwick (Cox Green in particular) the principal victim, and possibly with no financial benefits. It is also worth stating that Waverley declared both sites to be "rejected as unsuitable" in their Land Availability Assessment, May 2018, and that neither Ewhurst nor Rudgwick Parish Councils are supporting them. The current outline applications represent Round 2 in an ongoing confrontation (planning law is by design adversarial). We can only use genuine planning arguments to make our case.

The numbers to search for online are WA/2018/1109 (Maybanks, west of Cox Green), DC/18/1520 (Windacres Farm, entrance road to east of Cox Green). The second development in Surrey may be viewed on the Horsham site, but planning permission is only requested for a strip of land where an old gate leads off the main road between April Rise and Trundlemead. The Waverley Borough Council number for John Bailey's land is WA/2018/1458. Horsham Council have now agreed a legal 'back stop' to prevent the

road being built if the housing is refused by Waverley. The entrance to the west Cox Green site is off narrow Cox Green Road.

Why Barleycroft? The Rudgwick Metals site no longer belongs to John Bailey. The developers need a name for their marketing. They wanted to use Windacres, but RPS preferred it to be called after the field (Barley Croft) in which the houses are to be built. Berkeley Homes agreed. There is already Highcroft, the house, and its private drive. However, our hopes of a postal address excluding the word Windacres have been dashed as the parish council got in first and named it Windacres Farm Lane. So be it.

Over the course of this year, we have been very sad to lose two long standing and respected members, first Andrew Shelley, a former committee member, and then Hugh Baddeley. Both had a full church for their funeral.



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National Planning Policy Framework (NPPF): Update 2018

The Government's new planning rule book is due out in November. Known as the National Planning Policy Framework (NPPF) it brings back housing targets and strengthens the penalties for not meeting them. Housing targets will be based on the Government's predicted increase in households in each district and if house prices are deemed particularly high this baseline will be increased.

According to the CPRE (Campaign for the Protection of Rural England) Councils that fail to identify enough housing for five years ahead will be subjected to the presumption in favour of sustainable development. This suspends most planning rules for housing. Areas that are deemed an 'Area of Outstanding Natural Beauty' (AONB) will be exempt but elsewhere settlement boundaries will be ignored, strategic gaps filled and green fields bulldozed.

The new NPPF also tells councils that by 2020 they must ensure that three quarters of their annual housing target is built ready for occupation. The penalty for slipping behind will, of

course, trigger the imposition of the presumption.

Apparently six Sussex councils will face hikes in housing numbers, possibly by 40% in Horsham's case. To avoid being penalised by the presumption, if developers fail to build they will be tempted to plan for identikit estates on green fields. That is obviously what many builders want but it will erode the precious character of villages and market towns. It will indelibly damage the beauty and biodiversity of Sussex.

The pressure to sprawl across green fields can be reduced as there is enough brownfield land in Sussex for at least 21,000 homes, but will the Government have the courage to impose such a requirement on local councils and developers? On current form I doubt it. As RPS members know we are currently being besieged by applications for development on our boundaries and it is apparent that it will be more difficult to resist under the new NPPF.

Dunsfold: Protect our Waverley Campaign (POW) - Update

Protect our Waverley Campaign (POW) was formed to campaign against the development of Dunsfold

Park New Town on the Dunsold Airfield and other unsustainable applications throughout the Borough.

Rudgwick Preservation Society are fully supportive of the vital work this group have undertaken to oppose the development and have made donations towards their fighting fund.

1. The application by Dunsfold Airport Limited & Rutland Ltd to build 1,800 houses on Dunsfold Aerodrome was approved by Waverley Borough Council in December 2016. However, in March 2017, following local pressure the application was called in by the Secretary of State for him to determine because of his concerns about the location and sustainability. As a result a full public enquiry was held by Government Planning Inspector from 18 July to 3 August 2017.
2. Waverley Borough Council adopted its Local Plan Part 1 on 20 February 2018. Protect Our Waverley (POW) and the Council for the Protection of Rural England (CPRE) have both lodged legal challenges against it on the basis of the need for housing. The plan provides for 2,600 houses to be built on Dunsfold Aerodrome.



Summer Walks

Our walk on June 12, from Limeburner's Arms,

© Doug Betts

Our walk on July 31 from Onslow Arms

© Doug Betts

3. On 12 July the Hon. Mr Justice Lewis gave permission for POW's appeal against Waverley Borough Council's Local Plan and the Secretary of States permission to build 1800 homes on the site to be heard in full. This ruling recognises that POW's claims were arguable in law and had merit: there are cases to be answered.

4. The challenge to the Local Plan Part 1 focuses on the number of houses to be built in Waverley in particular it challenges the requirement that Waverley takes up half of Woking's 'unmet need'.

5. The Surrey branch of CPRE has also launched a challenge to the High Court on the grounds that 'the public enquiry failed to take into account the environmental constraints and specifically the harm to the Surrey Hills Area of Outstanding Natural Beauty and the London Metropolitan Green Belt. CPRE regard the requirement to accommodate 'unmet housing need' from Woking Borough as 'inexplicable and perverse'

6. Waverley, Woking and Guildford together comprise the West Surrey Strategic Housing Market Area. CPRE has described the housing numbers for the whole of West Surrey as 'excessive and unsustainable' and called for a significant reduction in the numbers due to environmental and planning

constraints including AONB and Green Belt.

