

SUSSEX INDUSTRIAL HISTORY



NUMBER 42

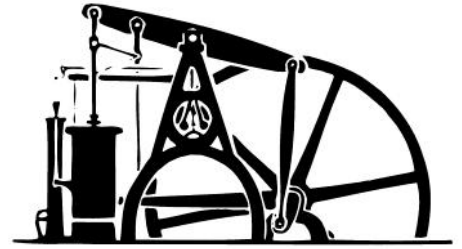
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SUSSEX INDUSTRIAL HISTORY



Journal of the Sussex Industrial Archaeology Society

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Cover illustration – Poyntz Bridge, South Bank, Chichester (Adge Roberts)

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The annual subscription to the Sussex Industrial Archaeology Society is £10 payable on 1 April. Life membership is available at fifteen times the annual subscription. Members are entitled to copies of the *Sussex Industrial History* and the *Newsletters* without further charge.

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ISSN 0263 5151

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PRESTON MANOR PUMP HOUSE AND WELL

A History

Laurie Keen & Dennis Manville



Fig. 1 Preston Manor Pump House (west side)

Quietly decaying and almost hidden by trees and the relentless ivy, the old well house (figs. 1 and 2) on the east side of Preston Manor has not aroused much interest in recent times. Indeed, English Heritage would have it this way rather than too much publicity that could attract more vandalism. We feel, however, that this rare example of our architectural local heritage should be brought to the notice of its 'guardians' with the aim of securing at least a partial restoration to halt the decay. The well and its machinery are still in place, so a complete restoration, to include the rebuilding of the dovecote that was once attached at its east side, would create a great supplementary attraction to the Manor House.



Fig. 2 North side of the pump house

The position of the building on Ordnance Survey maps is between two contours, probably the 50' and 60', which is considerably higher ground than the

land that the old Preston Village was built upon. As many of the old cottages would have their own wells, with perhaps a communal one, it would follow that when the Manor well was sunk in 1552 it was solely for the use of the Manor's occupants. It would have been an arduous task for villagers to collect their water from here and their continual passage through the private grounds would not have been welcomed.

All the wells may have fed off the bourne that flows (even now) under the village south to Brighton, sometimes erupting as a surface river as in 1876 when the London Road was made impassable. In dry seasons, however, the villagers may have had to rely on the Manor well.

There has been a manor house on this site since Norman times, but it is not until 1617 that we have a plan by John Norden of a substantial house with grounds and Preston Village, but no wells are marked. No full-flowing bourne is shown either, so presumably wells were essential, being simple, uncovered constructions sunk at a very early time in history.

When, then, was the manor well enclosed in a building? The earliest view we have of the house and church is a James Lambert watercolour of 1763 from which we can certainly say that there is not a building at the spot where the well house now stands and it is not thought that he would purposely omit such an attractive building from this meticulous painting.

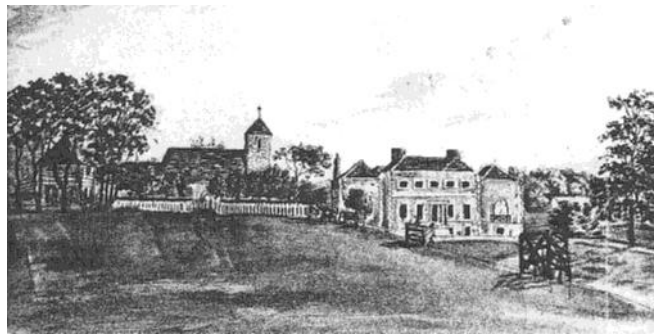


Fig. 3 Preston church and house in 1818.
The well house is on the left of the picture.

The first drawing of the well house (fig. 3) is dated 1818 and shows a tall square-ish building of uncertain materials (probably flint), with a steep pitched and tiled roof, probably further from the church picket fence than in reality. The view from the north appears to show only two arched openings in the north wall and two in the west wall.

Contrary to this, an aquatint, purported to be just two years later (c.1820) (fig. 4), shows three archways on the north side, which is the situation on the present ruins. This picture only shows the east and north walls. We believe that the later picture has the least 'artistic licence'. Firstly, the backdrop of the Downs, including the two windmills, appears to be a realistic representation. Secondly, the well house is carefully drawn, to include the three archways present in the ruins.



Fig. 4 Aquatint of Preston House c.1820. The well house can be seen in front of the church under trees.

A surprising contrast is the tree landscape for such a short time gap. The earliest picture shows the well house tightly encircled by over ten tall trees, whilst the aquatint has just three mature trees some distance away! At least the first artist has made a good attempt at the house, whereas the later one has partly hidden it behind the trees!

