SUSSEX INDUSTRIAL HISTORY

Norman & Burt of Burgess Hill
Shipbuilding at West Itchenor
Warehouse at No. 4 Winding Street, Hastings
Midhurst North Mill
Turnpikes to Steyning, Henfield and Shoreham

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Cover illustration—Old Shoreham Toll Bridge c.1905 (Marlipins Museum, Shoreham-by-Sea)

Edited by Dr. Brian Austen, 1 Mercedes Cottages, St. John's Road, Haywards Heath, West Sussex RH16 4EH (tel. 01444 413845, email brian.austen@zen.co.uk). Design and layout by Alan Durden. The Editor would be interested to hear from prospective contributors of articles of any length. Shorter notices can be included in the Society's *Newsletter* which is issued four times a year.

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Membership enquiries to the Hon. Secretary, R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton BN2 8FG (tel. 01273 271330, email sias@ronmartin.org.uk). Website: www.sussexias.co.uk

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NORMAN & BURT OF BURGESS HILL—Local Builders of Renown

Frederic M. Avery

The Birth and Growth of the Firm

In 1862 Simeon Norman (Fig. 1) started a building business in Burgess Hill from premises in London Road just south of the "Brewer's Arms" public house (Fig. 3). He was the youngest of eleven children and his father was William Norman of Chailey whose first wife was Mary Avery (1780-1815), of Fowles Farm, St. John's Common in Clayton parish. They had three children before Mary died at the young age of 35. William's second marriage was to Barbara Leaney (1796-1867) and they had one daughter and seven sons, the youngest being Simeon, founder of the business, who was born on 3 December 1833.

Simeon's grandparents, Richard and Elizabeth Norman, built the family fortunes at the Chailey brick, tile and pottery works which they inherited in 1792, but started in the trade earlier in Burgess Hill about 1735. Simeon's father, William, continued the works which passed to his older sons Richard and Nathan. Simeon learnt his trade there as a carpenter journeyman. In 1856 Simeon married Catherine Burt, daughter of Henry and Elizabeth Burt of Ditchling. The factor that influenced Simeon to establish his business may have been the building of the parish church of St. John the Evangelist, Burgess Hill which by 1861 was under construction by builder John Ellis of Chichester. The following year he established his local building business to fill a perceived "gap in the market". In 1864, Simeon invited his young brother-in-law, Henry Burt (1850-1922), then aged fourteen, to join the firm and later he became a partner in the business (Fig. 2).

Fig.1 Simeon Norman (1833-1890), founder of the business

Fig.2 Henry Burt (1850-1922), brother-in-law and partner of Simeon Norman

Fig.3 Works in London Road, Burgess Hill, identified as 211 on the 1874 O.S. map

The Burgess Hill Gas Company was formed in 1866 and the contract for the buildings on the site was awarded to Simeon Norman. In later life Simeon became the Honorary Secretary of the Gas Company and later the Water Company also. Simeon was involved with several local undertakings and he was a keen archaeologist, artist and photographer, the first in Burgess Hill, who taught the latter two subjects at Madame Emily Temple's Institute, formerly St. John's Institute and now known as the "Park Centre". This building was probably the first major contract undertaken by Simeon and was completed in 1873. Two years later, the Strict Baptist Chapel, Park Road, (where Magnus Volk was married) was built by Simeon, followed in 1882 by the Congregational Church, now known as All Saints United Reformed Church, Junction Road (Fig. 4). All three of these buildings of distinction still stand witness to his exceptional ability.

Fig.4 Congregational Church, now All Saints Church (URC), in Junction Road, Burgess Hill

When Simeon died on 21 February 1890 at the age of 56, he was buried in St. John's churchyard. No fewer than 2,000 mourners, including 100 of his employees, attended his funeral , which was a fitting tribute to such a prominent and respected person. A decorated carved oak pulpit was dedicated to his memory in 1891. Catherine, his widow, died at the age of 58 in 1893, leaving six daughters and three sons.

Into the Twentieth Century

After Simeon's death Henry Burt was able to continue the business with Simeon Henry Norman (Simeon's eldest son) until Henry retired. In 1894 the firm was registered as Norman & Burt Ltd. Simeon Henry Norman (1863-1934) was later joined by his two younger brothers, Francis William (1873-1952) and Cecil Thomas (1876-1952), who ran the

Fig.5 Stonemasons' Yard on the western side of London Road

business with Henry Burt. The firm now had a masonry works, a blacksmith's shop, carpentry and joinery workshops, undertook painting and decorating and even traded as a funeral director (Fig. 5). It comprised the largest building firm in the district. The premises eventually expanded to the eastern side of London Road, formerly part of Norman's pottery works (Fig. 6).

Fig.6 Blacksmiths and paint stores on the eastern side of London Road

In the mid 1890s Simeon Henry built a family house for himself called "Latchetts" in Church Road, next to the former Baptist Chapel, where Peacock's store stands today. His house was constructed by some of the very best local craftsmen, using good quality materials. Even some of the furniture was produced at the works in London Road and the ornaments, together with a grandfather clock, were also crafted there. The rear of the house overlooked a large lawn on two levels, connected by brick steps. A fairly good photographic record of the house and its interior exists, thanks to Simeon Henry's son Simeon John Norman. He took photographs long before the house was demolished in 1970 to make way for the development of Burgess Hill's new town centre, completed in 1972. During the 1930s Simeon John had authorised Norman & Burt to build a large detached house in Silverdale Road for himself,

named "Little Latchets", which still stands as a lasting monument to quality.

In 1909 Henry Burt became Chairman of the Burgess Hill Urban District Council and planted trees in the London Road to commemorate his term of office. The logo which the Burgess Hill Local History Society uses came from a plaque above the door of his house, known as "Sandown Villa" in London Road. He died in 1922 and was buried in St. Andrew's churchyard with his wife Mary, who had died four years earlier. Henry's son, Henry Samuel Burt who married Nora Lawrence Berry, also became a director of the firm but sadly died soon after his father at the young age of 41 in 1923. Henry Samuel and Nora lived in a large mock Tudor house in Gloucester Road, built by Norman & Burt, given to them as a wedding present by the other directors in 1908.

After Simeon Henry Norman died in 1934 two of his sons, Simeon John and Cecil Roberts became directors of the firm. Cecil Roberts, also known as "Bob" or "Bobs" Norman started his own business as a builder and decorator with offices situated at Mill Road, Burgess Hill. One of his major contracts in 1951 was the retiling of St. John's Church steeple, which took several months to complete.

In Demand at Home and Abroad

The relentless expansion of Burgess Hill in the early twentieth century brought a steady flow of work for Norman & Burt. In addition to local building contracts previously mentioned, others were the War Memorial, Salvation Army Citadel, Women's Institute (now Theatre Club premises), St. Wilfrid's Roman Catholic Church, St. Edward's Church, St. Andrew's Church, the "Dene" (now demolished), the Isolation Hospital, Goddards Green, the Sidney West Boxing Hall (also recently demolished), the renovation of Hammonds Place and several housing contracts, the earliest being situated in Silverdale Road, the most recent being in Norman Road.

The firm's archives, some still in family hands, others in the safe custody of West Sussex Record Office, bear witness to the far reach of their reputation. At least fifty other major projects were carried out in various buildings within fifty miles of Burgess Hill to churches, colleges, hospitals, stately homes and castles in the period after World War II and are photographically recorded. Prestigious contracts in Britain included work at Canterbury, Chichester, Winchester, Newcastle, Chester, Lichfield, Rochester and Southwark Cathedrals, Strangers Hall, Norwich, Chelsea Old Church, St. Giles Cripplegate, Herstmonceux Castle and Sandringham Church. Also in the archive there is a record of the firm's work in the effigies carved for the south front of Chichester Cathedral, above a window in the cloisters.

They also carried out significant work abroad. This included the New English Church in Delhi, the University Mission Church, Calcutta, church work in Mexico City for Lord Cowdray and St. Mark's Church, Philadelphia.

Norman & Burt's work at Temple Newsam, Leeds deserves a special mention. A replacement oak staircase designed by the architect Charles Emar Kempe (of Old Place, Lindfield) was made by Norman & Burt and installed at Temple Newsam (Fig. 7). This was a Tudor house (the birthplace of Henry, Lord Darnley) with extensive improvements in the Victorian period when it was owned by the Hon. Mrs Emily Charlotte Meynell Ingram and her niece, Lady Mary Meynell. Work was designed by the architects Geoffrey Bodley, Edwin Lutyens, Charles Emar Kempe and Walter Tower (partners). The improvements involved building a new western end to the house with a dining room and staircase which improved the proportions of the property. Norman & Burt had previously made an oak staircase for the Earl of Portsmouth at Hurstbourne Park, Hampshire, and the one at Temple Newsam, constructed on site in sections, was made in the workshop by P. J. Court and W. Court in 1894. It was based on a Tudor staircase at Slaugham Place

Fig.7 Staircase at Temple Newsam House, Leeds, designed by Kempe and executed 1894-1897

and, when the house was demolished, it was installed at the Star Hotel, Lewes, which became the Town Hall in 1893. Some features of the staircase were taken from a famous one at Herstmonceux Castle. Today Temple Newsam is owned by Leeds City Council and is open to the public, so the staircase can be viewed.

Fig.8 St. Bride's Church, London; interior showing the reredos

A Remarkable Project: St. Bride's Church, London

The most prestigious building work ever undertaken by Norman & Burt was the rebuilding of St. Bride's Church, Fleet Street, (Fig. 8) where about 50 employees were actually on site every day throughout the contract which began in 1950. The work had to be stopped for five years for archaeological investigation when the remains of a Roman temple, pieces of a Saxon font and the foundations of a Norman curfew bell tower were found.

The history of the church dates back to Henry II's reign (1154-1189) and it became the Guild of St. Bride in 1375 in Edward III's reign, where a rectory was administered by Westminster. St. Bride or St. Bridget refers to the Abbess of Kildare, an Irish saint of the sixth century. In 1500 William Caxton's printing press was taken from Westminster Abbey and installed in the rectory of St. Bride's, the start of the subsequent establishment of the "popular press" in Fleet Street. In addition to the Roman, Saxon and Norman remains, nearly 5,000 burials were found within the church walls in seven sealed vaults.

The Great Fire of London destroyed the original church in 1666, but a new church designed by Sir Christopher Wren in 1670 was dedicated on 19 December 1675. Once more, alas, in December 1940 the church was destroyed during an air raid, and ten years later Norman & Burt were reconstructing the church to Wren's original design. When work recommenced in 1956, the architect in charge was Mr. W. Godfrey Allen and the general foreman was Mr. G. Pennells. The contract was completed in eighteen months which is thought to be a record for a building of such complexity and prestige. On 19 December 1957, during the re-dedication service, the Queen and the Duke of Edinburgh unveiled a plaque to commemorate the work. Mr. G. Pennells and Mr. O.R.D. Wallis (director) were presented to Her Majesty, and the Bishop of London conducted the service which was held on the same day as the original ceremony of Sir Christopher Wren's church.

The End of the Firm and the Rescue of its Archives

In the early 1970s, despite more than a century of successful business, Norman & Burt ceased trading under the old family name. The 1950s and 1960s had brought in dramatic changes in the materials and methods of construction, emphasising plain exteriors and flush interiors. Not only were the skills of yesteryear no longer in vogue but were becoming increasingly unaffordable. The Norman & Burt workforce were craftsmen who were now serving a dwindling specialist market. In 1973, they were taken over by a firm known as Anston Holdings Ltd, and Messrs Ovenden and Holden were delegated to carry on as directors, supervising more than 40 employees. With such a rich history in the building contracting industry, it was with great regret that the Board of Directors decided to close the firm on 31 May 1974. The premises remained derelict for at least two years which allowed, unfortunately, some of the records to go astray. The majority were however rescued and deposited with the West Sussex Record Office at Chichester.

Some Reminiscences of the Firm

The meetings of the Burgess Hill Local History Society are a natural setting for local people to reminisce about the town as it used to be. As some recall, one of the regular features of Norman & Burt, was the sounding of the works' extremely loud klaxon (steam hooter) which reverberated all round Burgess Hill at the start and end of the working day

and for lunch at 1 o'clock. So accurate was the timing that people could set their own clocks to the sound of the hooter. The only other hooters in the town to compete were Ernest Hole's Agricultural Engineers in the centre of the town, the Keymer Brick and Tile Works on the other side of the town and a lesser but positive response was also heard from the town's laundry in Royal George Road. Eventually, the law on noise pollution stopped these hooters sounding several years ago, to the relief of those living within earshot.

Popular events were the cricket matches. Norman & Burt's team played against many other local businesses including the Keymer Brick & Tile Works who had their own pitch near Inholmes Mansion at the heart of the brickworks in Cants Lane. From time to time the employees of Norman & Burt and the directors met socially to celebrate various special occasions with a three-course dinner followed by local entertainers, usually held at one of the local hostelries or community halls. The firm rewarded long-service employees, and those who had worked over 50 years received a clock and a presentation plaque. The workforce was expected to be loyal to the firm but many families were helped when they fell upon hard times. Almost every family in the town, more than fifty years ago, had at least one son who worked for Norman & Burt, or knew someone who had worked there.

The author's father was a Norman & Burt employee and his own memories relate to times when, as a boy, he accompanied him on various jobs. After building restrictions were lifted in 1948 several jobbing works were being undertaken locally and teams of two or three workmen were packing two-wheeled handcarts with various materials to carry out minor works of repair. Scaffolding then comprised long pine poles lashed together with wire binding, delivered by open-backed lorries. In winter these were reluctant to start without hot cloths being placed around the carburettor. Even with constant winding of the starting handle some lorries could take half an hour to become mobile. Trucks with open backs carried workmen to their workplace on makeshift bench seats made from scaffolding boards; corrugated iron half-round shelters were sometimes used during inclement weather. In those days, a shower of rain or snow never interrupted work and one of the worst jobs was laying drains or foundation bricks at the bottom of a trench surrounded by clay and slush in freezing cold, windy weather. The building trade was not for the faint-hearted and most workmen acquired a natural resistance to minor ailments. Not surprisingly, the skin on a bricklayer's hands eventually resembled an elephant's hide. Even those who worked in the masonry yard used hand-operated mechanical hoists to manoeuvre large blocks of stone onto the circular saw bench and by the end of the day were covered from head to foot in fine dust. Not a very pleasant experience when in all weathers the ride home on their bicycles finally ended their working day. The tin bath full of hot soapy water was a welcome sight.

APPENDIX

List of partners and (after 1894) directors of Norman & Burt

1862	Simeon Norman (1833-90) Founder
1864	Henry Burt (1850-1922) joined the firm at the age of 14 to assist Simeon Norman
After 1890	Simeon Henry Norman (1863-1934) succeeded his father and Henry Burt became his partner
1894	The firm became Norman & Burt Ltd. The directors were Henry Burt and the three brothers Simeon Henry, Francis William (1873-1952) and Cecil Thomas Norman (1876-1952)
1903	The directors were Simeon Henry, Francis William and Cecil Thomas Norman together with Henry Samuel Burt (1882-1923), Henry's son
After 1923	The directors were Simeon Henry, Francis William and Cecil Norman and Cecil Roberts Norman, son of Simeon Henry
After 1930	As in 1923 with the addition of Simeon John Norman (1909-1987) Simeon Henry's other son
After 1945	Owen Rollo Davey Wallis, Arthur Holden, R.E. Ovenden, Lt. Col. A.H. Tovey, John Gaston, Maurice E. Bower, Frederick C. McMahon

A more detailed history of Norman & Burt is contained in the author's work under the same title published by the Burgess Hill Local History Society. This 40-page publication (Occasional Paper 2) is available from Zillah Birch of 56, Potters Lane, Burgess Hill RH15 9JS (tel. 01444 236193) price £6 plus £2 post & packing.

SHIPBUILDING AT WEST ITCHENOR

Philip MacDougall

During the eighteenth and the early years of the nineteenth century, the small waterside village of West Itchenor acquired some importance as a shipbuilding centre. The work of shipbuilding was not a constant process, the village having developed a particular niche in the construction of warships during periods of conflict. It was at such times that the government's own dockyards were so overburdened that new construction work was contracted out to merchants in possession of suitable facilities.