7. Three legal challenges were submitted to the High Court on the same day on 29 March 2018 including POW and CPRE. The full hearing is expected in the autumn.

STOP PRESS

8. POW & CPRE have now received the High Court Judge's decision on the legal challenges heard in October. Both challenges to elements of the Waverley Local Plan and the Secretary of State's decision to approve the Dunsfold Park Development were rejected by Deputy High Court Judge Lieven QC. This is a significant blow to the POW Team and CPRE. A considerable amount of time and money has been expended and is a huge disappointment to all concerned. This rejection of the challenge to the Local Plan will also have wider implications for the Borough and can be seen as a missed opportunity by WBC to reduce their housing quotas.

9. **What Next?** POW Chairman Bob Lees says *"We are obviously very disappointed in the outcome of the challenges which CPRE and POW believed to be very strong. CPRE and POW are considering whether or not to seek leave to appeal from the Court of Appeal."*

Watch this space!

From the Archives

Roger Nash

Well I Never!

By chance, a look at the 1939 Register reveals that Albert King, the Rudgwick Lay Reader appointed in 1913 to get the new Tisman's Mission Room up and running, and who left Rudgwick for Lancashire in 1922 (it's in the book!), very soon after this trained for the priesthood, and in 1939 was vicar of Copp near Preston. More information like this was in the talk in Rudgwick church on 7th November.

Pallinghurst Plane Crash, 1944

Recently the Parish Council clerk was contacted out of the blue by a relative of one of the eight airmen killed in two RAF Mitchell bombers from Dunsfold which collided over Rikkyo School, then the country house home of Ernest MacAndrew, on 7th January. This was written about in an RPS piece in Rudgwick Magazine in 2016. Since then, a comprehensive entry has appeared in a blog <https://dunsfoldairfield.org/crash-two-raf-b-25s-pallinghurst-rudgwick-7th-jan-1944>.

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The Jenkins Family in Rudgwick

Doug Betts



For the past couple of years I have been documenting the story of the Jenkins family who played a prominent part in the history of Rudgwick for nearly 200 years. This story both predates and postdates their time in our village, stretching from the early 17th century to today. It is



far too long to fit into a single issue

Holy Trinity church, Rudgwick (from a painting pre-1844) - shows The King's Head in front of the church and the barn on the opposite side of the street, which survived for many years; the chimney is probably the shop bakery

of our Newsletter but I intend to dip into it over the next few issues to bring you some flavour of the family's impact on village life here. I will not start at the beginning but with Frank Jenkins (also known as Francis Jenkins). Frank, born in 1735, was the eldest surviving son of Richard Jenkins and his wife Jane. Richard, who built the house later known as The King's Head, was a man of many parts, variously farmer, shopkeeper, organiser of the annual Rudgwick Fair, sheriff's officer and member of the vestry (the assembly of the 'great and the good' of the parish, the precursor of the elected parish council). There is no written evidence of Frank's activities, other than being a regular witness at weddings in the parish church, but no doubt he partook of some of his father's roles. Frank married Mary Lewry in 1769 and they had six children, three of whom died young. John Jenkins (one of many John Jenkins in this family tree) was one of the survivors, born in 1771 and he features prominently in this part of the Jenkins story. Frank (or Francis) Jenkins died in 1780 at the age of 45, leaving Mary with three young children, aged one, two-and-a-half, and nine

years old. There is no doubt that these children were born in the house built by their grandfather Richard Jenkins (as, almost certainly, was their father and his siblings). Mary (Lewry) Jenkins apparently sought a step-father for her children quite soon and within a year married William Mitchener, a widower with two children of his own.

The big question, which can only be answered speculatively, is when did the house become The King's Head? My own speculation is that Frank and Mary Jenkins were already running the inn when Frank died and that it became an inn before 1780, perhaps even by the time that Richard Jenkins died in 1772. The need for help to run the inn and any other businesses with which Frank was involved may have hastened Mary's second marriage. The first written reference to the King's Head is not until 9 March 1799, when the vestry minutes record: "At a Vestry meeting held at the home of the Widow Mitchenor's bearing the sign of the King's Head the date above written". We now know that the 'Widow Mitchenor' was the wife of Frank Jenkins, daughter-in-law of Richard Jenkins. It seems inconceivable that

the inn was not already well established by this date. William Mitchener (the usual spelling), Mary's second husband, had already died, in 1790, but by that date Mary's son John, at the age of 18, would have been helping his mother in the business. It is notable that John remained at home in the King's Head without marrying until after his mother Mary died in February 1812. John, now 40, married Sarah Worsfold, aged 34, in July 1812, perhaps a long delayed marriage. John and Sarah were to have two sons, John (junior) and Henry, whose story I will recount in future issues. Meanwhile, John senior inherited the inn and became the inn keeper at The King's Head at least from 1812 after his mother's death: in the vestry minutes of 1803 the meeting is still at the house of the 'widow Mitchenor', while in July 1812 it is held "at the house of John Jenkins". The vestry met regularly at The King's Head until a separate vestry room was built in the church, though they often 'retired to The King's Head' after the meeting!