The *Victoria County History (VCH)*, 1940, describes the well house as eighteenth century and that at some time it has been raised. These two drawings show it in its raised form, but to a steep hipped roof and not the later roof with brick castellations. Although there are crumbling chalk quoins there is no obvious sign in the walls of later flintwork and the brick quoins could have replaced crumbling chalk ones when the later roof was added. Also, if



Fig. 5 Well house with later raised walls and eastern extension (K. Gravett, June 1963).
By permission of English Heritage NMR.



Fig. 6 Eastern extension of well house showing pigeon holes (W. Law, 1926). By kind permission of Brighton and Hove Archaeological Society.

the well house was built after 1763 and before 1818, a major rebuilding in this short time seems unlikely.

At some date the well house was extended on its east side with a flint and brick-dressed building butted on to it. On its north side were two open gothic archways matching the three on the main well house (fig. 5). The new east end had a small doorway on the right and on the left, higher up, were twelve apertures cut into a wooden window for the movement of pigeons in and out (fig. 6). This may be the time when a new flat roof, with attractive brick castellation (fig. 7), replaced the old hipped roof of the well house. Probably a cheaper option at the time, but the building may have been intact today if a new hipped roof had been built.

It was originally thought that the extension was added to accommodate the donkey that was required to operate the well machinery, whilst utilising the upper part as a dovecote, but there were existing stables and the open archways would have made this unworkable.

Thomas Western, Lord of the Manor, rebuilt the manor house in 1738 and after his death in 1766 it passed to his son Charles who died five years later (1771). He was succeeded by his son Charles Callis, but neither heir lived here and the estate was let out to tenant farmers. It seems unlikely therefore that they would have built the well house. Charles Callis Western sold the manor to William Stanford in 1794. Did he immediately set about building the hip-



Fig. 7 The only clear picture we have of the castellation on the north side (W Law, 1926).

By kind permission of Brighton and Hove Archaeological Society.

roofed well house represented in the 1818/20 drawings? Then later, and before he died in 1841, extend the east side for an upper pigeon house and with a donkey stable or storage below as previously described?

It is thought that a doorway and a window were made in the original east wall at this time for easy access and to give extra light, and entry to the dovecote was made by trap door and ladder from the ground floor of the extension.

William died in 1841 and the estate passed to his son, William (1841-52), who was regarded as conservative in his dealings. It is likely then that the new well machinery could have been installed during either of their tenures as an approximate date has been suggested by the Engineerium of 1840-50 and 'early 19th century' by the VCH.

The picture in fig. 6 was taken by William Law in 1926 and reproduced in his description of Sussex dovecotes in Brighton & Hove Archaeological Society *Proceedings*, vol. 3. As far as we know, it is one of only two known pictures of the extended east side. At the time of his visit the building was in sound condition, although, as now, thickly covered in ivy. The well ceased to be used, at least for domestic purposes, in about 1872 when the Brighton Corporation Waterworks began to supply Preston. The laying of water pipes to Preston had commenced in 1866.

In 1926 William Law gave the external measurements of the building as 34' long (E-W), 16' wide, floor to roof 17' and wall thickness 13½". We make the existing structure 20'7½" long (E-W), 15'6" wide and walls (two thicknesses of flints) 14¼". The difference in lengths indicates a length of about 13½' for the later extension. The crumbling, roofless perimeter would not give a worthwhile reading for its height and of course there are no remnants of the castellations *in situ*.



Fig. 8 Fragment of brick work on the ground

There is a small square block of bricks loose on the ground (fig. 8) which, from its structure, could be part (or one) of the roof castellation(s). In the south wall, opposite the well, is a blocked-in window and a similar sized and shaped one in the inner east wall. Below this window is a ventilation metal grille at ground level.



Fig. 9 Internal corner of the south and west walls

The second known picture of the extension is a photograph taken by K. Gravett in June 1963 which shows the north and west sides of the well house (fig. 5). The eastern extension, with its two arches, looks in sound condition and although the 'battlements' are not visible, they could be ivy-covered. This is the only picture showing the five arches on the north wall and it is puzzling that William Law, at that time Hon. Secretary of the Brighton & Hove Archaeological Society, recorded four.

Choking ivy and trees make the well house best studied from inside. The most striking feature is the nature of the quoins at ground level (fig. 9) for these are blocks of hard chalk and most are in a damp and distressed condition (possibly there could be some of other stone if a thorough examination were made).