West Itchenor, which lies alongside the enclosed waters of Chichester Harbour, is approximately six miles south-east of Chichester. More important, from the point of view of shipbuilding, was the village's relative proximity to Portsmouth, being little more than ten miles west of this major naval-industrial complex. As such, warships built at West Itchenor could be easily inspected by officers dispatched from the naval dockyard, and were easily brought round to Portsmouth for completion. A further advantage of the yard at West Itchenor was its proximity to the oak woodlands of Sussex. This was the most prized of all timbers for shipbuilding, with the Navy Board often forcing contractors responsible for the purchase of timber to seek out 'good, Sussex oak'.[1] Apart from individual hedgerow oaks, the village was close to the great woodland estates of Stansted and Goodwood.

That West Itchenor developed a small shipbuilding industry was something that ran against the odds. Such a possibility had been more or less dismissed at the end of the seventeenth century. In July 1698, Edmund Dummer, Surveyor of the Navy, carried out a detailed study of the south coast, his purpose being that of locating a site for either a new dockyard or areas that could be utilised for warship construction.[2] Along the entire Sussex coastline he found little that enthused him. Basically, he dismissed the already existing ports of Shoreham, Newhaven and Arundel, indicating these to have narrow and hazardous entrances that were liable to silting. As for Chichester Harbour, of which West Itchenor was a part, Dummer declared:

> We passed by Chichester observing only that there are many small currents of fresh water breaking into the low lands by the flux of the sea between it and Portsmouth in and about the islands of Hailing [sic] and Selsey. But all passages into the same from the seaward being covered by the East Burroughs, the dangerous rocks called the Oares and the sands of the Horse; there is no room among them for any improvement for the navy, nor did there appear to be any place fitting to build a ship of the 4th rate with any of the havens of those mentioned islands upon the enquiry which was made thereof about four years since by your own directions.[3]

Nevertheless, despite these reservations, West Itchenor was to launch at least one vessel larger than that which Dummer had considered the area 'fitting'. This was not until 1785 when the 44-gun *Chichester* was launched. Although a fifth rate, her general dimensions were well in excess of a typical fourth rate of the time in which Dummer was writing.

The earliest warships to be constructed at West Itchenor were the *Hornet* and *Arundel*, both constructed during the War of Austrian Succession (1740-48). In making this statement, I am not ignoring remarks made by Jill Dickin in her brief account of the village. Here she states that land in West Itchenor had been devoted to shipbuilding since the early seventeenth century with a warship having been built at the time of the Tudors. While small boats may well have been built at West Itchenor from fairly early times, doubts must exist as to the construction of a Tudor warship.[4]

The shipbuilding yard itself stood on the foreshore where the present day West Itchenor sailing club is located. The undertaking however, was not as impressive as it might sound. The yard itself required little more than a slipway, saw pits and areas set aside for the storage of timber and other essential items. In addition, office space would also be required, together with nearby housing for those employed in the shipyard.

Regarding that most essential element, the slipway, this was little more than an entrenchment in the ground that approximated the dimensions of the ship under construction. The entrenchment would terminate at the water's edge and, for purposes of launching the ship, would have a slope of approximately six degrees. Within the slipway, a number of oak beams would be placed lengthways across the entrenchment and it was upon these that the keel of the ship would be laid.

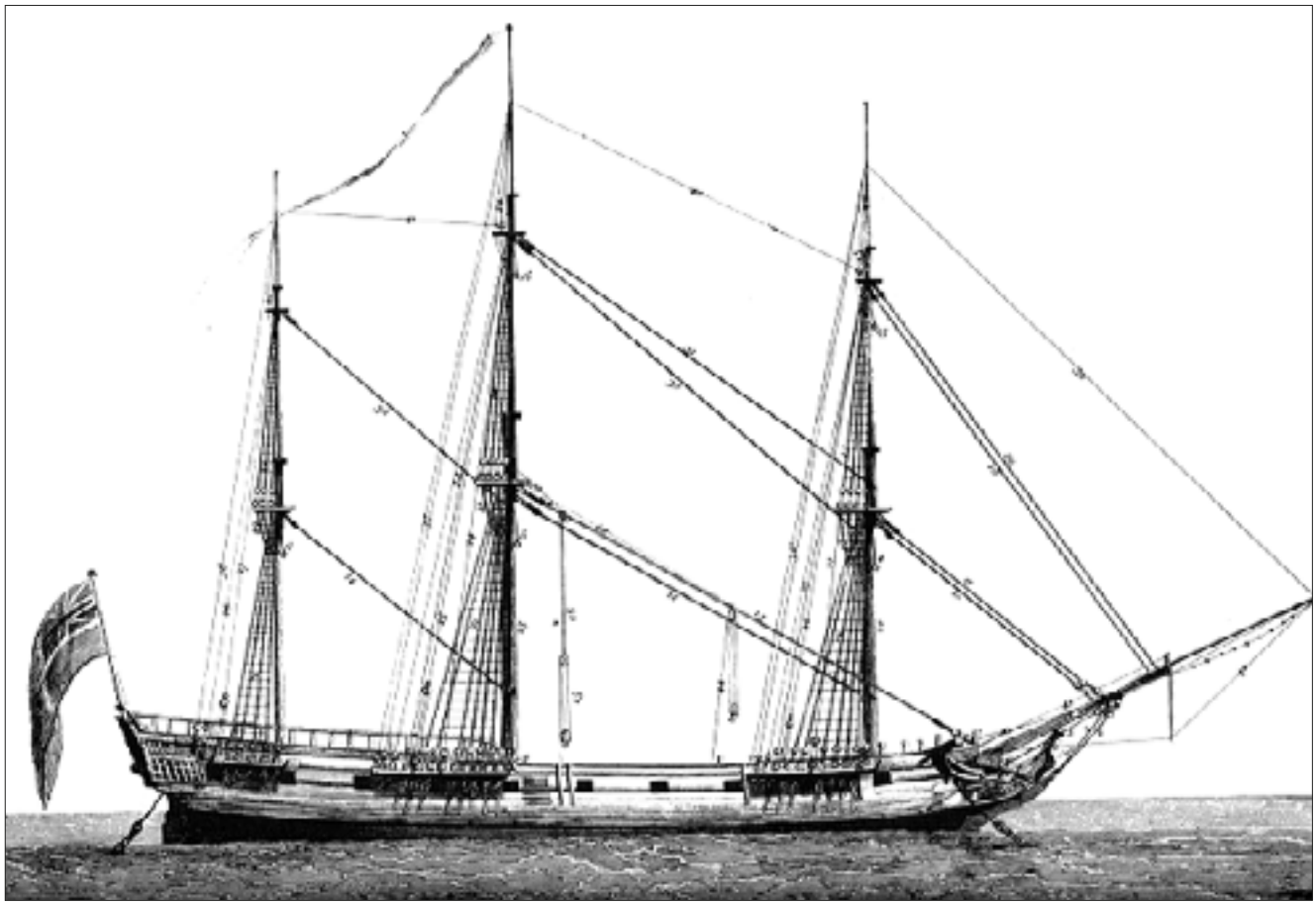
Other facilities were just as basic. Oak, the primary

building material, was brought to the yard in an uncut state and simply stored in an unenclosed area. If carefully arranged, it could continue to season prior to it being cut and re-stored nearer to where the ship was being built. As for the process of cutting the timbers, especially the planks that lined the sides of the ship, these were cut by sawyers working a two-man saw. For this operation, a saw pit, of which two or three might have been necessary at West Itchenor, was also required. With a piece of timber placed across the pit, and supported by beams, one man would stand in the pit, and another above. As can be imagined, the daily routine was extremely arduous. A normal working day was 6.00 am until 6.00 pm (with an hour and a half for lunch), the accumulated monotony and an undoubted thirst broken by each man usually being allowed quantities of strong beer (in the royal dockyards as much as eight pints). Drunkenness, as a result, was not uncommon!

Offices, which did not need to be particularly permanent, were required for both the officers of the yard and their clerical staff. Among the former would have been an office for the merchant builder and his representative. In addition, and only when a warship was under construction, there would have been an overseer appointed by the Navy Board. It was the Navy Board that would have both issued the contract and provided plans for the vessel under construction. To ensure that everything proceeded smoothly, they also appointed one of their own artificers, an experienced shipwright from the dockyard at Portsmouth. His main task was to check the quality of the work and refer any difficulties to his own senior officer at Portsmouth.

One other essential facility, although this might be placed in the loft of another building, possibly one of the offices, was that of a large floor area that could be used for laying down the full-scale plan of any ship under construction. From this plan, moulds, or templates, could be cut and the necessary timbers accordingly shaped.

The paucity of buildings required at the building yard was a simple reflection of the limited nature of the work that was expected to be undertaken in the construction of a warship. Only the hull was built



A naval warship of the 18th century and of a size not dissimilar in nature to those built at West Itchenor. Although this vessel has masts *in situ*, only the timber hull was usually constructed at the West Itchenor yard, with warships more normally taken to Portsmouth for the fitting of masts and other furnishings.

within the yard. Once the frame had been set up, planked and caulked the vessel was launched on the first suitable tide. At that point, the vessel would be towed round to Portsmouth dockyard for completion. Such items as masts, rigging and all deck furnishings were added at this stage.

The first of the warships to be launched at West Itchenor, *Hornet*, was a 10-gun sloop. Designed by Richard Acworth of the Navy Board, she was one of fifteen vessels of the 'Swallow' class. All, as it happens, were built in smaller merchant yards.[5] The order for this vessel was made on 11 August 1744 with the keel laid during September. She was eventually launched on 3 August 1745. Her constructor at West Itchenor was Chitty and Quallett. Once launched she was taken to Portsmouth for completion.

The second vessel of this wartime period, *Arundel*, was a considerably larger vessel, being a sixth rate of 24-guns. Ordered on 3 October 1745, the keel was laid that same month, the building slip at West Itchenor having been empty for about eight weeks. Few problems appear to have occurred in her construction with *Arundel* launched on 23 November 1746.

It seems likely that shipbuilding at West Itchenor continued during the years that followed, with the yard available for lease to merchants with a contract to construct a vessel. However, there is no evidence of further naval shipbuilding until the end of the American Revolutionary War (1774-1782). Prior to that time however, the shipyard had come into the hands of the Duke of Richmond. This was during the early 1770s. At the time, the Duke of Richmond was expanding his estate at Goodwood and had made several land purchases in the Chichester Harbour area, acquiring properties in both Birdham and West Wittering. His interest in West Itchenor appears to have been specifically to develop his enthusiasm in yachting. Having purchased 300 acres of land at West Itchenor he built a house to which a permanently employed staff was attached. The shipyard could be used to build and repair his yachts while also being available to lease out to those who might also wish to use it for the constructing of new vessels.

The first major task to which the newly purchased ship yard was directed was that of constructing a sloop for the personal use of the Duke of Richmond. To oversee completion of this new vessel, John King was appointed as yard manager. Under his charge were approximately ten artificers, presumably a mix of shipwrights, sawyers and labourers. Their combined wage, collected by King from the Duke of Richmond's steward each month, was approximately £20.[6]

Work on the sloop appears to have begun in October 1781 and was to fully engage the work force of the shipyard until March 1783. Unlike ships built for the navy, the sloop was to be both launched and completed at West Itchenor. That this was possible was due to the sloop being a relatively small vessel. For this reason, internal deck furnishing could be manufactured and fitted by house carpenters employed within the yard while masting and rigging could be undertaken by the crew who would eventually sail her.

Apart from the regular sums presented to John King for payment of the workforce, the Goodwood accounts also list all other expenditures associated with the vessel. In particular, a number of local merchants were paid for supplying various items, these payments including £3 2s 11d to Stephen Colson for the supply of clapboards, £47 to Wright and Prickett for ballast and £35 3s 8d to Cox and Jellicoe for anchors. In addition, other payments were made to J. Colvill for the supply of mast timbers, Thomas Andrews for ironmongery and Norris and King for oakum and rosin. These last two items were used for the caulking of seams and protection of the hull prior to the vessel being launched into the waters of the harbour. As regards the most expensive item, this was the sum of £372 paid to Edward Evans for oak timber, this being cut from woodlands in the Lavant area.

One further expenditure noted in the account books was £5 5s 0d, this being for the launch feast of the sloop. As for the launch itself, this was attended by the Duke of Richmond who duly named the vessel, *Goodwood*.

The year following completion of *Goodwood*, the yard at West Itchenor was being leased to Caleb Crookenden and Company for an annual rent of £2 7s 2d. Already the company had secured a wartime contract with the Admiralty to build a 44-gun ship that was to be named *Chichester*. She was to be the largest ship built at West Itchenor and was launched on 10 March 1785. A second contract, this time for a vessel to be built for the East India Company, was also secured by Caleb Crookenden, this resulting in the launch of the 938-ton *Hartwell* in February 1787. A description of this event and the subsequent

launch ball held at the *Dolphin* in Chichester appeared in the *Hampshire Chronicle* of 12 February 1787.

Unfortunately, the company was unable to secure any further work, resulting in Caleb Crookenden, who was by then in association with Taylor and Smith, having to auction various items that they had accumulated in the yard. This account appeared in the *Hampshire Chronicle* of 3 December 1787:

> 236 ends of prime oak timber, from 30-60 feet; 8 ends of sided timber; 180 square and 175 raking fences; 9 ends of elm keel, 41 ends of fir timber; 11,000 of 13 inch nails, 7,600 of 18 inch, 10,400 of 21 inch, 6,200 of 24 inch, 3,400 of 27 inch and 600 of 30 inch; moulds for an East India man of 900 tons, and of vessels from 30 to 300 tons; likewise for a 44 gun ship, and a 16 gun sloop; three pairs of timber wheels; a boat; 2 steam kilns with coppers and boilers; shores, stages, launches, blocks, sheaves and ropes; pit saws; odd iron and lead; a quantity of posts, slats, firewood etc. etc.

A further lull in the activities of the yard followed, with the Duke of Richmond finding no further shipbuilders prepared to lease the yard until 1808. However, the yard was certainly at work around the turn of the century, with construction work in progress upon an experimental vessel that made use of a fore and aft schooner rig, so giving her five masts. Launched in 1800, she was named *Transit*. No further work was found for the yard until 1808.[7] However, it was during this particular period that a brief description of West Itchenor and its shipbuilding yard appeared in a London publication *The Gentleman's Magazine*:

> The village consists of two public houses and a few cottages near the sea. The Duke of Richmond has a neat house and pleasure grounds adjoining the street, with a hot bath on the shore. A few years previous the Belvidere and the ill-fated Hartswell Indiamen were built here; and about three years ago a vessel on a new construction was built here; but nothing has been attempted since.[8]

Between 1808 and 1813 there was a sudden flurry of activity with a number of different builders undertaking work there. Among them was Thomas Kidwill who, together with a Mr Greensword, and under contract to the Navy Board, built the 14-gun brig *Richmond*. The Order for this vessel was given on 20 November 1811 with the keel laid in November of the following year. *Richmond*, one of the 'Confounder' class of brigs was launched in February 1806. The slipway was immediately back in use, Kidwill and Greensword having acquired a contract in June 1805 to built a 36-gun frigate. This was rather a unique contract as the vessel, eventually named *Pyramus*, was to be based on the lines of a French frigate, *Belle Poule*, captured in 1780. However, despite the keel of this vessel being laid at West Itchenor in April 1806, she was not to be launched at the yard. Instead, building was to be discontinued with the cut frames and other items taken to the dockyard at Portsmouth where the keel was re-laid in November 1808.[9]

Thomas Kidwill retained his lease of the yard until 1808, presumably engaged in both the repair work and the construction of some smaller non-naval vessels. In 1809, the lease of the yard had passed to a David Bundy while between 1810 and 1813 ship building and repair work was in the hands of a new leasee, Thomas Gibbs. However, the ending of the war with France in 1814 brought an immediate slump to the shipbuilding industry, with West Itchenor unable to buck the trend. As a result, the yard entered a period of terminal decline, with the Duke of Richmond unable to find a further leasee for the yard. As a result, the only work performed in the yard directly related to the needs of Goodwood House, with minor repairs being undertaken on vessels owned by the family.