John Jenkins Music Book

John was to remain the landlord until his retirement in late 1850 or early 1851. He was an interesting character. One of our parish treasures is 'John Jenkins, his music book', currently held in the West Sussex Record Office. This is a manuscript book of music for dancing and singing, with lyrics, and a poem. Some of these are undoubtedly copied from published sources but others may well be original. As well as familiar tunes (eg 'Rule Britannia'), a range of named hornpipes and waltzes, and several named songs, there are the words of a number labelled "a new song" or unnamed, which suggests originality. One is left

with the impression that music and entertainment was a regular feature of life in The King's Head (probably with the customers singing along on a Saturday night) and with the family joining in as the children got old enough. On 1st May 1835 the music book had become "Henry Jenkins, his book", words written in pencil by his second son Henry (b. 1819), indicating that Henry took possession of it. Henry has added and signed a two-page poem (or the words of a song) in pencil which includes the phrase "The happy songs of childhood which we sang" - one would like to think that this was an apt depiction of their childhood. Henry

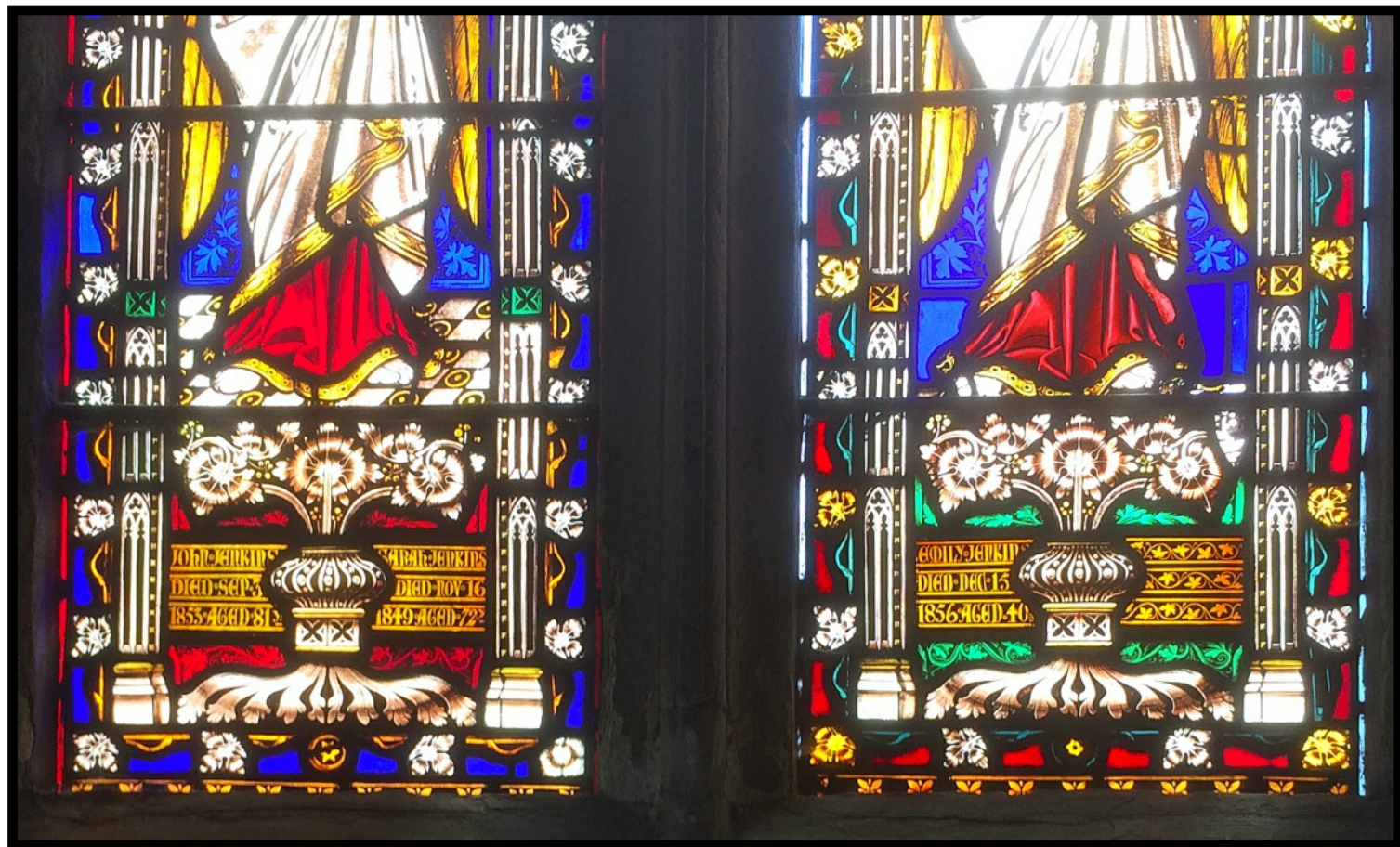
may also have added, probably at an earlier date (as the writing is in a childish script) a lyric: "Now then Polly, run to school". The book, with son Henry's words, suggest a happy family.

John must have become a village institution over some 40 years as publican. The tithe map register shows that he owned The King's Head and he may also have modified it. An intriguing inscription scratched high on the wall is 'John Jenkins, 1826' suggesting that work was undertaken in that year. Sarah, his wife died in 1849 and that may have hastened his

retirement but he was, in any case, 79 in 1851, when the census shows him as 'retired innkeeper', living with his son Henry and family in the house called 'Dukes' - but Dukes is a story for another time. John Jenkins died there in 1853 and was buried in Rudgwick churchyard close to his lifelong home at The King's Head.



Look closely to see impression in bricks!