Fig. 10 Blocked window in the west wall

In the west wall, high up, is a bricked-in window (fig. 10); one is shown in this position in the 1818 drawing, although of uncertain shape. The well is placed just 4' from the original east wall and 8' from the west wall. There are three sizeable oblong recesses (fig. 11) in both the south and north walls, which would have taken sturdy timbers above the



Fig. 11 Oblong recesses in the south wall



Fig. 12 Water pipe in the south-east corner

well to hold the water tank, but it is not known whether this was wood or metal. The tank was still here in 1926 (unfortunately its position is not mentioned), but it has now gone.

In the south-east corner of the original well house an iron pipe (9" circumference) leads up from the floor and curves towards the tank's position (fig. 12).

If the floor detritus – at least a foot deep – was cleared we may find its section that enters the well and also discover the composition of the floor.

The brick well head has a diameter of 71" and it is 8' from the west wall, 4' from the inner east wall, 42" from the north wall and 44" from the south wall. In recent times the well head has been concreted over, but a crack has allowed some photography (fig. 13).

In brief, the well operated by the revolution of the donkey attached to a wooden beam that turned the crown wheel attached below the capstan. This meshed with two pinions attached to cranks connecting with pump rods to the pistons of the pumps at the well bottom. The pumping motion forced up the water by way of the pipe running up the inside of the well and finally into the tank (fig. 14).



Fig. 13 Machinery at well head

The machinery is described in the *VCH* (1940) as “an early 19th century iron horse pump with twin cylinders, worked by a large crown wheel attached to a capstan, turned by a horse”. We know that a donkey was used at Preston as there is insufficient room for a horse to manoeuvre. S and J Farrant, in *Preston in the Seventeenth and Eighteenth Centuries*, call the machinery a ‘horse gin’ and give it a date of 1730, the date that Thos. Western rebuilt the manor house, but mechanical evidence points to a much



Fig. 14 Pipe running up the inside of the well

later date. William Law records the well depth as being 130', but we do not know his evidence for this.

The well is slightly conical, lined with about five irregular courses of large flints below approximately six brick courses that carry the capstan. From then on down it appears to be blocks of hard chalk then below flint-lined. Today, there is no sign of water in it and we make it just 64' deep – probably the same depth as the underground bourne in the village.

Without any other evidence we would suggest that the eastern extension was built c.1830 and it could be that following the discontinued use of the well, the open archways were then brick filled to make a secure building.

As can be seen, there are so many facts and suppositions and hopefully these will be substantiated or rejected in the future. New thoughts and ideas are continually arising so that this paper can only be claimed as a basis for further study. It is difficult to know where actual historic facts will come from, but we believe they must be hidden somewhere.

PRESTON MANOR PUMP HOUSE AND WELL

A Survey Report

Ron Martin

The Pump House is located at TQ 3039 0642, in the south-west corner of the Preston Croquet Club's grounds. It is approximately 30 m (100 ft) to the east of Preston Manor and adjacent to the north side of the graveyard of St. Peter's Church. The ground falls from east to west and at the Pump House is some 8 m (26 ft) above the floor level of the Manor. Access is by way of a locked gate in the east side of the boundary wall at the east side of the Manor gardens. A chestnut pale fence has recently been placed around the north and east sides of the Pump House to limit access.

The building is 6.5 x 5 m (21' 3" x 16' 3") and one storey high but without a roof. At the east end there is an extension 4.34 m (14' 3") long, largely demolished, only the south and part of the east walls 215 mm (9") thick being extant and rendered both sides.

The walls generally are 430 mm (1' 5") thick and stand approximately 4.3 m (14 ft) high. The lowest 2.05 m (6' 9") are of flint rubble with stone quoins with hard chalk blockwork internally to the re-entrant angles. The upper 2.15 m (7 ft) are of coursed flint rubble with red brick quoins. The south wall has been patched externally, is overgrown with ivy and has been recently stiffened internally with a brick buttress. The flintwork of the upper part is of a slightly different character to the lower part. The walls of the east extension are not connected to those of the pump house, there being an unmortared straight joint between the two.

There are blind arcades along the north side (three arches) and along the east side (two arches) with one-ring red brick Tudor arches and dressings, all infilled with brickwork in stretcher bond of various sources. The springing of the arches is about 5'3" above floor level. A former door opening in the east wall is without lintel or arch. There are infilled remains of window openings in the east and south walls and the bottom part of a high level opening in the west wall.

There is no evidence of any roof structure. The floor is presumed to be of brick, although it is covered

with about 300 mm (12") of detritus.

The well head is 1.17 m (3' 10") internal diameter of brickwork 215 mm (9") thick standing about 0.5 m (18") above floor level. The well is about 18.3 m (60ft) deep and widens out to approximately 1.5 m (5 ft) diameter about 0.6 m (2 ft) below floor level being of flint rubble. Below this it decreases in diameter toward the bottom which is covered with debris, hiding the pumps. The well sides appear to be stone rubble made of small pieces of indeterminate material.