Notes and References

1. Navy Board contracts, The National Archives, *passim*. See also V.C.H. ii, 291, 299, 313.
2. For additional information on Dummer see my entry on Dummer in the *New Dictionary of National Biography (2004)*.
3. British Library, Sloane 3233, f.14.
4. Jill Dickin, *Chichester Harbour: the thirteen villages (Chichester Harbour Conservancy, n.d.)*. Dickin provides no evidence as to the source for statements regarding early shipbuilding at West Itchenor. The reference to a Tudor warship may be no more than hearsay.
5. Only two other 'Swallow' class sloops were built in Sussex, these were *Dispatch* and *Hound*, both built by Stow and Bartlett at Shoreham.
6. WSRO, Goodwood Papers, 240. It is from the monthly payment of approximately £20 to the workforce that I have estimated the approximate number employed. At that time, the average wage of a shipwright was 2s 1d per day and that for a labourer 1s 1d. I also assumed a six day working week.
7. WSAO, Q/DE/2/1. Land Tax records, West Itchenor.
8. WSAO Par 112/7/114
9. *Pyramus* was eventually launched at Portsmouth on 22 January 1810.

WAREHOUSE BUILDING AT No. 4 WINDING STREET, HASTINGS

Ron Martin

The site is located at grid reference TQ 8248 0956 at No. 4 Winding Street, Hastings and is at the rear (east side) of and contiguous with No. 54 High Street. This latter building is domestic in nature and throughout this article has been referred to as "No. 54" and the building on No. 4 Winding Street has been referred as "The Warehouse". See the key plan below (Fig. 1).

The site is bounded on the north side by Post Office Passage, on the east side by Winding Street and on the south side by a property occupied by Messrs. Trade Paints, Ltd., who do not appear to have a current street number and this is referred to as "Trade Paints". This property extends right through to High Street and at the west end was formally known as No. 55 High Street, the building on this site having been bombed in 1943 and not rebuilt. This site is referred to as "No. 55" and is currently occupied by a memorial garden.

The site falls approximately 1 m from west to east and the difference in level between High Street and Winding Street is approximately 1.4 m (5 ft). Vertical heights have been related to a datum being floor level at the south-east corner of the loading bay.

The building has been described as it was when surveyed in 2005. It has been subsequently altered during its conversion into residential accommodation.

Description of building

General

The building is a warehouse type building of substantial construction, with bare, fair-faced brick walls internally, devoid of timber trim, apart from part of the ground and first storeys which had been recently lined out with boarding. It is eight bays long, 19.35 m (63′6″) along the north elevation and 7.39 m (24′3″) wide on the east elevation, the angle between the north and east walls being 102°. The south boundary is not straight, as it abutted existing buildings, and the maximum width of the site, measured overall external walls, is 8.5 m (27′10″). The building is three storeys high with a basement under the western part. The roof runs west to east apart from the last two bays at the east end where the roof runs south to north. In the east end of the first and second storeys there are three smoke rooms with vents over. At the south side of the ground floor there is a recessed loading bay at street level, the ground floor level being about 1 m (3 ft) above datum.

There is a continuous opening 3.2 m (10′6″) wide between "No. 54" and The Warehouse at all levels. This had been blocked up at second floor level with wooden studded framework. At each floor level the opening is spanned with a 5″ x 10″ rolled steel joist (RSJ) to support the floors. A second blank opening at basement level 2.36 m (7′9″) wide has a segmental brick arch over.

Fig.1 Key plan, showing the location of No. 4, Winding Street, Hastings

Walls

The walls generally are of brick laid in English bond, fair-faced internally. The north wall and the easternmost part of the south wall are 570 mm (1′10½″) thick at

basement level stepping back 115 mm (4½″) at each floor level; the east wall is 350 mm (1′1½″) thick for its full height and in all cases there is a 215 mm (8½″) parapet with moulded brick cornice. The external face is of red bricks in Flemish bond but only a half-brick thick.

At basement level there are four recesses 1.29 m (4′3″) deep with segmental arches over, projecting beyond the external face under the pavement to carry pavement lights, which have been slabbed over.

The south wall has been built up on an earlier existing wall and steps back at each floor level. There is a curved set back to the wall at the southwest corner of the loading bay which suggests that this was the external corner of an earlier building, two storeys high.

All the internal walls are of brick 215 mm (8½″); those to the smoke room being supported on steel joists and are not bonded into the external walls. The walls of the central smoke room are heavily encrusted with a tarry deposit, and the two outer ones less so; the south wall of the southern one being almost clean.

There are iron hanging rails in all smoke rooms at two levels.

Floors

The floors of the smoke rooms and one bay to the west are constructed of brick jack arches and filler joists (see Glossary). The smoke room floors are finished with brick-laid-flat paving and the area to the west of them is finished with cement and sand paving and has a drainage channel running south to north. There is no floor at second-floor level in the smoke rooms, these being open from first floor level up to the roof.

All the other floors have plain edged timber boarding on 3″ x 10″ softwood joists at 380 mm (1′3″) centres, spanning north to south. These bear on 4″ x 3″ wooden wall plates, where there is an offset in the external walls and on to a central 5″ x 10″ RSJ, fishplated together over the three supporting columns, which extend from basement to second floor level. The columns are 5″ diameter cast iron with Doric capitals and bases.

The east end bay of the second floor is similar to the above, apart from the direction of the joist which is east to west and these bear on to a recently inserted 5″ x 10″ RSJ at their west end.

There are wooden staircases between ground, first and second floors with no evidence of any original balustrades. There is also a short flight of steps at the east end of the basement for access to the loading bay and also a removable flight from this level to the level of the loading bay platform.

A lift had been inserted between basement and second floors, but this had been removed before this survey was carried out, leaving the well open. It is understood from the contractors that this was of recent design and was extended up through the roof, with a housing for the motor unit at the top.

Roof

The roof over The Warehouse has the ridge running east to west and is supported on five softwood trusses which had originally 4″ x 9″ ties, 3″ x 6″ principal rafters and 3″ x 6″ struts. There is a single 3″ x 6″ purlin in each slope carrying 2″ x 4″ rafters. The east end of the roof is hipped. Some work has been carried out recently to replace defective timber including replacing the truss ties with double steel channels.

The roof over the smoke rooms has the ridge running north to south and is a simple close couple construction with 2″ x 4″ rafters and ties, alternating with ¾″ diameter iron rods. Three smoke vents with louvres front and back are framed into the roof with 2″ x 6″ trimmers. These were originally covered with matchboarding but have been replaced with replicas covered with sheet lead.

All the valley and parapet gutter are lead lined and the roofs are covered with Welsh slates, countess sized, (see Glossary) with clay ridge and hip tiles.

Doors

There is one pair of double doors on the north side, with a transom and top light, divided into small panes. The doors to the smoke rooms at first floor level are no longer extant and were probably steel; there is part of the iron frame to the southern one still extant.

At the edge of the loading bay platform there is a wooden roller shutter 3.05 m (10′0″) wide with wooden frames and supporting posts. The panels at each side are filled with matchboarding on softwood studs. Under the loading bay platform there is a pair of dwarf doors giving access to the basement from street level and the floor of the platform opens in two leaves to provide headroom. The loading bay is closed at the street elevation with a recent electric-

powered steel roller shutter. The opening is spanned by a 6″ x 12″ RSJ at the rear with a 6″ x 12″ wooden lintel at the front.

At the north side of the east elevation there is a pair of wooden-framed, ledged and braced doors located at ground floor level and with a fixed light over. The opening appears to have been cut into the wall and the brickwork under this door is recent and is laid in stretcher bond.

Windows

All the windows along the north side at all levels are softwood casements with one transom and are divided into small panes with heavy glazing bars. The top lights are top hung and the bottom ones are fixed. The windows have rebated reveals, a stone projecting sill and a three-piece lintel with central projecting keystone and outer members, with skewbacks. The windows generally have splayed internal reveals, plastered, those to the second storey being packed out with wood shavings.

The two windows in the north wall of the loading bay (one having been removed) and the two windows in the south side of The Warehouse at first and second-floor levels are softwood double-hung sashes in large panes, with rebated reveals and 215mm (8½″) high cambered brick arches over. There are two smaller window openings at the west end of the south side at second-storey level, one with double-hung sashes and the other with a casement.

History

There is a heritage plaque on the front elevation of "No. 54" stating that "the premises was occupied by Maj. General Sir Arthur Wellesley in 1806". The building is four storeys high, the basement floor being at the same level as that of the Warehouse, the ground floor being in two levels, the higher one at High Street level and the lower level at ground floor level of The Warehouse. Access to the upper two storeys is by way of a side door in Post Office Passage. The building is of domestic appearance with segmental projecting bays to upper stories and a ground storey shop front. It is therefore a reasonable assumption that this building is of eighteenth century date and its architectural style confirms this.

The street directories up to 1881[1] indicate that No. 54 was occupied by various trades, mainly drapers, but between 1882 and 1923 it was occupied by E. W. Rubie, described as a grocer. Edward William Rubie was born in 1836 in Bermondsey, London and died in 1922. The Rubie family presumably ceased to be actively associated with the shop with the demise of Edward, although the shop continued to have the name sign of "George Ruby", was trading as a "Wholesale grocer and tea merchant" and occupied by various grocers. The firm finally closed in1969[2] when Trade Paints purchased the site.[3]

A map of 1852/3 [4] and the 1:1250 OS map of 1873 [5] shows the site of No. 4 Winding Street and the adjacent site of "Trade Paints" as occupied by various small buildings with open areas, which bear no relation to the present buildings on the site. The street directories up to 1884 for Winding Street and Post Office Passage do not give any useful indication about who occupied the site.

An 1885-86 Directory [6] lists Nos. 6-7 Winding Street as occupied by "Rubies Grocery Stores" and this is described as being adjacent to Post Office Passage; i.e., this is the present site of what is now known as No. 4 Winding Street. This occupation continued up to 1969.

On the 1:1250 OS Map of 1899 [7] the site of the buildings on No. 4 Winding Street and "Trade Paints" is shown as a solid block.

Interpretation

"No. 54" was occupied by Sir Arthur Wellesley in 1806 as his headquarters[8]. The building was therefore presumably built during the eighteenth century and its appearance confirms this. "No. 55" was also of this period as an incised brick dated 1703 was discovered when an archaeological excavation was made in 1996 [9].

A drawing published in Mainwaring and Baines' book [10], purports to show Winding Street, with a four-storey building in the background with loading openings at the rear for loading at all levels and with a lucam at roof level. It is impossible to directly relate this to the site but it is indicative of the sort of format that "No. 54" might have been prior to the erection of the Warehouse.

It is probable that the Warehouse was built by E.W. Rubie in 1885 when he established his Grocery Store on the site and at the same time occupied the adjacent site now occupied by "Trade Paints". There are blocked-up door openings at ground and first-floor levels between the two buildings. E. W. Rubie must have been a man of some substance. He was aged 46 when he bought "No. 54" in 1882 and only

three years later built the Warehouse, this must have incurred considerable outlay of capital.

As originally built, the warehouse would have been open from the rear of "No. 54" right through to the Winding Street frontage with the roof originally extending the full length of the building and finished with a hipped end, with a parapet all round at the level of the south side, 9.5 m (31′ 2″) above datum. The main entrance for goods was probably at the north side of the east elevation with a short flight of steps leading up to ground floor level. It is possible that there was a internal hoist located where the later lift was installed

The wall at the south side of the loading bay was probably built as part of the Warehouse building. The offset in the wall at the south-west corner with the quadrant-rounded salient angle was probably the external angle of a pre-existing building on the site of "Trade Paints". The rest of the south wall was probably built off the existing walls of the rear buildings on the site of "Trade Paints".

At some time later, probably between 1890 and the 1920s, the Warehouse was modified to incorporate the three smoke rooms. It is not known what product was smoked here, although it is understood that bacon was smoked there, post WWII [11]. By practising as a grocer, this does seem to preclude the preparation of fish, although Hastings, being a fishing town, it seems possible that fish was also prepared here. This work comprised the following :

a) Installation of the three smoke rooms

b) Alteration of the roof to incorporate the ridge running north to south with three smoke vents, and raising of the gables at the north and south ends of the roof.

c) Formation of the three air inlets to the Smoke Rooms with the brick recesses in the east wall.

d) Creation of a loading bay with access to Winding Street, with the wooden roller shutter on the loading bay platform.

e) As the brickwork of the east elevation and of the two gable ends of the smoke rooms had been disturbed, the opportunity was taken to extend the new external face of the brickwork along the whole of the north elevation. It might seem inconceivable to do this but there is evidence that the outer 115mm (4½″) was cut away and replaced with new red brickwork. The fact that the inner face of the wall is in English bond whereas the outer face is in Flemish bond confirms this assumption, as it is inconceivable for the wall to have been originally built like this. The reconstruction gave the outside a much more formal appearance with the decorative cornice at parapet level.

Acknowledgement

I am indebted to Clive Attrell, the Director of the Antique Warehouse Ltd., for allowing access and to Richard Goodman of Axel Intabuild Ltd., the contractor, who adapted the warehouse for domestic use, for his help and advice.

I am also very grateful to Mrs. Maureen Copping for her valued research into the history of the site and the Rubie family.

Glossary

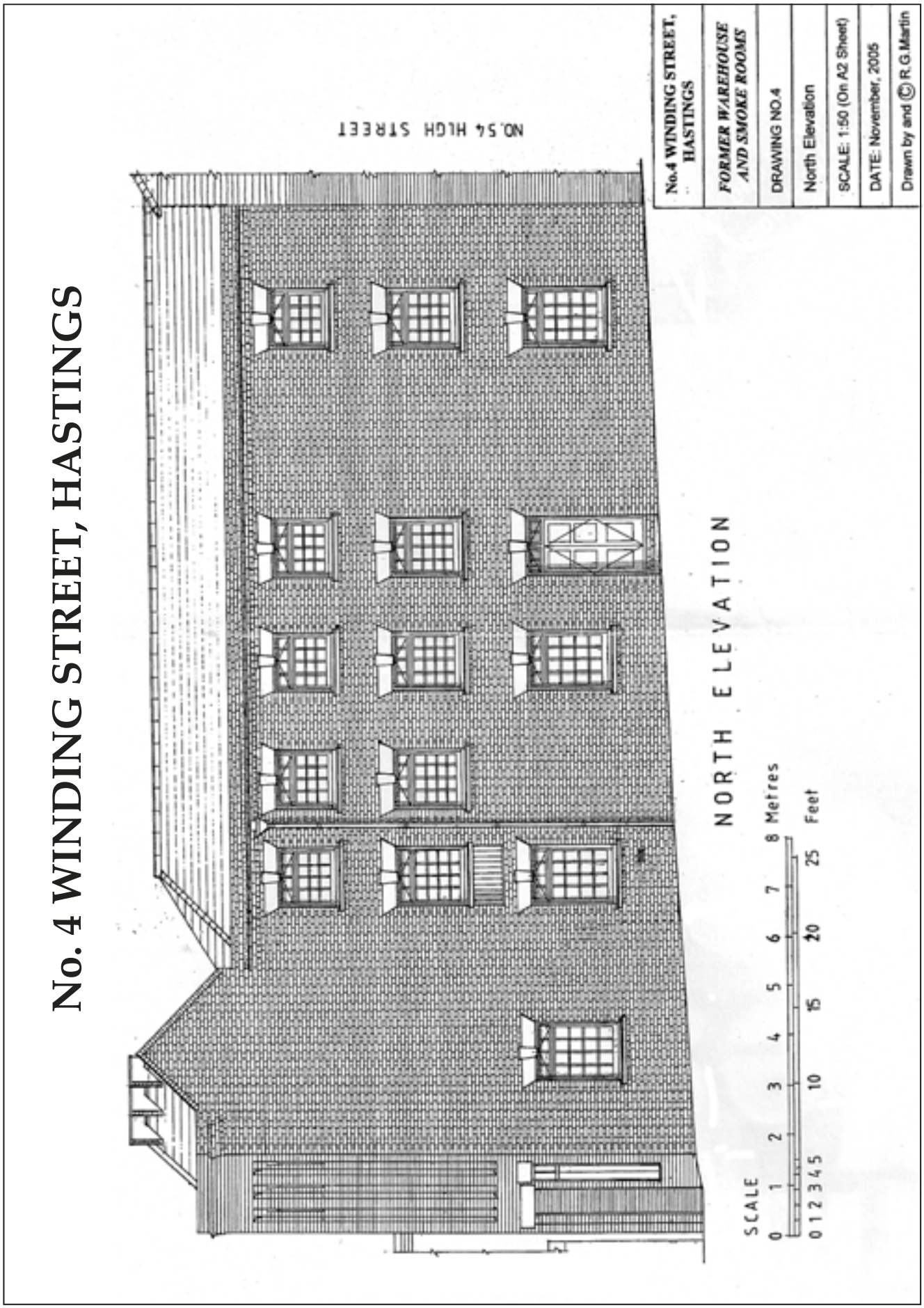
Brick jack arches and filler joists. A brick arch and filler joist floor construction consisting of RSJs of 3″ x 6″ section at 600 mm centres supporting one ring brick segmental arches bearing onto the bottom flanges of the RSJs. This created a fireproof floor and was much favoured in factory building in the period 1890 to 1920,[12] by which time the use of reinforced concrete became the norm.