Part of a Rudgwick church memorial window to John Jenkins, his wife Sarah and daughter-in-law Emily

From the Archives

Continued from page 3

Adam Tudor-Lane claims to have pinpointed the two crash sites more accurately. He has hopes that a permanent memorial to all these young flyers can be erected, perhaps at Rikkyo School itself. There is no local memorial at present. Adam's relative was his great uncle, George Ormanby, a 22 year old gunner. It is particularly good news that he has contacted us because these men were from all over the country, and with no local connections, they were totally forgotten until the late Alan Siney started the ball rolling to find out more. When and if Adam gets his memorial, RPS will wish him well, and support the project.

Dutch Courage

There is another story from Dunsfold Aerodrome which is still unfolding with new research, and interest from Holland. The contact this time was Wim van Kamperdijk, the son of a very close friend of an experienced Dutch pilot, Cees Waardenburg, who also lost his life on 30th August 1944. His plane came down near Godalming on his first practice flight in a Mitchell, with just

one gunner on board, Flight Officer Harry George Payne. The flight was authorised by Wing Commander Lynn, Commanding Officer of the squadrons at Dunsfold at the time. We understand Lynn was billeted in Rudgwick, and he arranged for a funeral here; both men were buried with military honours. Cees, however has since been disinterred and now lies in the Dutch cemetery in Mill Hill, London. Payne lies still in Rudgwick, with a Commonwealth War Graves Commission headstone. Cees was 23, Harry was 27.

This centenary remembrance year is not just about the Great War. None of these ten men who have strong Rudgwick connections were local residents, except at the end of their short lives. We salute them. We remember them. As for Lynn, a South African, he survived the war, deciding to live in Belgium, where he had been posted with his Dunsfold squadron after the liberation in October 1944.

A further link between these two stories is that the prime targets for Dunsfold bomber crews throughout 1944 were the flying bomb factories in the north of Germany.

To Baynards and Beyond

Malcolm Francis

To alleviate the boredom of a long summer school holiday in the Fifties, I volunteered to cycle to Cranleigh, to buy some sausages from Collins the Cranleigh butcher. Those famous sausages with their secret recipe are still sold today but by another butcher. I decided to take a circular route heading off down Lynwick Street from my parent's 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. Brick production in those days still involved a lot of manual labour, I could see the little trucks that were loaded up with "green" bricks, still soft after their manufacture in the brick making machine, that was the only process in those days that had become automated. The trucks ran on some narrow gauge rail track on their routes around the yard. Heavily laden trucks would have been residing in an adjacent drying kiln, where they remained for a few days, before their short travel to the



firing clamps, which were in full view from Lynwick Street. The trucks were only moved by hand; it would take a couple of men leaning nearly at forty five degrees to push one of those trucks along its track. Each truck had to be unloaded by hand to build up a huge clamp of bricks, inter-dispersed with layers of fine coal, that was the fuel to actually burn the bricks.

The burning process took several days to complete; then the bricks had to be removed to be stored ready to be sold. There was a lot of skill in controlling the burning of the bricks; the draft to the clamp of bricks was controlled by huge screens of galvanised iron metal sheeting placed on the windward side of the clamp. If the combustion process was too fierce the resultant bricks would fuse together as though they were made of glass, destroying hundreds of bricks in one burning.

To the rear of the brickyard already the hill was being excavated for its clay. It was still topped by old woodland; in those days there was still a derelict barn and the remains of a farm called Hobbs at the top of the hill. In the pre-war years, when the brickyard was started by Harold Tate, he wanted to convert the barn into a substantial house but could not get planning permission. Who would have thought that sixty years later the hill would have completely been consumed for its clay and that the whole area would be well on the way to having its hill restored and then returned to farmland.

An old Bedford lorry on its daily collection of milk churns trundled into view having collected the milk from Greathouse farm. In those days there were thousands of small farms producing daily milk, even in Sussex. 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. One forgets in earlier times milk would have been transported by rail, the milk train was often the first train of the day collecting from each station in rural areas.

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 Rudgwick station, soon it was puffing under the bridge, wreathed in steam, towards Baynards tunnel disappearing past Woodsomes Farm. I climbed aboard my bike gaining a little speed from the bridge's gradient 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.