The well has been capped with an *in situ* concrete slab on safety grounds, which has partially broken away and this in turn has been covered with steel mesh reinforcing fabric welded on, making investigation of the mechanism at the top of the well difficult.

There is a circular 100 x 25 mm (4" x 1") cast iron ring with four lugs and holding down bolts securing it to the brickwork of the well head. There is a diametric beam across the ring of unknown section, in the centre of which is presumed to be a bearing. Mounted on the ring are four tapered cast iron raking standards, 63 - 75 mm (2½" - 3") diameter with square caps and bases connected at the top to another 100 x 20 mm (4" x ¾") cast iron ring 1.12 m (3' 8") diameter with four tee-section spokes and a central bearing.

A central 75 mm (3") diameter shaft supported by the upper and lower bearings is connected at the bottom to circular cast iron crown wheel 1.3 m (4' 0") diameter with a toothed rack on the lower surface and six tee-section spokes. This engages with a 300mm (12") diameter pinion mounted on the lower frame which has a 300 mm (12") crank, connected to a 25 mm (1") diameter wrought iron rod which runs to the bottom of the well and, presumably, operated the pumps.

It is presumed that a second pinion and crank was previously extant which connected to the second 25 mm (1") diameter pump rod which is present but is not vertical.

Above the top bearing of the central shaft there is an iron shoe with a pocket to take the end of the 100 x 100 mm (4" x 4") wooden operating beam, the remains of which are still extant. The shaft is capped with a spherical finial.

A 50 mm (2") diameter cast iron discharge flanged

pipe rises from the bottom of the well, turns through 90° to run underground and rises in the south-east corner of the pump house. At high level there is another 90° bend and the pipe finishes with a flanged end.

The structure of the building is reasonably sound

apart from the south-west corner where there are two serious vertical cracks in the south and west sides. The east entrance to the Pump House has no arch or lintel extant. The beam of the gin has deteriorated, only the end within the iron shoe being extant. The crown wheel has a broken section.