Slate sizes. Welsh slates were normally delivered to the site in standard sizes, with the sizes named "Ladies" (8″ x 16″), "Countess" (10″ x 20″) and "Duchess" (12″ x 24″)

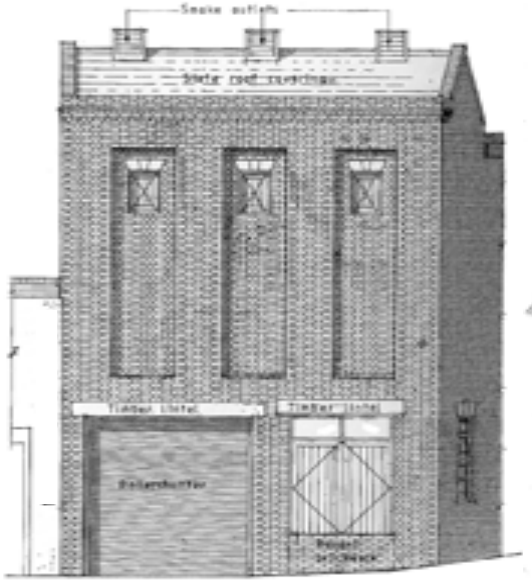
Notes and References

1. Various Directories have but consulted but not referenced individually.
2. Newspaper cutting in Hastings Reference Library, H.687-12 (20.09.1969)
3. Tony Earnshaw, one of the founders of Trade Paints,— personal comment
4. William Gent, *Map of Hastings* (1852/53)
5. 1:1,250 OS map Sheet LXXI.3.6, 1st Edition (1873)
6. Pikes, *Blue Book* (1881/1881)
7. 1:1,250 OS map Sheet LXXI 3.6, 2nd Edition (1899)
8. Heritage wall plaque on No. 55 High Street
9. Ann Scott, *55 High Street Hastings, an excavation report,* Hastings Archaeology and Research Group Journal (October, 1996)
10. Mainwaring Baines, *Historic Hastings,* Plate 111
11. Personal comment from a member of staff of Trade Paints
12. M. Bussell, Steel Constructions Institute, *Appraisal of Existing Iron and Steel Structures,* (1997), p.15

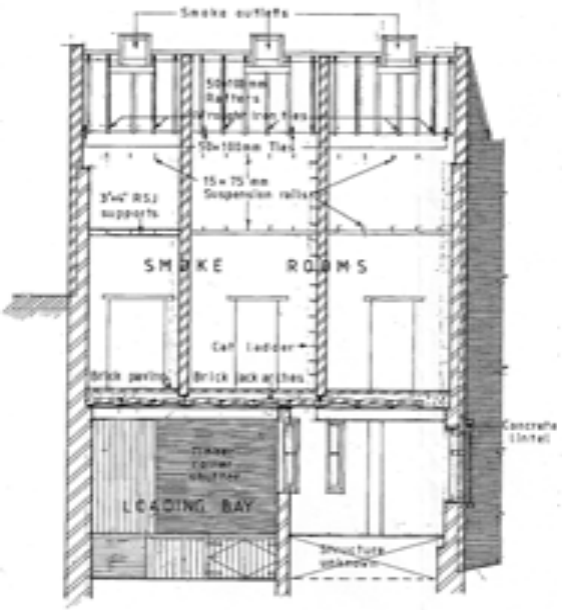
No. 4 WINDING STREET, HASTINGS



No. 4 WINDING STREET, HASTINGS



EAST ELEVATION

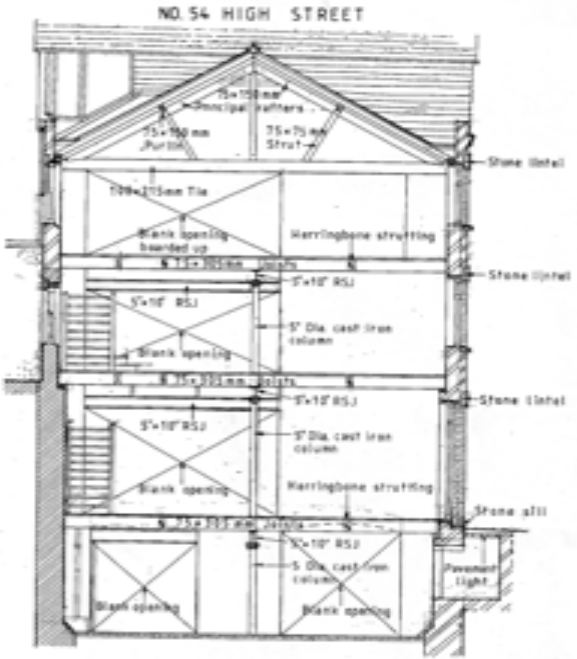


SECTION B-B

SCALE

0 1 2 3 4 5 6 7 8 Metres

0 1 2 3 4 5 10 15 20 25 Feet



SECTION C-C

KEY TO MATERIALS

Former construction
Original brickwork
Later brickwork
Stonework
Concrete blockwork
In situ concrete
Timber sections
Iron sections

No.4 WINDING STREET, HASTINGS

FORMER WAREHOUSE AND SMOKE ROOMS

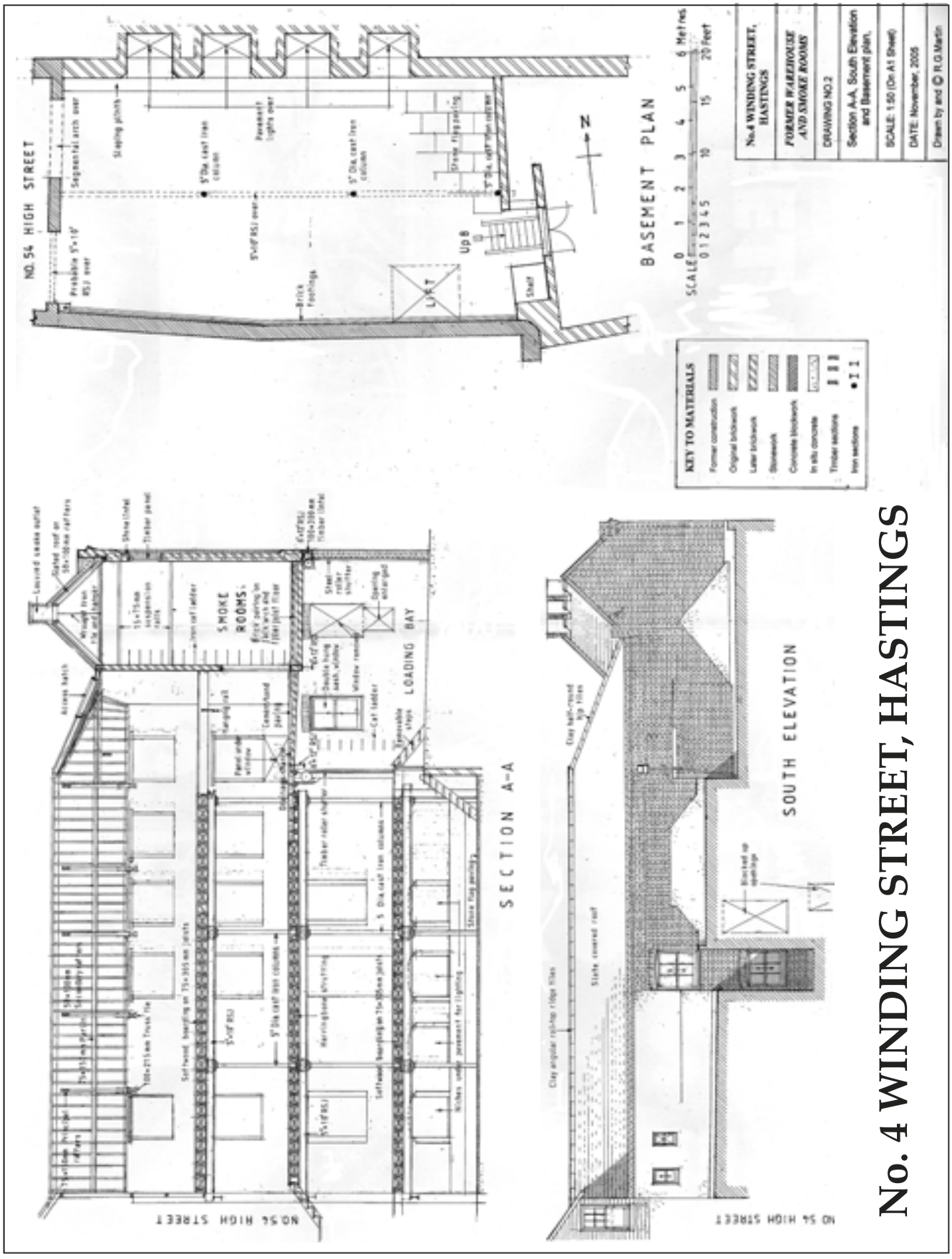
DRAWING NO.3

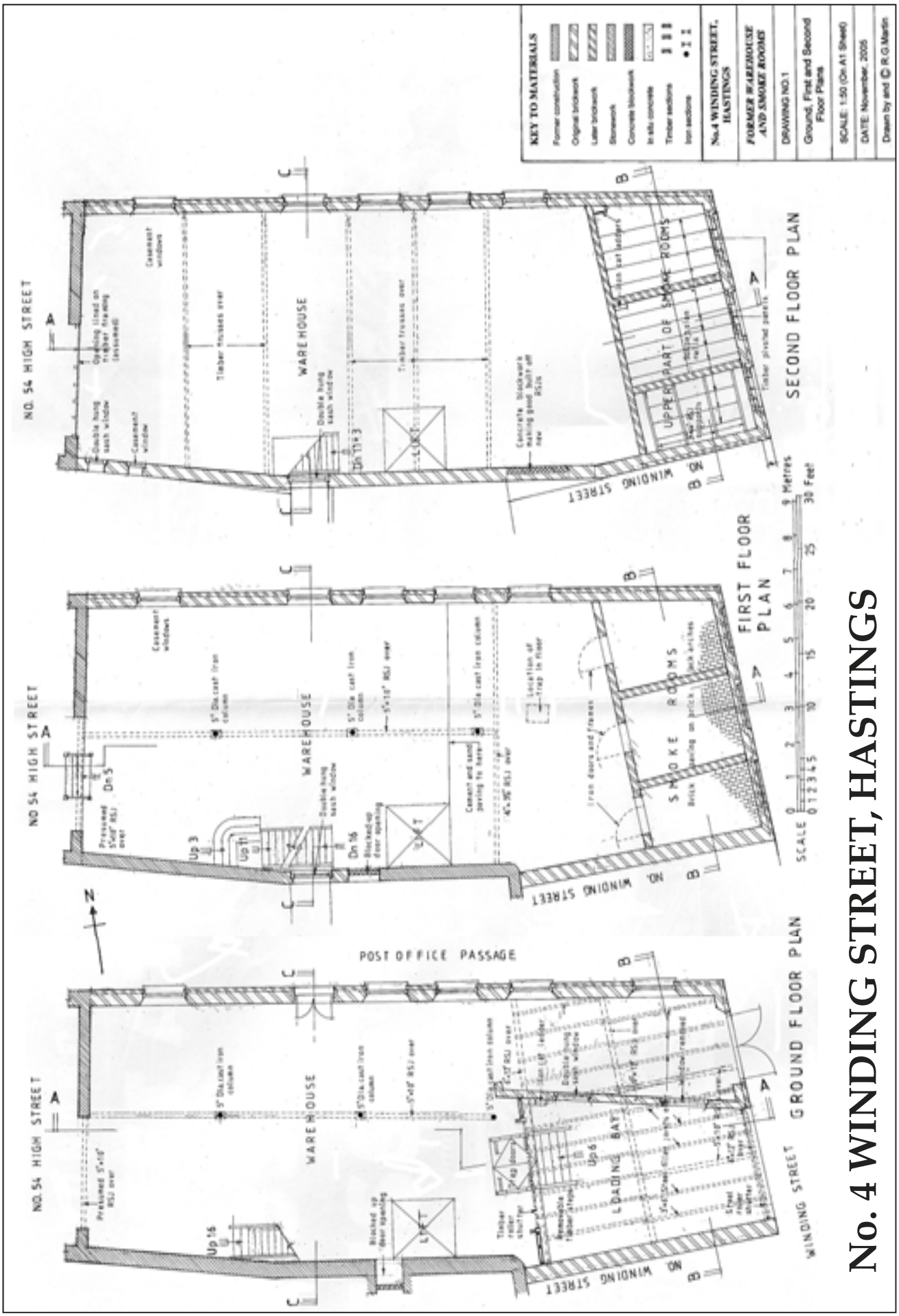
East Elevation, Sections B - B and C - C

SCALE: 1:50 (On A1 Sheet)

DATE: November, 2005

Drawn by and © R.G.Martin


No.4 WINDING STREET, HASTINGS
FORMER WAREHOUSE AND SMOKE ROOMS
DRAWING NO.2
Section A-A, South Elevation and Basement plan.
SCALE: 1:50 (On A1 Sheet)
DATE: November, 2005
Drawn by and © R.G.Martin
BASEMENT PLAN
NO. 54 HIGH STREET
SCALE
0 1 2 3 4 5 6 Metres
0 1 2 3 4 5 10 15 20 Feet
KEY TO MATERIALS
Former construction
Original brickwork
Later brickwork
Stonework
Concrete blockwork
In situ concrete
Timber sections
Iron sections
SECTION A-A
SMOKE ROOMS
LOADING BAY
NO.54 HIGH STREET
SOUTH ELEVATION
NO 54 HIGH STREET
No. 4 WINDING STREET, HASTINGS



No. 4 WINDING STREET, HASTINGS

THE NINETEENTH CENTURY RECONSTRUCTION OF MIDHURST NORTH MILL

Alan H. J. Green

Introduction

One of Chichester's two auction houses, Stride & Son, holds three sales a year devoted solely to books and manuscripts. The viewing of these sales is compulsory for local historians as witnessed by the following entry in the catalogue for the sale on 5 February 2008:

> Lot 322 NORTH MILL MIDHURST : two unframed views, one watercolour 1810 and the other grey wash 1840.

I duly sought out Lot 322 but was surprised to find that, rather than being two different views of the water mill, they both depicted a construction site. However the location was instantly recognisable as being Midhurst North Mill, looking due west with the embankment of the Fernhurst turnpike road and its bridges in the background. My interest had been sparked by the fact that one was apparently a Georgian view of Midhurst (which in itself would be a rare thing) and was heightened by their both being early depictions of building works. Artists did not often choose construction as a subject (save for the erection of landmark structures) which made them doubly rare. I did battle on the saleroom floor and managed to secure the two pictures for my collection.

The paintings

Both the paintings, which are unsigned, are in perfect condition seemingly never having been framed and exposed to daylight. One (Fig. 2) is a watercolour on paper, size 218mm x 290mm, which carries in verso two conflicting inscriptions. At the top, in pencil, is *North Mill May 1810* whilst at the bottom, also in pencil, is *Rebuilding North Mill May 1840* and then, to compound the confusion, a date of 1810 has been added alongside this in ink!

The second work (Fig. 5) is a grey wash on paper, measuring 218mm x 325mm, and showing much the same view as the watercolour. It carries in verso only one inscription, namely *May 1840*, in pencil. Despite the implied 30-year difference in their dates the two views are clearly of the same operation so some research was called for to verify which of the two proffered dates was correct.