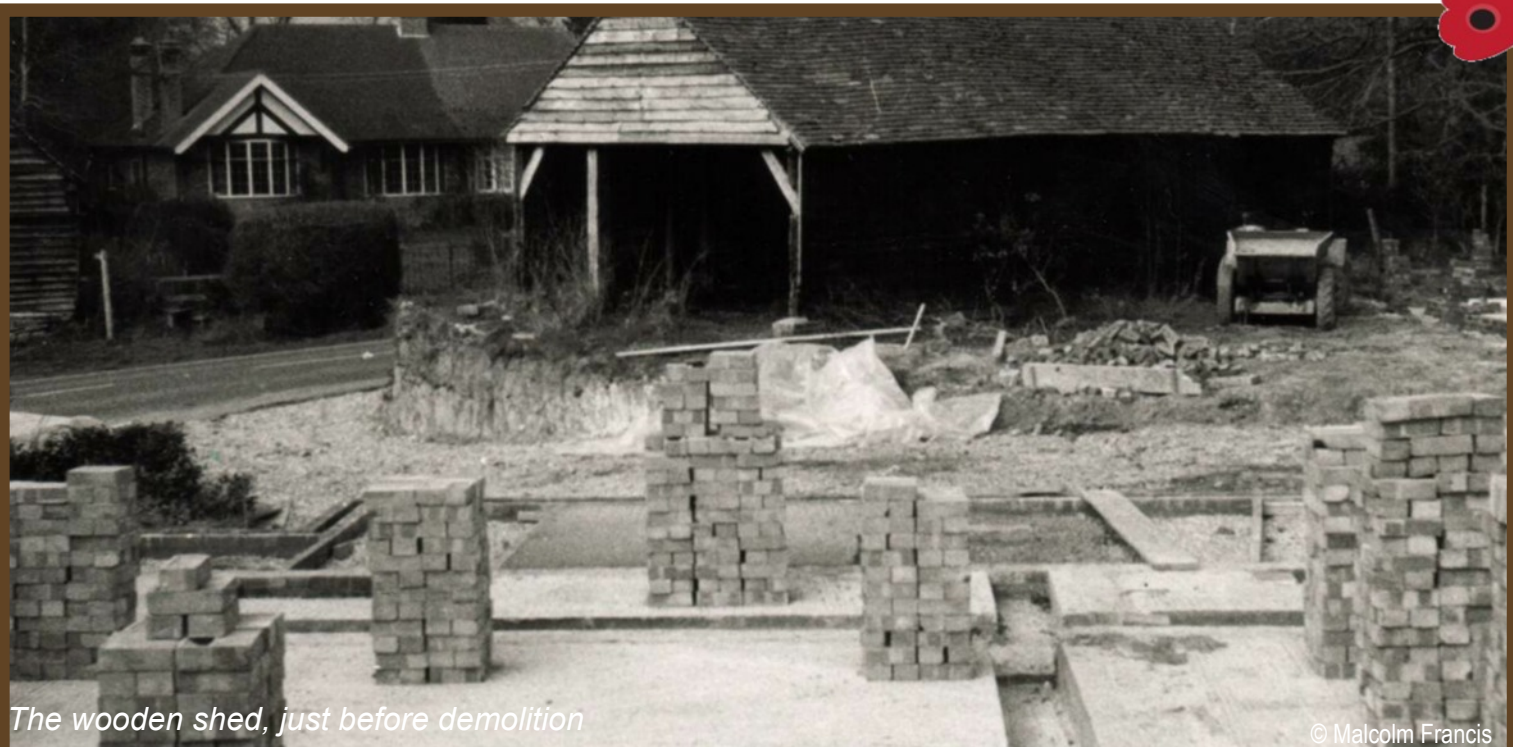
I saw that Canfields Farmhouse was having an extension built; the new construction used timber framing to match the original. The work was being carried out by Harold Boxall and Percy Francis, who was my uncle. I understand that they did quite a few local conversions using donor barns that were derelict. Harold recalled that

a lot of the local barns had the same markings on individual timbers, as an aid to their erection; one presumes that they were built by different generations of the same local barn builders.

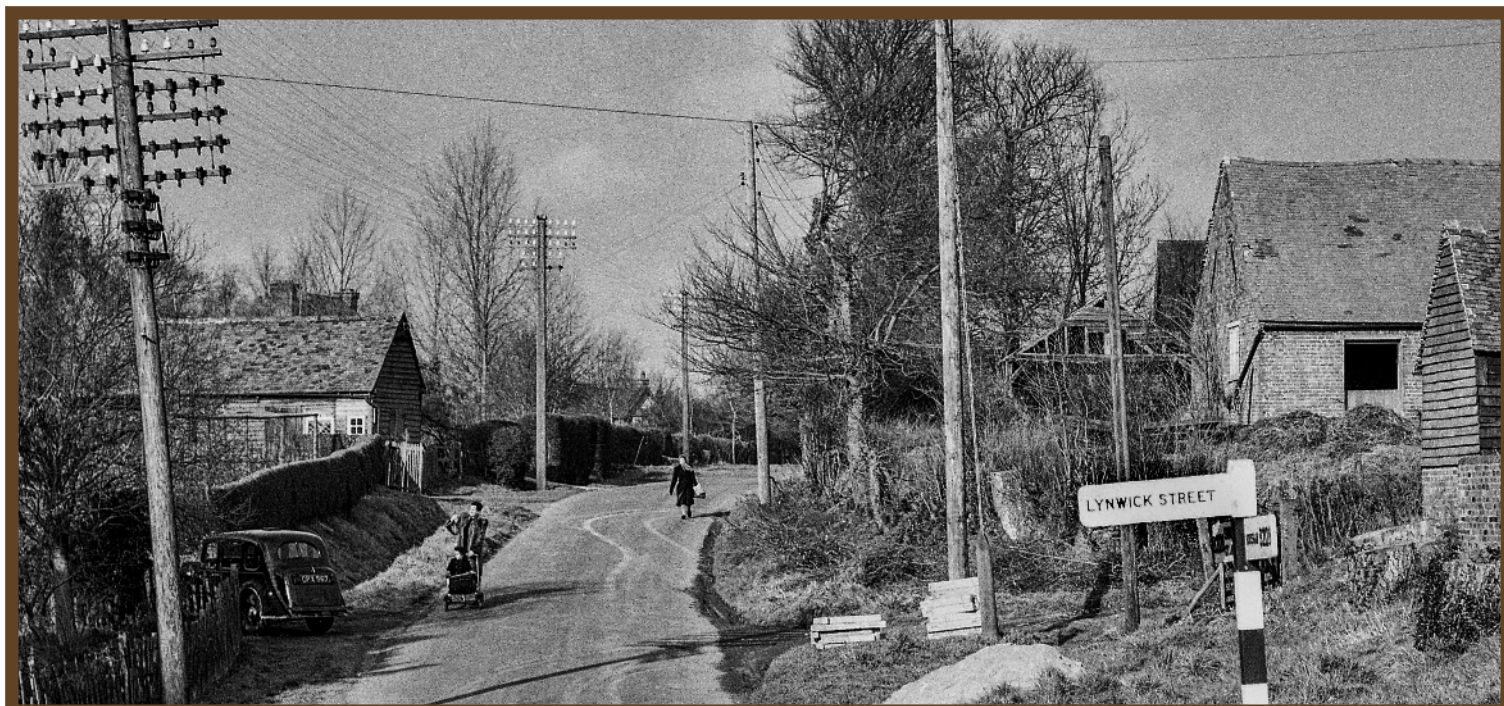
The cycle ride was still easy as I freewheeled past the old Plymouth Brethren chapel, adjacent to the last house on the left before the end of Lynwick Street. In those days it still had a small but devout congregation but it fell into disuse when the Brethren Church suffered a schism.