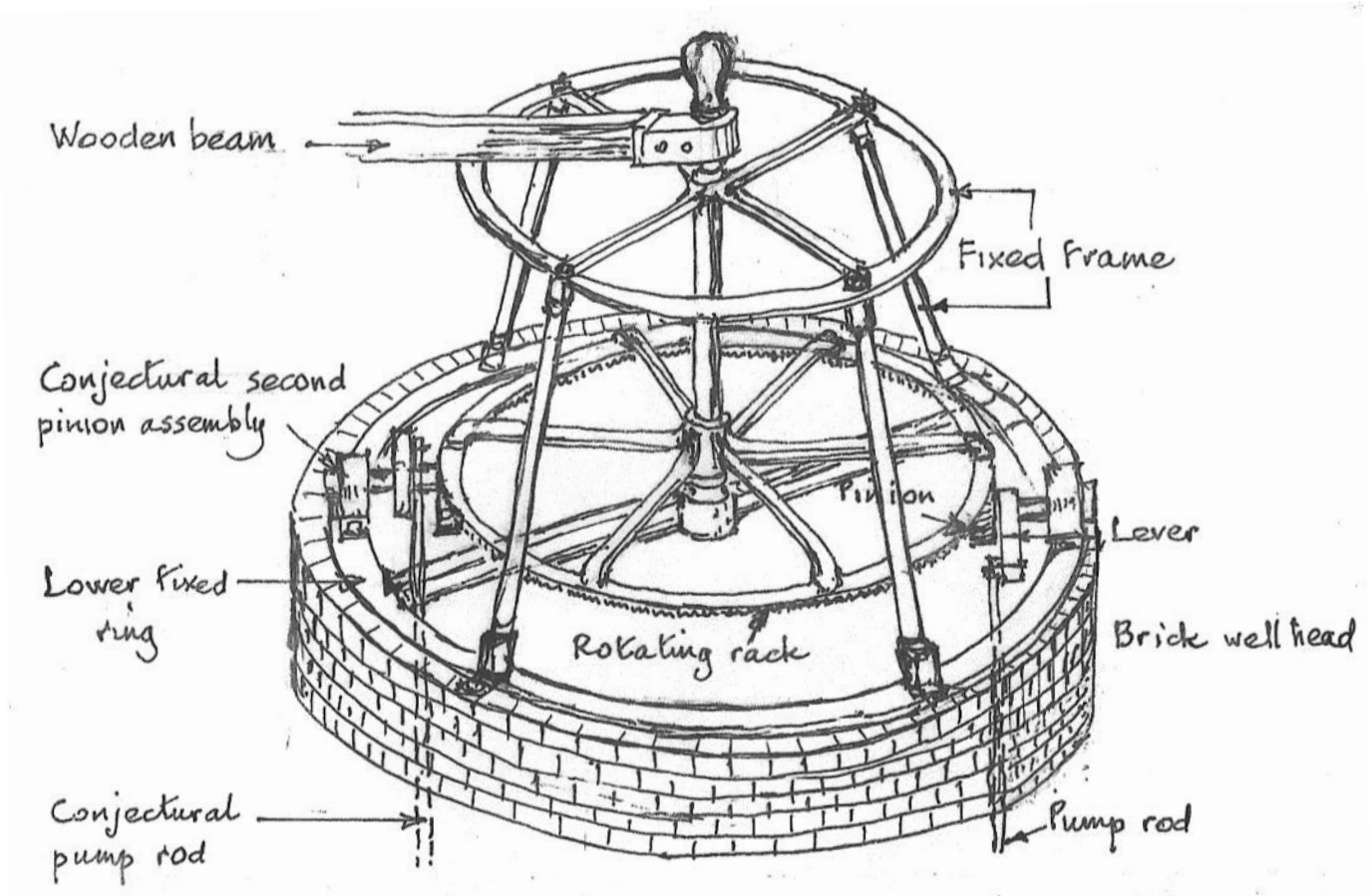


Fig. 1 Sketch of notional reconstruction of Preston Manor Water Pump (Ron Martin)

THE WINDMILLS ON JUGGS ROAD

Bob Bonnett

Juggs Road, in the past a drove road sometimes called Juggs Lane or Lain, runs above the old toll road, now the A27, across the Downs between Brighton and Lewes. It is said that fish was brought this way to Lewes, perhaps to bypass the toll gates.

At its eastern end in the nineteenth century three windmills stood by the side of the road and, until recently, only their remains were there to remind us of their past. Now one, Ashcombe Windmill, is rising above its remains. This is the history of the three mills. Two mills stood side by side, Kingston Smock Mill and Southern Post Mill.

The oldest of the three mills is the post mill known as Southern Mill or Pain's Mill after William Pain, the miller who worked the mill in the late eighteenth century. It was also called St. Ann's Mill, being in the Lewes parish of St Ann's. It is shown on Budgen's map issued in 1723. Simmons records a map dated 1791 that shows the mill. The only larger scale map of Sussex, dated 1791, to my knowledge is John Harrison's, but not having seen it, this can not be verified. The Southern Mill does not appear on the large-scale map started by Gardner and Yeakell and completed by Cream in 1795, but 'Kingston Mills' are recorded. Who built or worked the mill before 1791 is unknown. A John Farnes, miller, is recorded as having lived in Lewes and may have worked Southern Mill. John Farnes was married on the 9 January 1768 at the age of 30, therefore it is quite possible that he worked well into the 1790s.



Fig. 1 Kingston Smock Mill and Southern Post Mill Photographed c1885
(Peter Hill)

A Royal Exchange Fire Insurance Policy, No. 136880, dated 2 December 1793 states:

'Thomas Judge of the parish of St. Thomas in the Cliff near Lewes in the county of Sussex. On his Windmill timber built situated in the parish of Kingston near Lewes aforesaid £350. On utensils and trade therein £50. On utensils and trade in a storehouse near timber and thatched £50.'

A later policy, No. 143636, dated 21 January 1795 for Thomas Judge includes his timber and tiled house in Southover at £35 and the 'corn mill' value was increased to £450 and the utensils to £100. From these policies it must be assumed that the mill referred to was Kingston Mill.

Kingston Smock Mill was the second mill to be built close to Juggs Lane. As stated above, the first reference to two mills is on the Yeakell, Gardner, Cream map of 1795 where 'Kingston Mills' is written, but as only a smock mill symbol is shown it is likely to be Kingston Mill. It is probable that Southern Mill had disappeared by 1795 and was rebuilt around 1803 as the Defence Schedule of 1801 mentions only one mill and that was in the Kingston parish, not St. Ann's. Both mills are shown on the first Ordnance Survey Map of 1813.

The entry in the Defence Schedule confirms that a Thomas Judge is at the mill of George Prescodd and that he could supply seven sacks of wheat and no cloth. In Schedule 2, three sacks every 24 hours is given. It does not make clear if this refers to one mill or two. However, under the parish heading 'Kingston', there is only one mill in the parish and the proprietor resides in Southover. It would appear, therefore, that Kingston Smock Mill was the only mill there at the time and George Prescodd was the miller.