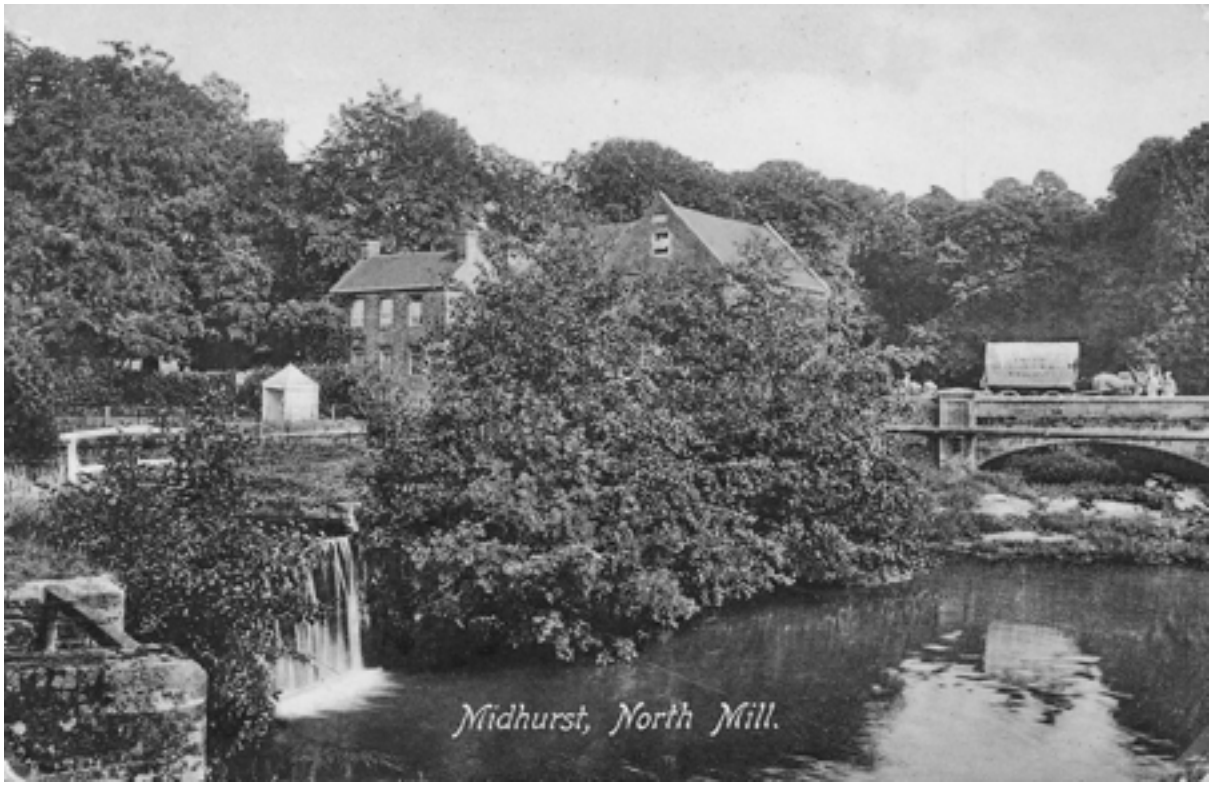


Fig 1. A picture postcard view of Midhurst North Mill looking east with the bridge carrying the Fernhurst turnpike over the River Rother on the right. The building to the north is the mill cottage whilst the rebuilt mill is largely obscured by the trees. The card is postmarked 1911. (Author's collection)

Fig.2 The watercolour view of the reconstruction works. Of the previous buildings only the mill cottage to the right has been left standing. (Author's collection)

Midhurst North Mill

North Mill was one of two water mills in Midhurst powered by the western River Rother. It is actually in the parish of Easebourne and sited to the north of the town on the east side of the A272 near its junction with the A286 to Fernhurst (Grid ref. SU 889220). Although it has long since ceased to be operational the buildings still stand and now form three separate dwellings known as *North Mill, North Mill Cottage* and *North Mill House*.

Stidder and Smith, in their *Watermills of Sussex*[1], state that there have been several mills on this site dating back to at least 1284. The current mill had two breast-shot wheels served by a race which diverged from the Rother just below the weir and passed under the road in a tunnel. By 1961 the mill was only working in the afternoons and it closed down shortly afterwards. All the machinery was removed and the operational part of the building converted into a house, now known as *North Mill*.

1810 or 1840?

Unfortunately neither painting carries a watermark, which would have provided a useful 'no-earlier-than' date, but Stidder and Smith give 1806 as the date of the last reconstruction of North Mill; a date that would tie in roughly with the 1810 option. In the paintings the former mill buildings have been razed to below ground level save for the cottage which has been left standing on the edge of the site. This cottage, with its chimneys at either end, is clearly that which survives today (as *Mill Cottage*) and is equally clearly of a Georgian date as can be appreciated from Fig. 3 below. The cottage is largely built of the local cretaceous sandstone with red brick quoins under a tiled roof, but its south wall is of red brick.

The current main mill building, adjoining the cottage to the south, although also of the local stone is in a remarkably different style which, with its steep parapet gables and a few arched windows, has more than a whiff of the Victorian about it pointing to 1840 as being the more likely date. High up in the gable facing the road is a date-stone but regrettably it is illegible, even from close quarters.

Another lead in solving the dating conundrum is to be found in the English Heritage citation for North Mill's Grade II listing, namely: *Mill is dated 1840 but stands on the site of an earlier 19th century building.* Back in 1959, when the citation was written, erosion by wind and acid rain had probably not taken its toll

Fig.3 The mill cottage as it is today, looking east. The change in style between it and the main mill buildings adjoining is obvious. (Author)

on the aforementioned date-stone. Further evidence supporting 1840 is found in an advertisement published in the *Norfolk Chronicle* of 16 September 1843 which offered the letting of North Mill. The advertised prospects were glowing: *The mill and the greater part of the house were entirely rebuilt in 1840, in the most substantial manner.*[2]

In the watercolour can be seen a masonry arch. This was inserted through the road embankment for flood-relief purposes and the citation for the listing of North Mill states that this occurred in 1826[3] which, if correct, firmly precludes 1810 from being the date of the paintings.

So there we have it - the mill was rebuilt in 1840 apart, that is, from the cottage which must be all that remains of the 1806 buildings. It is this 1840 reconstruction that our anonymous artist has captured.

Fig. 4 The west face of the main mill buildings today, looking north. In the apex of the gable is set a date-stone which is now illegible. The 1806 mill cottage lies beyond. (Author)

The rebuilding

In both paintings the works are depicted at an early stage. Looking at the watercolour first (see Fig. 2) we see that a considerable amount of excavation has taken place across the site of the former buildings and several large blocks of stone are protruding, Stonehenge-like, from the ground. Into the flood-relief arch stop planks have been inserted in order to prevent a flooding of the works, and the mill race, which passes under the road in the two tunnels, would have been stopped-off by a penstock upstream to give a dry site.

Out of the picture, to the south of the flood relief arch, is another masonry arch that accommodates the River Rother itself. That bridge, which also marks the parish boundary between Midhurst and Easebourne, carries the date of 1776 on the outside face of its western parapet.

On the south-east corner of the cottage the timber partition walls, where it once adjoined the mill buildings, have been exposed by the demolition works. Coming in from the right of the picture is an elevated timber walkway in the form of duck boards which ends abruptly in mid air. However, the main item of interest is the tripod of what is obviously a piling rig that is to be used to drive timber piles through the soft sand into more solid strata beneath.

Fig.5 The second picture. It is a grey-wash version of the same scene as the watercolour but painted from a more northerly viewpoint. (Author's collection)

The second picture (see Fig. 5) is painted from a slightly more northerly viewpoint and also closer in and provides clearer detail. The exposed studwork of the partition walls in the corner of the cottage is very distinct as is the duckboard walkway, and under the tripod a timber pile can be seen, set in what appears to be a piling gate.

Tantalisingly, neither view gives any clear indication as to how the piling rig worked; in the watercolour some block-and-tackle equipment is in use nearby but it seems to be in the process of moving a block of stone. Either the artist did not understand what he was seeing or, equally possibly, the rig was still being set up at the time and not all the equipment was yet in position. Either way it is most likely that here the piles would have been driven by the simple expedient of raising and dropping a hammer on a rope by means of a windlass. The rope would have passed over a pulley attached to the tripod and the hammer released from on high to strike the head of the pile. Very laborious, and highly dangerous, but doubtless effective.

The *modus operandi* of a much larger contemporary piling rig is given in Fig. 6, which is an engraving of a horse-powered floating rig of the sort used to drive the piles for the piers of Westminster Bridge; it was published in a book of 1827.[4]

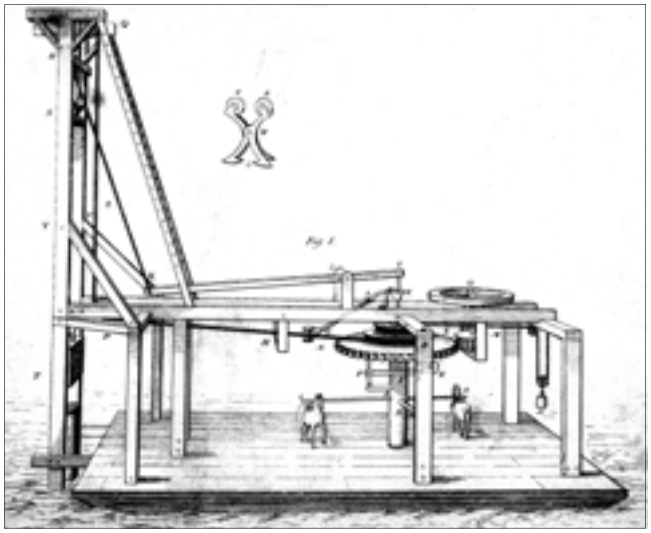


Fig.6 A drawing of a late-Georgian horse-powered floating piling rig. The horses are harnessed to a gin and, as they walk around, the hammer is raised by ropes in its guides then drops onto the pile held in the gate. (Author's collection)

This engraving explains how the Thames bridges were built in the days before steam-powered piling hammers were perfected. The horses walked round continuously in the gin and as they did so the hammer was wound to the top of its guides whence the complex mechanism automatically dropped it onto the pile and then picked it up again to repeat the cycle. This principle could obviously be used on dry land and also on a smaller scale.

Returning to the Midhurst pictures, to the right of the tripod in both views a long, tapering timber beam can be seen running down to ground level, the purpose of which is not immediately obvious, especially as it appears to be constrained by vertical timbers. Is it too fanciful to imagine that, in the arrangement our artist has portrayed, the long, tapered beam was going to be lifted to the top of the tripod to form part of a single-horse gin working on a similar principle to the floating piling rig?

Whatever the means used to drive the piles, substantial new buildings arose from them to abut the earlier cottage on its south and east sides and this new mill was to remain in active service for over 120 years.

Envoi

Fig.7 The mill buildings today, viewed from the north east, with the lane leading to Cowdray House in the foreground. The part of the building to the right with the chimney in its gable is the 1806 cottage now called Mill Cottage which, to its south, is abutted by the main part of the 1840 buildings now known as North Mill. To the east of the 1806 cottage is more of the 1840 rebuild now called North Mill House. The mill race passes below the two balconied casement windows. (Author)

Although I must admit to being disappointed at finding that my newly-acquired pictures were not Georgian but Victorian, they are still immensely interesting and very important. One does have to wonder why the anonymous artist chose to portray the construction works at all, let alone at such an early stage of the proceedings, but despite his leaving technical questions unanswered we should be jolly grateful that he did - and that they have survived.

In closing I would like to thank Mr and Mrs Andy Davey who kindly permitted me to view Midhurst North Mill and see the admirable restoration work that they are carrying out, and to Peter Hill for providing me with a copy of Sydney Simmons' notes about North Mill.

References

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2. This advertisement is cited by Sydney Simmons in his 1939 notes on Midhurst North Mill. SIAS Mills Group archive.
3. It also states that all the bridges here were widened on the east side in 1912. This widening can be clearly seen from beneath the bridges.
4. William Emerson, *The Principles of Mechanics: New edition with an appendix by G A Smeaton, Civil Engineer, J Taylor,High Holborn,* London 1827. Copy in the author's collection.

TURNPIKES TO STEYNING, HENFIELD AND SHOREHAM

Brian Austen

The connection of Horsham to London by turnpike in 1755 made the produce of the area accessible to the growing market of an expanding capital city, increasing not only the prosperity of the farming community but also of the landowners and the region at large. The Rev. Arthur Young claimed that agricultural rents rose by more than 50% on the completion of the road[1]. It is little wonder therefore that a plan to extend turnpike improvement south through the Weald to the small town of Steyning received support. An act to effect this was passed in 1764. Of itself Steyning was not a place of great commercial importance but the land in its vicinity was "fertile and the adjoining downs afforded good pasturage for sheep". Its fortnightly market for cattle, corn and other produce was rated "equal to any in the county" and a fair held in October for sheep and cattle "one of the largest fairs in the county"[2]. Steyning also had an importance as a communications hub for it was close to river access *to* Shoreham and to the ancient east west route way along the crest of the Downs. The turnpike brought prosperity and commentators noted the "great improvements with buildings and general appearance of the town". It was also a place where magistrates met in petty session. Shortly after, in 1771, a further thrust southwards was effected by the Cowfold and Henfield Trust which enabled traffic from Henfield to reach London by turnpike. It connected with Brighton, Cuckfield and Lovell Heath Trust, only opened the previous year, at Handcross or by a short branch to the Horsham and Steyning Trust at Partridge Green. Henfield itself

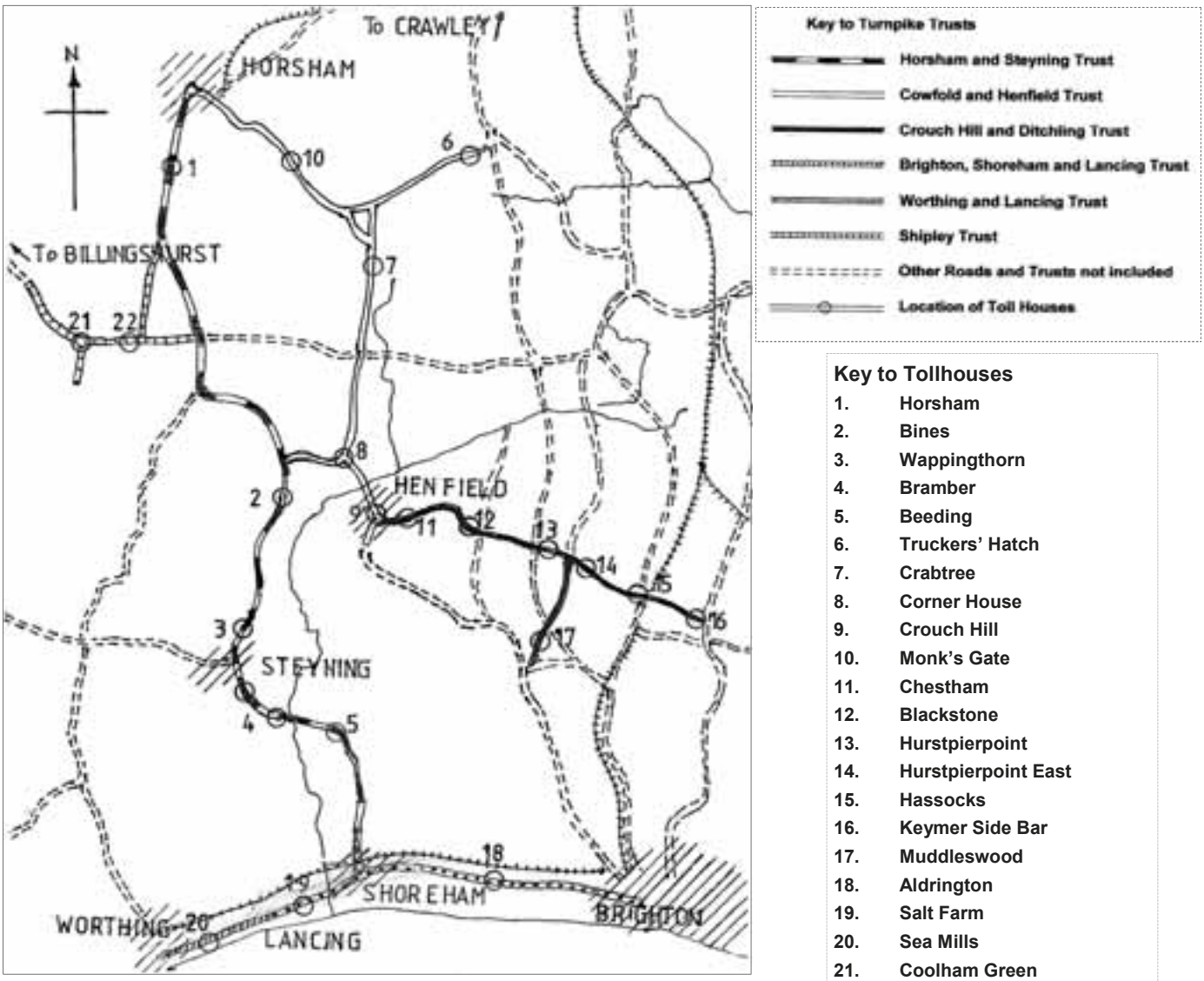

Fig. 1 Turnpikes in the Steyning, Henfield and Shoreham area (Ron Martin)

was not a centre of importance. Its population was 1,516 in 1831 and it served only as a local centre of commerce with a Friday market and fairs in May and July[3]. Both of these trusts followed the pattern seen in early turnpike development nationally of roads extending like spokes from a central hub, ever further to serve the capital's needs.