Rudgwick Primary School was looking very dormant other than a couple of long ladders that were placed against a front gable, as Mr Farley, the local builder, had his men painting the outside woodwork. I waited for the Aldershot and District Guildford bus to reverse into Lynwick Street before it headed for Horsham. The car park outside the Fox Inn was always chaotic during term time as school children, waiting for the bus to travel up Church Street, spilled onto the A281, as the bus carried out its manoeuvring. 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 BMW garage.

My route now took me up the main A281 and then right towards Cooks



© Malcolm Francis



The negative was for sale on the internet and is actually very rare, as it is the only photograph I know that shows a large barn that used to stand on the site of Hawkridge. I had photographed a smaller building, that was little more than a shelter, that stood close to the road, when there was a rumour that it was going to be lost. Hawkridge, that started life as a private house, was turned into sheltered housing in the Seventies. In my photo the foundations of the new building are evident. The large barn appears to be in a poor state of repair in 1949. The resolution of this photograph, which would have been taken on a large format camera is quite remarkable. The original photograph is about four times larger than this cropped picture. Notice the old Austin car, which was most likely quite new, is standing outside the house called Cousens where Mr Burge lived. He was the chairman of the parish council for many years. The building that is towards the top left is the Old Smithy (Rudgwick had two smithies, this was the upper one.) The lady pushing a pram appears to be wearing a fur coat and there doesn't seem to be much traffic to bother her. The large telephone posts are much in evidence, with all the individual lines attached to the white insulators. It appears that the large posts are being used for mains electricity as well, that must have been very dangerous for the telephone engineers. One can see the small shelter as I have recalled, just to the left of the large barn, that in 1949 already looked quite derelict.



Hill. I reached some welcome shade and passed another entrance to Lynwick Estate. The top of Cooks Hill was marked by a change in road surface that indicated that I was entering Surrey; what a change from today's need to indicate every county border crossing with welcoming notices, warnings and speed cameras, 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 the addition of the distance to Albury, I always wondered why.

Ivelle Farm gave way to Rat's Castle, Withybush Farm, Hammer Farm, then the Boy and Donkey pub (now 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

how many times they had been operated since the line opened in 1865. The gates were the old solid wooden structures complete with a large red spot painted in the middle; they seemed much more secure than the modern barriers seen today.

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 gentlemen often sat there with a pet fox with a collar and chain, they were a familiar sight around Cranleigh. I rode the short distance along the High Street to Collins the butcher (the building remains as 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.

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 all 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 there that afternoon. The station was 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 branch line that was not very busy. I could see that it 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 road with quite a few spectators enjoying the event. I could see a complete train that was pulled into a siding, most likely waiting for the service train to pass through, before more filming could resume. One of my friends appeared and said 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 assumed that was the end of filming for the day. (I learnt later that the film being shot was "The Grass is Greener ") When it was obvious the film crew were packing up I set off towards Cox Green. I could see that the station platform was having its proper name displayed, it had been called Lynwood for filming purposes; one presumed it was some little joke of the film directors as the line ran through 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 tunnel portal was in deep shadow. The original plan, when the line was built in the 1860s was to put the line through a deep cutting, but this plan was changed to build a tunnel. There were engineering difficulties with the project. I think that this problem may have caused the original railway company building the line to go bankrupt.

Soon I was passing on my left Linacre Drive, which is one of the many avenues that cross Baynards Estate. The drive was always known as the haunted drive and in the Fifties still had a long avenue of beech trees that were

becoming diseased. I had cycled the avenue on a moonlit winter's night and it did have a lot of creaking branches and hooting owls; on that night my pedalling was in earnest. Baynards Estate, with its historical connections, always had an air of mystery, but on a bright summer's afternoon such thoughts had vanished. On my left I could see several apple trees with ripening fruit; they marked the site of an old cottage that had stood next to the road for many years, I wondered who had lived in that lonely cottage. The only other remnant of any habitation in Baynards Park, in that area, is the site of the moated house that used to stand about three hundred yards east of the cottage mentioned. That site has a public footpath nearby but all that remains is the dry moat. Paul Frensham, an village historian, did some metal detecting on that site, with permission from the landowner and found very little of interest, other than a set of brass livery buttons. Research shows that those buttons would have been found on servants' uniforms in Victorian times. The house was originally built in the sixteenth century but was razed to the ground in Victorian times by fire. The North Downs soon came into view with a

vista that remarkably has not changed in sixty years; long may it continue.