Confirmation that Kingston Mill was built around the late 1790s is given on a sale notice in the *Sussex Weekly Advertiser* of December 20 1802:

'To be sold at auction by orders of the Assignees, on 31st of this instance. All the effects of Mr Thomas Judge, Miller, of Southover, by Lewes, comprising a substantial recently built Smock Wind Mill, with every material in complete condition, now in full trade, with an acre of rich land, Leasehold, at a ground rent of £1 – 5s – 0d., desirably situated in the parish of Kingston near Lewes, possession of which may be had immediately.

Also a valuable draft horse, an ass, a cart and harness, husbandry implements and Household Furniture. The mill and appurtenances will be sold at the Swan Inn, in Southover.'

One week later in the next issue of the *Sussex Weekly Advertiser*:

'T. Prescodd & Son, Millers, Southover. Respectfully inform their Friends and the Public, that their mill, lately erected on part of fifteen acres (late Durrant's) is now ready for work; as no Toll will be taken at their mill, if any deficiency should occur in weight on the Meal's return from their mill (steemage excepted), they will give double the deficiency to those who shall apply. Pea, Barley, and Oat Meal, for Sale, at their Meal House in Southover, on the lowest terms.'

(I have never seen an advertisement from a miller giving such terms.)

It would appear that the advertisement referred to the Kingston Smock Mill. If so, the Prescodds must have privately purchased the mill prior to the mill going to auction.

Because the mills were close together on each side of the lane and possibly having the same owner at the beginning of the nineteenth century, it is difficult to differentiate which mill is being referred to in the various newspaper reports, etc. It would appear that George Prescodd took possession of both mills, Southern Mill shortly after 1791 and Kingston in 1802, using both until 1828. As usual it is very difficult to determine who was the owner or the occupier/miller from available records. Interestingly in the 1785 Land Tax Returns, John Farnes is recorded as living in the parish of All Saints, Lewes and a Thomas 'Pescodd' in the parish of St. John the Baptist. There are no tax returns for a mill on Kingston Hill.

This problem of which mill is being reported is evident in an account of gale damage to a mill on Kingston Lane in the *Sussex Weekly Advertiser* of September 17 1798:

'By the high wind on last Tuesday evening, considerable damage was done in this neighbourhood. On Kingston Lane the top of a windmill there was blown off, by which the proprietor will sustain an injury to the amount of between 40 and 50 pounds, exclusive of his loss of trade, during the reparation, which the grinder estimates at five guineas a week.'

This could refer to the buck of Southern Mill being toppled or the cap of Kingston Smock Mill being tail winded. Kingston Mill stood close by on the other side of Juggs Lane. Interestingly this may account for Southern Mill's apparent appearances and disappearances on the Sussex maps. Was Southern Mill destroyed in the gale and rebuilt by Prescodd around 1803?

Owning a mill can, as we know, be costly, for in 1807 the *Sussex Weekly Advertiser* of February again reports damage to a Kingston mill – which one is not stated:

'Very considerable damage was done in this county by the high wind on last Wednesday morning Mr. Prescodd, of Southover, suffered much, by the loss of the sweeps of his windmill, but we have not heard of anyone being personally injured.'

Again in the October 12 1818 edition of the *Sussex Weekly Advertiser* a report of a robbery gives no indication which mill has been robbed:

'Last Friday night the round-house of one of the Windmills on Kingston Road, belonging to Mr. Prescodd, of Southover, was forcibly feloniously entered by some robbers, who stole therein a sack of flour and escaped with their booty. A reward of Thirty Guineas is offered for the apprehension and conviction of offenders.'

Once again the *Sussex Advertiser* of February 28 1820 reports that one of Prescodd's mills was robbed by villains who stole coarse flour and other articles.

Perhaps with the number of mills in the Lewes area, there was insufficient trade for Prescodd to operate two mills for in 1825 the *Sussex Advertiser* of January 24 reports that George Prescodd is declared bankrupt. One of the mills was advertised for sale in the *Sussex Advertiser* dated May 5 1826:

'Sale by Auction by Verrall & Son, at the Star Inn, Lewes, on Tuesday 27th May, 1826. All that leasehold Windmill and stable, with all wheels, sails, millstones, tackle etc. belonging to the same, situated on Kingston Hill in the parish of Kingston, near Southover, and now in the occupation of George Prescodd.'

As it is mentioned as being in the parish of Kingston, it must be assumed to be Kingston Mill.

Land Tax Returns of 1822 - 32 show that up until 1824 G. Prescodd owned and worked Southern Mill when it was rented to Sicklemore. Presumably this is a Jonathan Sicklemore, a miller, from the parish of St Peter and St Mary Westout, Lewes, who was made bankrupt in 1803.