It is therefore surprising that at an early date communication by turnpike from east to west was considered necessary. Only six years after the Cowfold and Henfield Trust, the line of road just north of Henfield at Crouch Hill was connected to Ditchling by way of Hurstpierpoint and Keymer. This road took advantage of the greensand ridge and from its commencement tapped two of the main roads from Brighton to London, the Newchapel and Brighton at Ditchling and the Brighton, Cuckfield and Lovell Heath Trust at Stone Pound in the parish of Clayton, both opened in 1770. Later it was also to make a junction with the Pyecombe and Hickstead Trust of 1808, which quickly became the preferred route to Brighton from the capital. This ability to feed traffic into major arteries feeding London no doubt accounted for its introduction and success.

At this point however turnpike development south of Horsham stalled, and it was not until 1807 that it restarted with a road a mere 3 miles and 24 rods in length along the east bank of the River Adur to connect Upper Beeding with Shoreham and its river crossing. It was later still that further development occurred in the 1820s. The growth of Shoreham as a port followed improvements to the harbour effected in 1816. Its position half way from Brighton to Worthing, both experiencing rapid urban development, accounted for its success, with a fourfold increase in port revenue between 1810 and 1830[4]. Such success prompted the turnpiking of the coast road from Brighton to Shoreham in 1822 and that from Worthing to Lancing two years later. The short gap was closed when a new bridge and connecting road from it to Lancing were authorised in 1830. The success of these coastal turnpikes was not matched by another east to west route authorised in 1824. This was for an ambitious turnpike from Mare Hill, Pulborough to connect with the Horsham and Steyning Trust at both Southwater and Bucks Barn, West Grinstead. Much of the plan had to be abandoned because of a lack of resources and only a short section at the eastern end, known as the Shipley Trust, was ever operated.

Traffic between Brighton and Worthing was encouraging initially, with coaches operating from Brighton to Worthing, Portsmouth and Southampton. Steyning had a service every two days connecting Brighton and Midhurst and Henfield was on the line of a service from Brighton to Oxford or Windsor[5]. This passenger traffic was promptly stopped by coastal railway development in the 1840s. Only in the case of the Crouch Hill, Henfield to Ditchling Trust was direct railway competition absent and there was the ability to tap traffic heading for Hassocks Gate railway station once it was open in September 1841.

The Horsham and Steyning Trust (1764)

The Act of 1764 (4 Geo III c44) authorised the Trustees to maintain the road from the Carfax in Horsham proceeding along West Street and then south through Southwater to the Knepp Castle Park, the original line of the A24 before the completion of the Southwater bypass. At this point the road took the line of the current B2135 through West Grinstead, Partridge Green and Ashurst, entering Steyning from the west. Here it formed two branches, one leading from the "Heathen Burials at Bramber", west of the village, to the top of Steyning Round Hill from where roads descended to Findon and Sompting. The other branch continued through Bramber and Upper Beeding to the "Direction Post on Beeding Hill in the road to Lewes". Thus the two branches headed for the ridge of the South Downs on either side of the Adur gap allowing access both east and west along the dry ridge way. No alteration was made until 1807 (47 Geo III session 2 cap 116). This Act allowed the abandonment of the steep ascent to the top of Beeding Hill "in the road to Brighton" and allowed the formation of a new road along the valley bottom through Erringham to Old Shoreham Bridge, then south of Buckingham House to Kingston. This new road from Upper Beeding southwards to the coast is sometimes listed separately in parliamentary returns as the Beeding Trust. The 1807 Act specified that the toll revenue and expenses for the old and new roads were to be kept separate, and divided the administration of the Trust into two districts, the First District consisting of the original line and the Second District the 1807 extension which terminated at "Shoreham Bridge in the parish of Old Shoreham". The wording questions whether the short extension to Kingston was ever undertaken. Separate tables of tolls for the two Districts were incorporated in the 1828 renewal act (9 Geo IV c70), those for the Second

District being lower because the distance was less.

Traffic along the line of the Trust appears to have been adequate from its inception to cover maintenance costs and pay the mortgagees the interest due on the sums raised initially to improve it. Sums were also available for more ambitious improvements such as the cutting formed at Picts Hill, south of Horsham in 1809 to ease the gradient[6]. Most of the traffic appears to have been initially on the northern section of the Turnpike leading to Horsham with the Horsham Gate alone in July 1820 yielding more than £460 per annum[7]. In the year to September 1829 the line from Horsham to Steyning was yielding £1,028 in tolls and £135 10s (£135.50) in addition was contributed by the parishes in lieu of statute labour; expenditure over the same period was £901 11s 9d (£901.59). For the same period the section from Beeding to Shoreham had an income of £290 plus £10 in parish payments against expenditure of £185 3s 9d (£185.19)[8]. In 1840 the road was reported to be in good repair with no section under indictment because of public complaint[9]. By this date, however, railway competition was seen as a real threat and a petition in April 1839 for a new turnpike from Beeding to Poynings Common was not acted upon. The threat became real in July 1861 when the Horsham to Shoreham line opened, closely paralleling the road. By 1869 the Beeding Gate , the only toll house on the Lower District was being farmed out by the trustees for £130, less than half of that of 1829. This had fallen to £120 in the following year but was maintained at or above this level throughout the 1870s and 1880s reaching £147 in 1881. The road was however reported to be in good order and flints were being regularly purchased for its repair. Income was sufficient for sums to be allocated for the paying off of the mortgage debt, £200 in March 1856, £300 in March 1859 and £1,689 12s (£1,689.60) in 1860, though the 1860 renewal Act specified a reduction in the interest paid from 4% to 3%. The Trust was however wound up on 1 November 1885 when the powers finally expired.[10].

Tollhouses

The Act setting up the Trust specified that a gate and tollhouse "be erected at or near the West End of a Bridge called Bramber Bridge" and three or more gates on other parts of the road[11]. Four gates were provided in response and this number is indicated in parliamentary returns.

Fig. 2 Horsham or Picts tollhouse c.1922; painting by W. S. Russell

Horsham TQ 165297 (Fig.2)

Situated south of Horsham on the A24 Worthing Road just beyond the railway over bridge, ten chains north of the "Fox and Hounds" (now the "Boar's Head") public house[12]. It was also known as Picts Hill Gate or Denne Park Gate. It was the most productive of all the gates on the Trust but its closeness to Horsham made it unpopular and as early as August 1808 it was condemned as a "gross and unbearable insolence". The tollhouse is illustrated in a drawing by John Albery[13] and is shown as a weather-boarded bungalow with a slated roof, probably consisting of two rooms. He also relates that the last gate keeper was Mrs Jane Hill, aged 70 in 1885, who lived with her daughter. The house was demolished in 1926[14].

Bines TQ 189183

The tollhouse was on the west side of the B2135 road just to the south of Partridge Green, just to the south of the road leading to Pinland Farm and north of Bines Bridge[15]. Albery relates that the last toll gate keeper was the husband of Jane Hill. He managed the gate despite the fact that he was blind. The house no longer survives and no illustrations of it have been located. A two-storey, three-bay house named Pinland Cottage may be on the site.

Wappingthorne TQ 176139

Also known as Crockfield Gate. It was on the east side of the road facing a lane leading to Calcot Farm[16], on a plot of land of 1 rod and 3 perches. In 1820 the tolls of this and Bines gate were let for a mere £110 for the year[17]. The gate was abandoned at the time of the 1860 renewal act[18] and the tollhouse and plot sold to Walter Barttelott Barttelott of Stopham House for £25, the house to be demolished[19].

Fig. 3 Bramber tollhouse c.1870
(Alan Barwick—Henfield Museum)

Bramber TQ 186106

Situated on the south side of the road through Bramber village between the eastern boundary of the castle grounds and the Castle Inn on a plot of land extending to 9 perches. In 1839 the toll keeper was John Slinton[20]. Next to the Horsham Gate it was the one with the greatest income, being offered to potential "farmers" at £235 in July 1820[21]. As tolls were taken at this gate as late as November 1885 it survived long enough to be photographed (Fig.3). It was timber-framed and weather-boarded with a tiled roof, as other tollhouses on the Trust. The face to the road incorporated a door and side windows enabled the highway to be scanned for traffic[22]. The existence of the gate is remembered in the names of buildings subsequently erected such as the Old Tollgate Private Hotel (1970) and later the Tollgate Restaurant.

Beeding TQ 196103

Fig. 4 Upper Beeding tollhouse and milestone from Erringham, as displayed at the Weald and Downland Museum, Singleton

This was the only gate on the 1807 extension of the Trust to Shoreham. The site of the cottage was 100 yards south of The Rising Sun public house on a plot of 10 perches on the east side of the road[23]. The cottage was timber-framed and weather-boarded and initially divided into two rooms, with a central chimney stack. As tollhouse keepers had monies collected in the course of their duties they were a target for criminals, especially as they were often elderly. In May 1841 the Beeding keeper was attacked by three men but managed to break away, closed the door and was able to threaten the attackers with a double-barrelled gun. They left empty-handed[24]. In November 1885 the tollhouse site was offered to the Surveyor of the Highways of Upper Beeding for road widening and a resolution passed to demolish the house and incorporate four feet of the site into the road. The remainder was offered to John Drewett the adjoining landowner for £71 subsequently reduced to £60[25]. The house however survived and subsequent to 1885 was extended to the north and east with an added sitting room, toilet and bathroom, and though it lost some four feet at the west to allow for road widening. As it was close to a busy road it suffered the fate of many tollhouses, being damaged by a lorry which crashed into it in 1966. In December 1967 the remainder was demolished by a team of Sussex University students under the supervision of J.R. Armstrong and put into store at West Dean for the Weald and Downland Open Air Museum, then under consideration. Without the later extensions it was re-erected at West Dean (Fig. 4), the first building to be completed and appropriately was used as the ticket office for the Museum[26].

Milestones

Fig. 5 Milestone at Southwater

The only original milestone on this trust still in situ is to be found at Southwater (TQ 161254). This stone, with a semi-circular top, stands 27" from the ground and is 15½" wide and bears the inscription "40/ MILES/FROM/ LONDON" (Fig. 5). A replacement stone of the same type giving a distance of 39 miles to London has been put in place north of this one, also in Southwater. It has been made by Lionel Joseph of the Milestone Society and he has plans to make further stones giving distances of 38 and 37

miles to London[27]. There is however no certainty that the original Southwater milestone was a pattern used along this section of the Trust. It may be a later replacement as in April 1970 a milestone reading "BRIGHTON/23/WORTHING/18" was recorded beside the, then new, roundabout. It was at this time partly unearthed but it was found to be in a poor condition with the inscription barely readable.

At the southern end of the Trust a different type of milestone existed at Erringham near Shoreham on the 1807 extension. This narrow stone merely had the inscription "54". It was removed in 1965 by the West Sussex County Council and taken into the care of the Weald and Downland Open Air Museum, then in the process of being formed. It is displayed close to the Beeding tollhouse. Another stone of similar type is to be found in the garden behind Horsham Museum. This bears the number "37". Evidence suggests that this was originally sited close to Horsham and may well have been close to the site of the Horsham Gate. It is possible that this pattern of stone was in use along the whole length of the Trust and may well date to the first decade of the nineteenth century or earlier. It should however be noted that the 1932 6" OS map shows no milestone at this point, suggesting that it was missing at this date and posing the question, was it removed when the tollhouse was demolished c.1926? A possible alternative location for the Horsham Museum stone would be on the Brighton road south of Horsham town centre where a milestone "37 TO LONDON" was shown on maps near the tannery. Other milestones on the northern section of the Henfield to Horsham road are however of a different type.

The Cowfold and Henfield Trust (1771)

The Act[28] establishing this trust authorised the turnpiking of the road from Handcross, where a junction was made with the recently opened (1770) Brighton, Cuckfield and Lovell Heath Trust, through Cowfold and south to Henfield – the present B2110 and then the A281. A short branch was also included from Corner House, Shermanbury to Partridge Green where access was made with the Horsham and Steyning Trust of 1764. Thus Henfield was given turnpike connections with both London and Horsham. The total distance was 12 miles and 3 furlongs. When the Act was due for renewal in 1792 an extension was added from Crab Tree, Lower Beeding to Horsham[29], no doubt a reflection of the considerable traffic diverted on to the Horsham and Steyning Trust at Partridge Green. This branch was 4 miles and 165 yards in length and is part of the present A281. The roads under the control of the Trust were further extended in 1831 when a short spur from Lower Beeding to the Horsham extension (A279) completed the triangular junction[30]. The initial cost of improving the road was financed from mortgage stock which by 1775 amounted to £2,725 on which 4% interest was paid[31]. Toll income from the four gates on the Trust reached a peak of £740 in 1840, but from this point went into decline as railway competition began to affect traffic. From 1861 to 1874 the collection of tolls was leased at £315 per annum. At this level of income the 4% interest on mortgages could no longer be maintained and from 1862 it was cut to 1%[32]. Direct railway competition had come with the opening of the Horsham to Shoreham line in July 1861 with its stations at Partridge Green and Henfield. The Trust was wound up on 1 November 1877 with £1,125 of mortgage debt still outstanding[33]. A more detailed history of this Trust was published in *Sussex Industrial History* 37 (2007) and 38 (2008).

Tollhouses

Parliamentary returns in 1829 and 1840 list four tollhouses on the initial line of the road and one on the branch from Lower Beeding to Horsham. There were however three side gates in addition[34].

Truckers Hatch TQ 256295

The tollhouse was situated on the south side of the B2110 at the point where a minor road runs south to Warninglid. The gate was across the main road only. The keeper's cottage was the most substantial on this road, being of brick construction with a tiled roof. The accommodation included a living room, bedroom, wash house, pantry and oven. The garden was of 300 square yards in extent and contained a brick-lined well. It was valued in January 1877 at £68 but was sold to Warden Sergison of Cuckfield Park for £60. The house may have been demolished soon after as the tithe map indicates that it was built into the road[35].

Crab Tree TQ 217242

The house was on the east side of the A281 road, a mile north of Cowfold village centre and immediately north of the point at which a minor road made a junction from the south-east. Gates appear to have been in place across both the main and minor roads. Its name derives from a public

house about a half a mile to the south. Near the time of the winding up of the Trust, on 3 January 1877, the tollhouse was described as being "part timber built and weather boarded and a part brick built and part sandstone built". It was valued with its garden at £32. The house was built within the boundary of the road and was thus demolished almost immediately on the cessation of the Trust. The piece of land opposite, used as a garden, was sold in 1878 to Richard Hoper Esq. of Cowfold for £32. North of the tollhouse site there is a pair of late nineteenth century, brick-built two-storey cottages called "Tollgate Cottages"[36].

Fig.6 Corner House tollhouse c.1910

Corner House TQ 205192 (Fig. 6)

Situated in Shermanbury parish at the point where the B2116 from Partridge Green makes a junction with the A281. The house, on the west side of the road, controlled a gate across the main road and also a side-bar across the connecting road to the Horsham and Steyning Trust at Partridge Green, also under the control of the Henfield Trust. The bungalow was partly timber-built and weather-boarded, and partly brick-built and had a tiled roof. Accommodation consisted of a living room, bedroom and a wash house and a garden plot of 5 rods was provided. It was valued in January 1877 at £44 and sold to Percy S. Goodman of Shermanbury Grange for £45[37]. It continued to be used as a dwelling, but when seen in October 1937 was stated to be in a dilapidated condition after standing derelict for some time. It was however sold in the same year and appears to have been used until the 1950s when it was seriously damaged when a lorry drove into it. The remains were not removed until the 1960s[38]. Its former presence is recalled in the name "Tollgate Cottage" (formerly Shermanbury Post Office) a short distance to the south of the site on the same side of the A281.