I rode up the gentle slope towards Cox Green passing more empty milk churns on their roadside stand, waiting to be returned to Ruetts farm on the Maybanks Estate, located on the small green at the junction with the road to Cranleigh. Next on the left I passed an old cottage called Sailtops, one assumes that the sail tops of the old windmill, that used to be located on high ground at the top of Lynwick Street, were visible from its windows. That must have been before the row of 1930s houses had been built to block that view, the land to my left was still nearly devoid of houses. A few hundred yards later I stopped at a five bar gate at an entrance to a small paddock with a little 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, Hawkridge. I turned into the shade of Lynwick Street after passing, as normal, the wrong side of the little grass island with its Keep Left sign.....it was time for a high tea of Collins sausages.



Summer Walks



Our walk on June 25, from The Chequers

© Doug Betts

The Making of the Great War Project

Roger Nash



In 2014, I put aside other projects to delve into the history of our West Sussex border parish during the First World War. Not content with investigating Rudgwick, I also set up community involvement. I dared hope 100 men and women who served and who are related to you, the present villagers, irrespective of any other connection with Rudgwick, could be researched. Truly a family history tour de force! We succeeded, with 114 biographies from 57 contributors.

In addition, the number of men with Rudgwick connections who were killed has risen from 35 on our memorials to over 60, and I have tracked down over

200 other Rudgwick men and women who returned. This is, I suspect well below the true number, especially of those conscripted 1916-18, as there is real difficulty finding surviving service records. Unless I was told or read about a name, I had to rely on searches bringing up the place name, Rudgwick. Some from Ellens Green and Baynards gave Rudgwick as their address, but were omitted.

I was fortunate that several years ago, a local researcher, Andy Bailey, who lives over the Surrey border in Somersbury Lane, had created military biographies of all men on the church memorials in Ewhurst and Rudgwick¹

so I did not need to repeat his work, leaving me time for other avenues.

Previous work helped, particularly a study of the 1911 census (Newsletter Spring 2011), and research in the Headmaster's Log Book for Rudgwick School in the Record Office (Newsletters Autumn 2014 & Spring 2015). Since then, admissions registers for Rudgwick School 1887 to 1928 have been made available on Findmypast, enabling a great deal of cross checking of families and servicemen, whose school days were between 1887 and 1900. Research on the origins and early years of St John's Church in Tisman's Common, for which I contributed material for an exhibition and book for its centenary in 2013, was also helpful, and introduced me to the Storrington Deanery parish magazines, number 1 source for the war diary, housed in Horsham Museum.

I had already collected Kelly's Directories and Pike's Directories which list most residents, with printed copies at home to consult.

The final important piece of the jigsaw was the West Sussex Library Service 'West Sussex Great War 1914-1918' Project². It provided indexed West Sussex local newspapers on CDs in local libraries. The search term 'Rudgwick' brought up fascinating details for each month. Ironically, recent uploading of West Sussex County Times and West Sussex Gazette, adding to earlier upload of Surrey Advertiser and Sussex Agricultural Express on the Findmypast website and the National Newspaper Archive, would have made this even easier. The library project also brought home how little Rudgwick counted in the wider county and national scene, no military camp, no aerodrome, no German attacks (as there were on the coast), no hospital, and so on. It is the very ordinaryness of Rudgwick that fascinates.

Alan Siney's transcript of the Parish Council Minutes 1894-1922, copies of which are in RPS archives, showed, ironically, what little RPC could achieve over and above its normal activities, in wartime. Land tax records are available up to 1908 (who owned what). The loan of his grandfather's farm ledger beginning in 1916 for Mill Farm at Gibbons Mill by Haven resident David Hamilton gave a unique perspective on the agricultural economy of our locality. Striving to include both sexes in these accounts of peace and war, even though the military side of the research was heavily biased, led me to the British Red Cross, whose website yielded a number of VAD servicewomen³.

The International Red Cross provided material on (male) PoWs⁴. Much time was spent delving into Service archives on Ancestry and Findmypast websites, cross-checking with other family history pages on these websites. For some there might be 20-30 pages, for others just two or three. So frustrating! Much of the army archive was destroyed in a fire in the Second World War. Some

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Roger Nash & David Parker

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documents are fragmentary, described online as 'burnt documents', National Archives WO363, more water damaged than burnt. Where available, Service Records and/or Pension Records enabled a comprehensive overview of a man's time in uniform, but where not, the two documents which nailed a man down, so to speak, were his Medal Rolls Index Card, and the Medal Rolls themselves.

For navy and RAF, all records survive, but are less comprehensive. Additionally, there is the 1918 Electoral Roll, known as the Absent Voters' List (AVL18), which is on Andy Bailey's website. Millions of records cannot be searched by place. How many Rudgwick men, mainly 1916 conscripts, remain unfound? Take a Rudgwick surname, Napper. Six we know of, four from one family. There are over 700 Napper Index Cards, on which 90 are called William! James and Catherine Napper favoured unusual names for their children: James Rufus, Caleb Enos, Christopher Dacy, and Dendy. Every little helps. Officers were easier to find, even in a google search, such is the unfairness of rank and class 100 years ago. The class issue prevalent in education meant only one officer from Rudgwick School was identified. 2nd Lt William Ireland was one of 24 Rudgwick schoolboys killed.