In 1828 it appears Prescodd's woes continued for at this time Southern Mill had to be sold to pay off bankruptcy debts as the notice in the *Sussex Advertiser* of May 5 1828 states:

'To be sold by auction by order of the Commissioners in a Commission of Bankrupt against George Prescodd, of Southover, near Lewes. All that Leasehold Windmill and stable, with all wheels, sails, millstones, tackle, fixtures etc. belonging to the same, situated on Kingston Hill in the parish of Kingston, and now in the occupation of George Prescodd.

The mill and building are held under a lease for an unexpired term of 19 years from Christmas last, at a rent of £12 per annum.'

From 1828 newspapers gave the names of the mills, therefore, it is now possible to determine which of the two mills on Kingston Hill is being reported. The history of each mill is now detailed below under a separate heading.

Kingston Smock Mill

In 1832 an underground room was excavated beneath the mill, one assumes for storage purposes and for better access to the road. (See fig. 2.) During the digging the foundations of a previous building were discovered that, from the evidence of charred wood, had been destroyed by fire. In addition three capitals of early Norman style were found, one encircled with birds, another with dolphins. Many of the foundation stones were richly carved. It is thought that they belonged to the Prior of St. Pancras in Southover.

Further information is again gleaned from the *Sussex Advertiser* of May 22 1837 when Kingston Mill was advertised for sale:

'For sale by Private Contract. A windmill called Kingston Mill, near Lewes, late in the occupation of Mr. Isaac Leney. There are two pair of stones, one peak, one French. Immediate possession may be had.'

Isaac Leney, at this time, possessed a brewery in Cliffe, two barges, plus a coach and van which ran between Lewes and Brighton. These were all intended for auction by the trustees. It appears Leney was bankrupt.

The mill was purchased by James Weller, miller and mealman, in 1837. Weller had moved from Ripe to live in Southover before 1834. Weller placed an advertisement in the *Sussex Advertiser* on October 23 1837 to give thanks for the support given him in Ripe for the past 13 years and, of course, to announce that he had moved to one of the Kingston Mills.

The mills on Kingston Hill certainly took the full force of the gales sweeping in from the sea for once again the *Sussex Advertiser* September 23 1839 issue reported:

'The windmill on Kingston Hill in the occupation of Mr. James Weller, of Southover, received very considerable damage.'

Weller's death was reported in the paper two years later. He was only 44 when he died. Martha Weller, his



Fig. 2 Kingston Smock Mill photographed in c1885

widow, announced that she would carry on with the business. However, this was short-lived because only three years later the Tithe Map of 1843 records that the mill is owned by Sir Charley Goring MP and worked by Uridge.

George Uridge carried on working the mill for many years but, like his predecessors, as trade fell in the late 1880s he became bankrupt as the abrupt report in *The Miller* of March 4 1889 shows:

‘George Uridge, 13, High Street, Southover, Lewes, Miller, bankrupt.’

It appears that the mill at this time had started to decay. Gurney Wilson relates two stories about the mill’s end, one fanciful, the other probable. In 1920 Wilson was told by the miller of Patcham Mill that Kingston Mill obstructed Southern Mill’s wind so the owner, Mrs. Harris, took a crow-bar and removed two of the Kingston’s supports, whereupon the mill collapsed. (Gurney Wilson also records a Mrs. Harris of Patcham for whom, on her marriage, the kiln for drying wheat was turned into a dwelling house for her. I assume this was close by Southern Mill.) The second account came from a man who worked on the spot and knew all about Kingston mill and Mr Pain who worked Southern Mill opposite. He informed Wilson that the mill was thrown down in order to obtain the brass and metal as the owner was in financial difficulties. It is probable, therefore, that the brickwork under some of the cant posts was cut away to help in pulling down the mill.

Mr. Ashdown who was a miller at Southern Mill said that the mill was known as ‘Old Duck’ and was thrown as it was unsafe, rolling when working. Gurney Wilson’s notes mention that the name ‘Duck’ may have come from using duck cloth for the sweeps. However, the photograph (fig. 2) shows a squat, white three-storey smock mill with a large boat shaped cap. She was, therefore, probably known as ‘Old Duck’ because she looked like a duck. The two pairs of millstones, one peak, the other French burr, according to Mr. Ashdown, were installed in the breast. The mill at the time was fitted with shutters, most of which were *in situ*. A section of weatherboarding was missing.

Six years later the mill was on the ground, but contrary to reports of decay the weatherboard and shutters seen in the photograph were still there.

Today the base, which was roofed over, is used for residential storage purposes.