Fig.7 Crouch Hill tollhouse c.1905
(Weald and Downland Open Air Museum, Singleton)

Crouch Hill TQ 214174 (Fig. 7)

Situated on the east side of the road immediately north of the junction with the B2116 (Crouch Hill to Ditchling Trust). The house controlled a gate across the main road and also a bar across the B2116. It was similar to Corner House tollhouse, being part timber built and weather- boarded and part of brick with a tiled roof. Accommodation consisted of a living room, bedroom, a store room and a wash house. The garden plot was 8 rods in extent with an additional 2 rods across the road. It was valued at £67 in January 1877 and sold to James Scott of Chestham Park, Henfield with 8 rods of land for £70. The 2 rods opposite were sold to James Brook Leigh of 8 Codrington Place, Brighton for £5[39]. It was the scene of a crime in 1776 when Thomas Langrish, the aged gate keeper, was assaulted by John Roberts who robbed him of 3s 6d (17.5p) in takings. At the assizes held in East Grinstead, Roberts was sentenced to be burnt in the hand and was imprisoned for a year[40]. The tollhouse survived until the mid 1920s[41].

Of the four toll bars on the initial line of the Trust, Corner House was the most productive, in the year 1828-29 providing £206 11s 11d (£206.60), 33.6% of the Trust's toll income. Crouch Hill provided 30.7% and Crab Tree 27.3%. Little traffic at this date appears to have used the road from Lower Beeding to Handcross with Truckers Hatch taking only £50 16s 5d (£50.82) or 8.4%[42].

The only tollhouse on the 1792 extension to Horsham was:

Monk's Gate TQ 204276

It was built at the junction of the A281 and a minor road leading to Nuthurst and Maplehurst and to the A272. A proposal was made in March 1841 to demolish the tollhouse and move the gate nearer to

Horsham, close to the Dunn Horse public house at Mannings Heath. It may have been hoped that this would increase revenue. The Cowfold and Henfield Trust was not wound up until 1877 but the powers to maintain the branch road to Horsham were not renewed when they expired in 1862. This part of the Trust was continued on an annual basis under the Annual Turnpike Continuation Act, but in March 1869 a decision was taken to terminate control effective from 1 November of the same year. On 16 October 1869 an agreement was made to sell the tollhouse and garden to Major Aldridge for £35 subject to the removal of the front porch which was probably deemed an obstruction to road traffic. This agreement suggests a continuation of the tollhouse as a dwelling but as no photographic images exist it might suggest demolition a few decades later. A two-storey cottage named "Laburnum Cottage" of late nineteenth-century appearance now stands on the site[43].

Milestones

Fig.8 Milestone at Lower Beeding

Only one milestone on this road is in situ. This is at Lower Beeding on the west side of the road nearly opposite Beedlee Cottage (TQ 218265). It has a semi-circular top, is 15 inches wide and 3 inches deep and stands 26 inches above the surface of the ground. The inscription reads "BRIGHTON/ 18 MILES" and "HORSHAM/ 4 MILES" separated by a horizontal line (Fig. 8). In style it would appear to be early nineteenth-century.

A further stone of the same type also survives but not in situ. This is now in the churchyard of St. Paul's Church, Langleybury, Herts. reused as a gravestone. The milestone face (now the back of the tombstone) shows distances to "BRIGHTON" and "HORSHAM". However, through age the distances are uncertain, though that to Brighton appears to have two digits and that to Horsham one. The milestone arrived in the churchyard in 1928 and bears the additional inscription "IN LOVING MEMORY/OF/WILLIAM RUDSON/FAULCONER/ OF ABBOTS LANGLEY/WHO ENTERED INTO REST/DECEMBER 27 1928/AGED 79 YEARS". This singular milestone was commented upon in the *Hertfordshire Countryside* in February and July 1969 and in August 1975. Mrs Faulconer was contacted and stated that the stone had been donated by Lord Leconfield and was originally at Pease Pottage "on the Brighton – Horsham road". Her husband shared similar interests to Lord Leconfield and was stated to be "passionately fond of horses and used to drive a coach whenever there was a chance". Some at least of this information is in error. A milestone at Pease Pottage would show distances to London and Brighton and certainly not Horsham and of course it would not be on the Brighton to Horsham road. The identical shape of inscription would place it on the northern section of the Cowfold and Henfield trust[44].

Bridge Inscription

Mock Bridge TQ 210183

The rebuilding of this bridge over the River Adur was noted on a stone incorporated in the structure. This states:

"Erected and supported by the Trustees of this Turnpike. William Lane 1794"

In 1930 this stone was "reset in the outside of the upside parapet to the left of the recess between the main bridge and the extension"[45]. The bridge has been subsequently altered and the stone no longer appears to be visible.

The Crouch Hill (Henfield) and Ditchling Trust (1777)

Henfield had been connected to the main road to London at Handcross in 1771 but only six years later an easterly route from Henfield was turnpiked providing junctions with the two existing London to Brighton turnpikes, the Lovell Heath (Crawley) Trust of 1770 at Stone Pound (Hassocks) and the Newchapel and Brighton Trust, established in the same year, at Ditchling[46]. Later, a further connection developed with the Pyecombe and Hickstead Trust of 1808 at Albourne. Although not ambitious in its length, as it was only 7 miles, 5 furlongs and 77 yards in extent, it was unusual for such east to west turnpikes to develop this early. The route of this Trust is currently the B2116. In 1798, when its act was due for renewal, it obtained powers for a short branch from Ubneys Farm (Albourne) to Newtimber[47]. Ten years later most of this branch was to be absorbed into the new Pyecombe and Hickstead Trust, the present A23 and B2118. Yet a

further short branch, 2 miles and 2 furlongs in length, came in 1834, connecting Hurstpierpoint with Poynings Common, making a junction with the Pyecombe and Hickstead Trust at Muddleswood and with the Henfield and Brighton Trust of 1798 at Poynings Common[48]. This branch road was promoted by a Dr Weekes in the hope that it would divert London traffic off the line of the Pyecombe and Hickstead Trust on to the line of the Hurstpierpoint and Anstye Turnpike authorised in the same year. So confident was he that he invested in a new hotel at Hurstpierpoint (The Lamb) with stabling to service the traffic. The Poynings Common branch commencing immediately to the east of Hurstpierpoint church, involved a deep cutting on a new alignment. It was in vain, as the traffic never materialised[49]. Also in the 1830s the alignment of the road between Keymer and Ditchling was altered. The original line ran to the south of the present road and the new line formed a straight and shorter route heading directly towards Ditchling church and the present crossroads[50].

Traffic along this west to east route was mainly of a local nature and never heavy. Farming of the tolls commenced as early as 1800. The revenue from tolls in 1819 ranged from £154 at the Hurst Gate and £128 at the Hassocks Gate, down to £70 at the Chestham Gate and £64 at Blackstone Gate, suggesting that most of the traffic at this date was on the easterly sections of the Trust. In the following year there was no problem in letting the Hurst Gate for £166 and the Hassocks Gate for £129 but the other two gates attracted no response[51]. Nevertheless in 1829 income at £334 8s 3d (£334.41) aided by parish composition (in lieu of statute labour) of £36 10s (£36.50) more than covered the expenditure of £337 17s 9d (£337.89). The mortgage debt in that year stood at £1,840 17s (£1840.85) and interest was paid on this amounting to £73 12s 2d (£73.61). As late as 1851 the Trust was able to pay 4% interest on its debt which was then standing at £1,383 5s (£1,383.25). Toll income in 1850 was still at its former levels, amounting to £326 17s 1d (£326.85). Unlike trusts formerly served by long-distance coaching and carrier services, income was not affected by the coming of the railway. Local traffic to the station at Hassocks from the Hurstperpoint direction would have boosted income and some lesser additions would have occurred at the Henfield end. No railway directly competed with the Trust. Public resentment at paying tolls for short journeys to take the train, added to the localised nature of much of the traffic, raised doubts on the need for its continuance and on 1 November 1868, when its powers expired, there was no enthusiasm to extend them further[52].

Tollhouses

Parliamentary returns in 1829 listed 6 gates, in 1840 7 gates and in 1851 6 gates, though some of these may have been side-bars, as only four gates and one side-bar were advertised as available for farming in 1820[53].

Chestham TQ 216176

The first gate from the Henfield end and on the north side of the road with a garden plot of 21 perches[54]. This was close to Chestham Park which in 1827 was the residence of John Wood[55]. No illustration is known of the tollhouse which may have been demolished soon after the winding up of the Trust in 1868.

Fig.9 Blackstone tollhouse 1956
(Alan Barwick—Henfield Museum)

Blackstone TQ 245173 (Fig. 9)

It was situated close to the junction of the B2116 and a minor road leading south through Blackstone to the A281. The tollhouse was on the south side of the road with a garden plot of 28 perches and a gate across the B2116[56]. The tollhouse was demolished in 1974 and in a survey of 1970 was described as having a 32ft brick frontage to the road with a doorway flanked by two windows. Part of this frontage at the west was an extension and the doorway would originally have been central. The extension was deeper than the original structure thus producing an L-shaped ground plan. The west face, not original to the tollhouse, was weather-boarded. The hipped roof was tiled, with prominent plain chimney stacks, the one on the east being original and the other a copy on the extension. The

windows had side sliding frames. The original part may well have been the tollhouse, provided c.1777 for the opening of the Trust, and the other original houses may have been of a similar pattern.

Hurstpierpoint TQ 277166

At the entrance to Hurstpierpoint from the west (West Town) at the junction of the B2116 with a road leading northwards towards Ansty (Western Road). It was described in 1826 as "just before the White Horse on the way west"[57]. In 1834 doubts were expressed about the location of this gate. Farmers with produce for the Brighton markets were accused of avoiding tolls by using Danny Lane as a route for their traffic. It was therefore proposed to move the gate eastwards to the entrance to Danny Lane with a gate across the Turnpike and also a side-bar. There were objectors to this proposal and a compromise was eventually reached to leave the White Horse gate in place but to establish a new gate "between the village and Danny Lane", some quarter of a mile nearer the village than originally proposed[58]. The Hurstpierpoint tollhouse was built into the road with no garden and is not identified on the 1842 tithe map[59].

Hurstpierpoint East TQ 288160

Established just to the west of Danny Lane as a result of the compromise arrived at in November 1835 and clearly shown on the tithe map of 1842. Like the White Horse gate in Hurstpierpoint it had no garden and was built into the road. As a result it would have been demolished on the expiry of the Trust in 1868. The name given to this gate has not been established and the name used here is the invention of the author.

Hassocks TQ 302155

On the western approach to Hassocks railway station, which when it was opened in September 1841 was called Hassocks Gate, retaining this name until October 1881. The gate was probably one of those originally set up at the creation of the Trust in 1777. The Clayton parish tithe map of 1841[60] shows the line of the railway and also the line of the turnpike passing under the railway as it does now, as well as the west and east approach roads to the station. It is inconceivable that the London and Brighton Railway would want a turnpike gate within a few yards of one of its stations and nor would such a gate be effective once the road had been diverted to its present line. It would therefore seem likely that an agreement was reached with the Turnpike prior to the opening of the railway that would involve the closure of the gate in return for road improvements such as the new road under the track at Hassocks and possibly the financing of the new direct line of road from Keymer to Ditchling which was built at about this time. No turnpike records survive however to confirm such an arrangement [61].

Keymer Lodge Side-bar TQ 314151

Placed across Lodge Lane which leads south from the turnpike to the road that connected Westmeston to Clayton along the foot of the Downs. The toll revenue from this side-bar was probably small and in 1820 it was being let as a single entity with the Hassocks gate for £129 per annum. It may have been discontinued in 1830 when the Newchapel and Brighton Turnpike built its new line of road from Ditching to the foot of Clayton Hill (part of the B2112). This new road had a tollhouse of its own at the southern end of Lodge Lane at the junction of the two roads[62].

Muddleswood TQ 269149

This is believed to be the only tollhouse on the 1834 branch from Hurstpierpoint to Poynings Common. It stood to the south of the road close to the point where it made a junction with the Pyecombe and Hickstead Trust, which also had a gate nearby. The tollhouse was on a plot of only 2 perches in extent[63]. On the site of the tollhouse stands a two-storey house of three bays with a central door named "Tollgates". The building was involved in a fire in the 1950s or 1960s and as a result it has been extensively re-fronted. The back appears to be Victorian but there is a small square "observation" window at the west end and it is possible that some vestiges of the original tollhouse are incorporated in the existing building. The road junction has been extensively altered in recent years and the cottage described is now on a cul-de-sac to the east of the line of the former A23.

A bungalow at Albourne, known as Pound Cottage, has been identified as a tollhouse. It is on the south side of the B2116 just past the turning south to Albourne Green and has the village pound immediately to its west. No documentary evidence to support this identification has been found and it is not shown on the tithe map of 1838/39. It is considered unlikely to be a tollhouse. There is however a reference in the *Sussex Weekly Advertiser* in 1800 and 1802 of the letting of the tolls on a

Tipnoak Gate between Blackstone and Hurstpierpoint. This may have been on the branch to Newchapel opened in 1798 and largely absorbed into the new Pyecombe and Hickstead Trust in 1808[64].

Milestones

None located though they did exist. An advertisement placed in October 1820 for fifty wagon loads of flints for road repair stated that the material was for road repair between High Cross and the "Mile Stone on the east side of the town of Hurstpierpoint"[65].

Brighton, Shoreham & Lancing Trust 1822

The rapid growth of Brighton in the early nineteenth century necessitated the improvement of the road between that town and Shoreham. Although cargoes could be discharged from beached coasting vessels at Brighton the practice was not acceptable to fashionable visitors, nor could it be extended to larger vessels increasingly being used from the 1790s. Brighton was also the place of embarkation for passengers using the packets to Dieppe, and being an open roadstead, and without a pier until 1823, in rough conditions the service was obliged to operate from the shelter of Shoreham harbour. These factors made the need for road improvements along the coast to the west of Brighton imperative.

A survey was carried out by a J. Marchant showing a new line of road running "above the Cliff from Brighton to Hove, thence under the Cliff to Copperas Gap, and from there to New Shoreham above the Cliff"[66]. On the basis of this survey an act[67] was obtained in May 1822 to" turnpike the road from the western extremity of the Parish of Brighton through Shoreham to the gate controlling the entrance to Shoreham Bridge at Old Shoreham" following the line of the present A259. Evidence suggests that initially the line through Shoreham was from the Surry Arms along New Street, then south by East Street to meet the High Street and Market Place. By 1833 however a short cut-off had been constructed to enable access from the Surry Arms along the present A259 alignment directly to the High Street[68]. A new Act of Parliament in 1830[69] repealed that passed only eight years earlier. This renewed the powers of the earlier act but also contained provisions for the erection of a new bridge crossing the River Adur at New Shoreham (the Norfolk Bridge), and for new roads to be constructed on the Lancing side of the river where none then existed. One of these was to connect the bridge with the recently opened Worthing and Lancing Turnpike of 1826 at the Three Horseshoes, South Lancing. A further road was authorised to connect the western end of the bridge with the Sussex Pad Inn on the present A27 but this was never constructed as the Old Shoreham Bridge continued in use. The new bridge was to collect its own tolls and the Brighton to Lancing Trust was entitled to part of these to cover the expected deficiency caused by the expense of constructing the new road to Lancing until such time as the costs had been cleared. The line of road authorised by the 1822 Act was 7 miles and 10 perches in length with one tollhouse at Aldrington. Post 1830 its length was increased to 8 miles 7 furlongs and 9 perches and an additional gate was erected along the line of the extension at Salt Farm, Lancing[70].

In its initial years the Trust appears to have generated surpluses and in the year to Michaelmas 1829 had an income of £1,367 10s (£1,367.50) and expenses of £1,185 0s 2d (£1,185.01). Interest on the mortgage debt of £5,300 was serviced and the Treasurer had a credit balance of £688 8s 1d (£688.40)[71]. The Trust was however to suffer from direct railway competition. The Brighton to Shoreham section of the London and Brighton Railway opened in May 1840 and the extension to Lancing in November 1845. Anticipating this, the Trust applied for yet a further Act in 1841 to raise tolls because "of considerable sums raised and arrears of interest". In a return of 1852[72] the length of the Trust was shown as only 8 miles 1 furlong and this might suggest the abandonment of the link from New Shoreham to Old Shoreham Bridge. Powers continued to be renewed and the Trust was not finally wound up until 1878[73].