Post-war Rudgwick was a blank space in my knowledge. Yet, the more I delved, the more it became apparent there was a good story to tell. The early 1920s are far more important in defining the modern world than we realise – cars and buses, telephones, modern attitudes to sport and organised activity (e.g. scouts and guides), the break up of big estates, the beginnings of a planning system, to name a few. There were key events in 1919-20 as life returned to something like normal, and there were celebrations tinged with great sadness, and the beginnings of commemoration. The war memorial was dedicated in 1920, and Rudgwick War Memorial Club in Loxwood Road opened in 1926. Thanks to Ralph Brown at the King's

Head, who located the deeds, and Alan Parsons, whose father provided the land, I was able to describe this key post-war event. Rudgwick's gentrification gently accelerated as middle class newcomers, including some officer war veterans, moved in. A notable example was the Engineer-in-Chief of the Royal Navy, Sir Henry Oram, who lived at Hale. The book began to take shape: the Edwardian pre-war, wartime home front, and post-war change.

Part 8 became so significant it clearly required a second volume. We think of remembrance in terms of those who lost their lives in conflict, but now the time has come to remember with affection and respect all those in our families who wore a uniform in the Great War, who served their country, often with consequences for their health and disability. So, 'Remembrance' it became. Rudgwick owes a debt of gratitude to those of you who came forward.

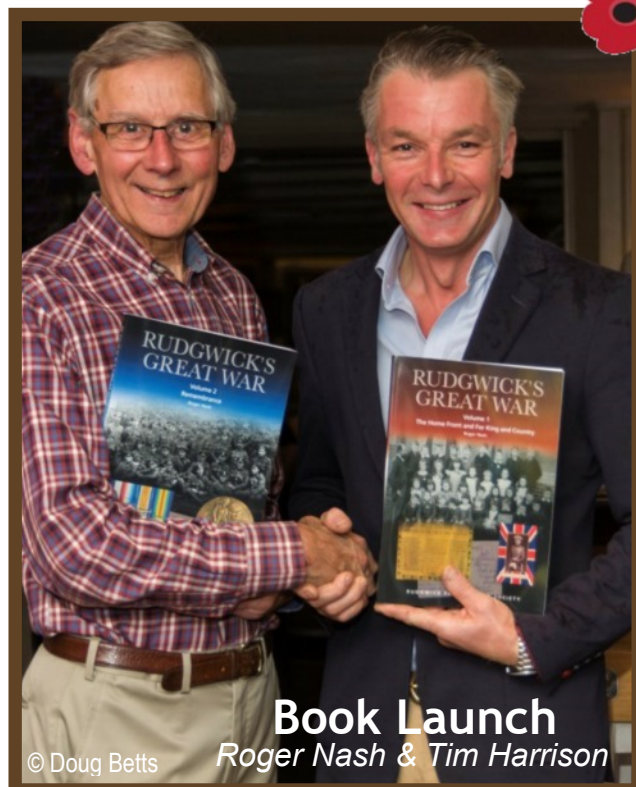
Military research was similar, with more emphasis on family history. I thoroughly recommend The Long, Long Trail – The British Army in the Great War of 1914-1918⁵ to anyone thinking of finding out about an ancestor in the war. It systematically describes every army, division, regiment, corps, theatre and battle. Its author, Chris Baker, has made our task so much easier. When questions arose, another website blog was pre-eminent, The Great War Forum⁶. If no one else has already answered your question, you can ask it yourself. However, there is little hope of getting satisfaction for a soldier in the artillery or other corps attached to divisional commands. Units changed frequently, and were poorly

documented. Battalion war diaries are increasingly becoming freely available, but as they are written by and for officers, they are of limited use, unless one is very determined to find out what a relative's unit did in daily detail.

'Remembrance' therefore is an eclectic set of stories, of interest also for what happened to these individuals before they joined up, and if still alive, as most were, what sort of life they led afterwards. A set of images enhances each story, at least one portrait if available. Images of military records present the reader with a wide range of exemplar documents. Has any other village engaged the community in this way? Copies of both books will be deposited in the Imperial War Museum, Horsham Museum and other locations.

References:

1. <http://www.rudgwickremembers.com>
2. http://www2.westsussex.gov.uk/learning-resources/LR/learning/learning_resources/great_war_west_sussex_1914_18.html
3. <https://vad.redcross.org.uk>
4. <https://grandeguerre.icrc.org>
5. <https://www.longlongtrail.co.uk>
6. <https://www.greatwarforum.org>



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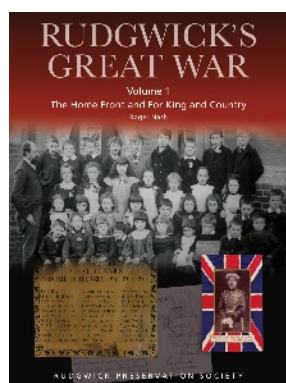
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Rudgwick's Great War Roger Nash

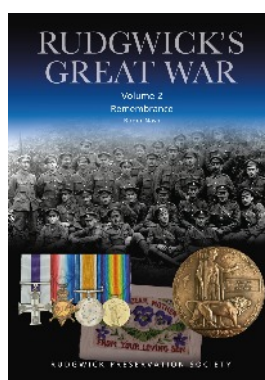
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