Tollhouses

Aldrington TQ 272043

Initially the only gate on the Trust. On the 1843 tithe award map it is shown 10 chains to the west of the Hove parish boundary on the south side of the road and centrally placed in a garden plot of 21 perches[74]. By 1839, with the imminent prospect of railway competition, the trustees were anxious to raise income levels and considered moving the gate nearer to Brighton. This plan was vigorously opposed by Brighton residents who declared it to be in violation of the Act setting up the Trust, and it had to be abandoned[75]. The tollhouse was however re-sited some thirty years later. A deposited plan

dated 30 November 1869 shows a new "turnpike house" in course of construction[76]. This was to the west of the original site at a point where a new road from Shoreham harbour made a junction with the turnpike at TQ 270046. The reason for moving the tollhouse site is unclear but may have been the remorseless expansion of the Brighton and Hove conurbation, which at this date was close to the western boundary of Hove parish. No illustrations are known of either house.

Fig.10 Old Salt tollhouse—drawing by Montague Penley c.1840

Salt Farm TQ 201043

A modern bungalow on the A259 coast road named "The Toll House" (214, Brighton Road) apparently marks the location. A drawing of a tollhouse dated to c1840 and identified as "Salt Farm Gate" is shown in Mark Searle's book *Turnpikes and Tollbars* (p373). The drawing is stated to be by Montague Penley, a Brighton artist, and to be in the possession of E.E. Norton (Fig. 10). The house shown is of brick construction with the upper part of the front tile-hung. A tall chimney stack is shown and small windows to the front. The door has a lamp above it and also a board displaying the name of the gate keeper, Sarah Gamp. It has been suggested that Charles Dickens, a visitor to Brighton on several occasions, may have noted the name which he used in his novel *Martin Chuzzlewit* (1844) .

Hove side-bar TQ 282043

Erected across Hove Street and probably short-lived as it aroused immediate opposition. A resolution was passed by the vestry of the parish of St. Nicholas, Brighton on 24 April 1839 condemning the gate as illegal under the terms not only of the Brighton and Shoreham Trust Act of 1822 but of general turnpike legislation. So "injurious to Brighton and Hove" was it considered that copies of the resolution were sent to Capt. Pechell M.P., the magistrates and individual turnpike trustees residing in Brighton and its neighbourhood, requesting their attendance at the next trustees meeting to vote against this imposition. Nothing further is heard of this matter and it is assumed that the gate was promptly removed[77].

The tollhouse in Western Road on the border between Brighton and Hove, was for the collection of a local tax on coal brought into Brighton.

Milestones

None located

Worthing and Lancing Trust 1826

Lancing parish had a small population numbering 695 inhabitants in 1831. Most of these would have been in the village centre close to the present A27 road in North Lancing. The need for a coast road was thus limited, though some form of road between Worthing and South Lancing does appear to have existed as early as 1622[78]. The coastline was however very subject to erosion and attempts made in the first decade of the nineteenth century to construct a better road were thwarted by this factor. The growth of Worthing and the need to connect it by a shorter route to the port of Shoreham and rapidly expanding Brighton did encourage attempts to plan a short turnpike road to connect Worthing to South Lancing. Plans were deposited for such a road in 1825 and again in 1826[79]. The latter emphasised the need not only to provide the road but to protect it from erosion by the building of groynes, embankments and sea defences. An act was passed in 1826[80] to build and maintain such a road commencing at Warwick Place, Worthing to the Three Horseshoes Inn at South Lancing, the line of the present A259. In length it was 2 miles and 8 poles and reduced the distance to North Lancing from Worthing by more than a mile. Once the turnpike from South Lancing and the Norfolk Bridge had been completed under the terms of the 1830 Act there was a saving in distance of 2½ miles between Worthing and Shoreham.

The Trust was not however to prosper. The sea proved to be an implacable enemy making the road at times impassable and forcing up the cost of maintenance. Direct railway competition with the opening of the London and Brighton company's west coast route as far as Worthing in November

1845, saw the immediate withdrawing of the mail and stage coaches and reduced income. As early as 1829 expenditure was running ahead of the modest income of £504 18s (£504.90) and this made it impossible to service the mortgage debt of £900[81]. In 1850 it was calculated that it would at the current rate of income take 196 years and 11 months to pay off the existing debts of £12,663 6s 9d (£12,663.34). Income was a mere £64 6s 8d (£64.34). Of the 52 Sussex trusts it was rated the fourth worst[82]. After the sea once again washed away the road, the Trustees on 8 April 1869 abandoned the fight and transferred responsibility to local authority control by means of a provisional order under the Local Government Act of 1858, with a mortgage debt of £7,405 10s (£7,405.50) still outstanding[83]. The problem of sea erosion was however to continue with substantial breaches in 1879 and 1887, when 600 feet of road was swept away. Eventually in 1893 a new line of road had to be built further north to bypass the troublesome section[84].

Tollhouse

Sea Mills TQ 171031

This was the only tollhouse on this short Trust. It was situated on the north side of the road a quarter of a mile to the west of the point where the Teville Stream flowed into the sea, close to the south end of the present Seamill Park Avenue. The plot was 18 perches[85]. No illustration has been located of this tollhouse which was said to have been demolished in 1896. Tolls appear to have been charged as late as 1874 when they were farmed at £107 for the year[86].

Milestones

None located.

The Adur Bridge Crossings

Both of the Shoreham bridges were subject to tolls from their opening to well into the twentieth century. The sums raised for their construction and their income and maintenance were accounted for separately and they were not controlled by the turnpike trusts which fed traffic on to them. It is thus possible to argue that they should not be included in an article dealing with turnpikes. Nevertheless they do constitute important elements in through traffic within the transport infrastructure in the southern part of Sussex, and a brief account of their history is included here.

Before their construction the lowest bridging point on the river, possibly dating back to the eleventh century, was at Upper Beeding. This provided a link on the west to east route way along the ridge of the South Downs. By the second half of the eighteenth century this hilly route was falling into disfavour, while the development of Brighton and other coastal towns was favouring a low level route along the coast, better graded and more suitable to the fast growing wheeled traffic.

Fig.11 Old Shoreham Bridge c.1960

Old Shoreham Bridge TQ 206059 (Fig. 11)

The Adur crossing at Old Shoreham is of considerable antiquity and Johnston has suggested that the route eastwards from Arundel may date back to Roman times. Details of a ferry operating can be traced to the reign of James I and a causeway on the west bank extended back to the Sussex Pad Inn. Descriptions of the ferry boat immediately prior to the building of the bridge state that it consisted of several rafts fastened together which extended more than half way across the river. The traffic was transferred to the other bank by the power of the ferryman's pole. Not all travellers were satisfied that it was safe and convenient and in 1752 John Burton declined to use it, preferring to divert to the bridge at Beeding[87].

In June 1770 a meeting was held at Arundel under the chairmanship of the Duke of Richmond to promote a plan for a turnpike road from Chichester through Arundel to Brighton. A further meeting for interested parties was arranged at the Star Inn, New Shoreham on 28 September[88]. No act materialised, but the interest in improving this west to east line of communication continued. In 1781 an act was passed to build a bridge at Old Shoreham to replace the existing ferry. The capital required was raised by a tontine, where payments ended on the death of

the investor. For this reason subscribers were arranged in three classes according to their age. Units of £100 of stock were offered and 21 of the subscribers were aged from 1 to 17 years, 23 were 24 to 29 years and the remaining six were 35 to 57 years. The highest rate of return applied to those in the third group and the lowest to those in the first group. The £5,000 raised financed a bridge of wooden construction 500 feet long and with a roadway 12 feet wide. The work was completed in ten months under the supervision of Joseph Hodskinson while a Mr James of Horsham being responsible for the 500 foot causeway on the western bank. The bridge was opened on 2 March 1782 by the Earl of Surrey. Toll income was sufficient to pay on a regular basis to the stock holders and in 1803 £28 each was received by the third group of subscribers, £17 17s 9¼d(£17.89) by the second group and £16 16s 8d(£16.84) by the first group. The Duke of Norfolk headed the bridge trustees. Maintenance of the wooden bridge was however relatively high and necessary repairs in 1823 were estimated to cost £1,065 5s 4½d(£1,065.27)[89]. The bridge was acquired by the London, Brighton and South Coast Railway in 1861, the year in which the Shoreham to Horsham line was opened. It remained under railway control with tolls continuing to be charged until 7 December 1970. It had already by then been replaced by the existing new alignment of the A27 which included a high level river crossing and road interchange[90].

Fig.12 Norfolk Suspension Bridge c.1910
(Marlipins Museum, Shoreham-by-Sea)

New Shoreham (or Norfolk) Bridge TQ 213050 (Fig. 12)

The growth of Brighton and Worthing in the early decades of the nineteenth century and the associated increase in the importance of Shoreham as a port servicing both towns, increased the interest in a more direct route along the coast. The coastal road between Brighton and Shoreham had been turnpiked in 1822, and that from Worthing to Lancing four years later. A gap of 2¼ miles and the need for a bridge to replace the existing ferry was all that was required to complete the coastal route. A scheme was put forward in 1828 but experienced difficulties "particularly on the part of landed proprietors on the west bank of the River". A new scheme with the backing of the Duke of Norfolk was however quickly in place and a parliamentary act sought. Concern was however expressed by Lord Egremont advised by Thomas Attree, on the behalf of the Old Shoreham Bridge Trustees and the remaining tontine stock holders. It was also feared that traffic would be diverted from the existing Chichester, Arundel and Shoreham road of which it was stated, "I doubt whether there is in the Kingdom a line of road of equal extent, that can be kept in good repair without any Toll". Lord Egremont petitioned the House of Commons on behalf of the existing tontine stock holders pointing out that the tolls on the old bridge would shortly be substantially reduced with the demise of the remaining life annuities[91].

The trustees of the Old Shoreham Bridge had justification for their concern. The deposited plans for the new bridge envisaged not only a line of road to connect it with the Worthing and Lancing Trust at South Lancing but also another road connecting the new bridge to the road from Chichester and Arundel at the Sussex Pad Inn and diverting traffic away from the existing bridge crossing[92]. The act passed in 1830 for the new bridge met this concern by including a clause stating that the Old Shoreham Bridge would be placed under the control of the Duke of Norfolk who would be responsible for payments to the remaining tontine bond holders, an annual sum of £1,200 being allocated to this end. Powers were also given, but never acted upon, to close the old bridge after all obligations had been met[93].

The new suspension bridge to the designs of W. Tierney Clarke and the masonry by W. Ranger of Brighton, was opened on 1 May 1833 by the Duke of Norfolk. The old bridge was symbolically locked by the High Constable of Shoreham and the keys handed to the Duke of Norfolk prior to the opening of the new bridge. The interest of the Duke in the new bridge was clearly shown by the placing of figures of a lion and a horse (supporters of the Duke's coat of arms) above the pylons. The bridge

was sold to the West Sussex County Council in 1903. It survived until 1923 when it was replaced. Tolls were abolished four years later[94].

Of the original Norfolk Bridge little survives except one of the original tollhouses on the Shoreham side, stuccoed and classical in detail. Originally it had a square ground plan with the door facing the road but it has subsequently been considerably altered and extended. As originally conceived, there were two identical lodges at the Shoreham end of the bridge and two similar in style at the Lancing end (Fig.13). Tolls were collected at the east end for traffic heading for Worthing and at the Lancing end for traffic in the Brighton direction. This arrangement of pairs of bridge lodges was designed for aesthetic reasons, and provided in one for daytime living accommodation and in the other a bedroom for the toll keeper and family. The ones at the Lancing end survived until 1923 and may have been demolished in connection with the replacement bridge[95].

Fig.13 Lancing end of the Norfolk Suspension Bridge c.1920

The Shipley Trust 1824

The initial plan, for which permission was given by an Act of Parliament of 1824[96], was for 17 miles of turnpike commencing at Marehill, Pulborough, where it made a junction with the Stopham branch of the Petworth Trust[97], through West Chiltington, Thakeham and Shipley to Southwater where it connected with the Horsham and Steyning Trust of 1764. A short branch from Shipley to the Horsham Trust at Buck Barn and a further road from Coolham through Coneyhurst Common to Billingshurst on Stane Street were also included. Much of the route involved taking over of exsting parish roads, though the west to east line from Coolham Green through Shipley to Buck Barn was considerably improved providing a more direct and virtually new line of road keeping well to the north of the grounds of Knepp Castle, the seat of Sir Charles Merrik Burrell who had commissioned John Nash to design the neo-gothic house which was built in 1809. The Act also allowed the stopping up of two existing lines of road at Shipley, Green Street Road and a line from Copp's Barn to the Burrell Arms Inn, West Grinstead. Both would have prevented access to Shipley without paying the road toll and the latter would have kept a public road nearer to Knepp Castle.

As with many of the schemes of the 1820s it was far too ambitious and the Trustees lacked the funds to implement it. By May 1825 the road was sufficiently complete between Coolham Green and Shipley for the trustees to authorise the collection of tolls on this stretch. At the same time it was declared that no tolls were to be taken on the road extending south from Coolham Green towards Thakeham "till a further order be made". In July an order was issued for a tollhouse and gate to be placed at the end of Water Lane in the parish of Thakeham "near the poorhouse". This was followed by instructions in August 1826 that the road from Thakeham to Storrington "be immediately put in good order". Money had however already run out and the trustees had to appeal to the parishes of Thakeham, Sullington and Storrington to keep the road in repair by raising funds in lieu of statute labour due to the trust. The Trustees promised that no gate would be placed on this road until it was brought up to turnpike standard. By December 1839 they had come to the conclusion that they would be unable to maintain the road south of Coolham Green and ordered the removal of all road building and repair materials. All that was now left was the section of the present A272 road from Coneyhurst Common through Coolham and Shipley to Buck Barn on the present A24, with two short spur roads at Shipley, one extending south to the village and the other north to meet the A24 a mile south of Southwater (part of the present B2224), the total length of the trust being 6 miles and 3 furlongs.

In December 1833 the Shipley gate was being let for £102 pa and that at Coolham Green for £72 but these sums were progressively to decline in the 1840s and 1850s and by September 1860 only £70 could be obtained for the Shipley gate and £50 for that at Coolham[98]. At these levels there were insufficient funds to both maintain the road and to pay interest due on the sums originally raised. In 1840 the condition of the road through Shipley and Coolham

was declared to be "fair" but that south of Coolham, still nominally part of the Trust, was stated to be "in bad condition" and proceedings were being taken against the parish surveyor of Thakeham[99]. The opening of the Mid-Sussex Railway through Billingshurst in October 1859 and the Horsham to Steyning line in September 1861 made a precarious position worse and in August 1866 the Trustees resolved that "no step be taken to procure a continuance of the Trust's powers when they expire on 1 November 1867". The Trust was dissolved on that date and by December the tollhouses had been sold and the funds in the hands of the Treasurer distributed to the parishes through which the road ran in proportion to the length of road in each parish.

Tollhouses

Initially it was planned to place tollgates "at or near Marehill" "near Coolham Green" and "near the workhouse in the parish of Shipley". The first of these was never constructed as the first five miles of road were never improved and subsequently abandoned[100].

Coolham Green TQ 120227

The tollhouse was situated on the western side of the crossroads at Coolham and on the south side of the road. It had gates across the present A272 and across the road south to Thakeham, and was built on a garden plot of 9 perches. In 1847 the gate keeper was named as John Collison[101]. After the winding up of the Trust the toll cottage and garden were sold to Thomas Stepney of Shipley, farmer, for £56 9s (£56.45)[102]. The house no longer survives and no illustrations have been traced.

Shipley TQ 150229

It was situated at the point where the present B2214 crosses the A272 on the south side of the road to the west of the junction. The plot, including the garden, amounted to 7 perches and in 1847 the house was occupied by John Brown as gate keeper[103]. It was sold in November 1867 for £38 to Henry Summersell of Shipley, a builder[104]. It was still standing in October 1937 but since then has been demolished. Currently, standing immediately to the south-west of the junction is a substantial late Victorian or Edwardian house, currently named "Shipley Paygate". The line of the B2214 at this point has been diverted to the east and the original road surface is in the grounds of the house. This diversion would appear to be prior to 1960 and was effected to reduce the possibility of accidents at the crossroads. There are gates to the house at both ends of the original road alignment but both are recent in date.

Milestones

None located or shown on ordinance maps examined.

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