Southern Post Mill or Pain’s Mill

From the sales notice in the November 5 1844 issue of the *Sussex Advertiser* John Sicklemore was the occupier of Southern Mill in 1841:

‘To be sold by auction by Verrall and Son. Lot A 1. Freehold Post Windmill, with stones, regulator, etc situated on Kingston Lain, in the parish of St. Ann’s, Lewes. Now let on a repairing lease to John Sicklemore for seven years from 29th. September, 1841, at a yearly rent of £50.’

Simmons mentions that a Jonathan Sicklemore occupied the mill from 1823-4 and again in 1834. John Sicklemore is mentioned as the occupier in 1828-9 until 1862. It is not known whether they were related. John Sicklemore is confirmed as the occupier in the Tithe Map dated 1842 where, interestingly, Lucy Prescodd is the owner.

Perhaps Lucy Prescodd was not happy with John Sicklemore and did a Prescodd still own both mills? A notice in the *Sussex Advertiser* dated July 18 1843 would give that impression:



Fig. 3 Kingston Smock Mill remains, photographed in c1891.

'To let, with possession at Christmas next, Kinston Windmills, near Lewes and 7 miles from Brighton. For further particulars enquire of Messrs. Maxfield and Smith, Lewes.'

Sicklemore was still the occupier of Southern Mill seventeen years later as the advertised sale notice in the *Sussex Advertiser* November 26 1861 shows:

'To be sold or let by Private Contract. A Windmill, called Southern St. Ann's Mill in which good trade has been carried on for many years by Mr. Sicklemore, the present occupier, who holds the same at a low rent. For particulars apply to Mr. Polhill Kell, Solicitor, Lewes.'

A Francis Child is mentioned by Simmons against Kingston Mill in 1862 and that John Sicklemore was a dealer in flour at 134 High Street, Lewes. Perhaps Francis was the owner at this time.

The diary of Mr. Eli Ashdown records that John Sicklemore used the mill up to 1866 when it was rented by William Payne and himself. Both had just left the employment of Mr. B. Aylwin of Offham Mill to start up their own business. He also mentions that Southern Mill had little trade and for the first few weeks they averaged little more than two sacks per week. But by hard work and expediency the mill quickly became a going concern. Mr. Ashdown left the mill on March 25 1874 to become a preacher.

From 1878 to 1887 William Payne was recorded at High Street, then in 1890 at 65, Western Road, Lewes. In 1895 Payne's sons were working in the business for it became Paynes Bros. Wind Millers & Corn Merchants. They worked with their father until around 1901 when it appears the business ended. This was later verified by Mrs. Pain. At this time the mill belonged to a Mr. Cotter and/or Mr Pain as both are said to be its owner. The mill fabric deteriorated rapidly; the mill was pulled down with ropes by Messrs. Wells of Lewes in August 1913.

From the postcard (fig. 5) it can be seen that Southern Post Mill was a fine looking mill with a brick roundhouse, a white painted buck and four spring shuttered sweeps. She was winded by a tail-pole.



Fig. 4 A rare photograph of the tail end of Southern Post Mill c1900 (Peter Hill)



Fig. 5 A postcard of Southern (Payne's) Post Mill c1910. Shelley's Smock Mill can be seen in the distance.

In her later life the shutters were controlled by Cheale's 'spring patent'. Instead of the usual solid connection between the spider and the shutter bars of Cubitt's gear, a spring was fitted. This gave each sweep a degree of independence from the dictates of the control of the Cubitt system to work more effectively on the actual experienced wind pressure. Cheale had a shop in Lewes and in the window was a working model of his invention. Modified forms of 'Cheale's patent' were fitted to Patcham Tower Mill here in East Sussex, Little Laver Mill, Essex and Trumpet Hill Mill, Surrey.

Today little remains to be seen but some brickwork of the roundhouse and piers.

Ashcombe Post Mill

Ashcombe Mill stood to the east of the other two mills in the parish of St. Ann's Without, Lewes on the hill overlooking the Brighton to Lewes road just south of Toll Gate House.

From the accounts book of millwright Jesse Pumhery, we know when Ashcombe Mill was built and for whom as well as much of the interesting detail as to time and costs. This was recorded by Martin Brunnarius in the *Sussex Industrial History* issue No. 17, from which the salient details are extracted.

The mill was built for Mr. Weston by Sam Medhurst and took from September 1827 until early 1829 to manufacture and build. Medhurst rented his millwright's premises from Jesse Pumhery who often worked for him as a journeyman millwright on a self-employed basis. Jesse worked for Sam on Ashcombe Mill preparing the timbers and weatherboarding, setting out the frame and making the 'swips'. Many days were spent fitting out and painting on site. John Weston was a miller from Lewes. George Skinner of Rodmell was his apprentice.

The Tithe Map of 1840 shows that the owner was Sir Henry Shiffner, 'appointment' John Weston.

The mill was advertised for sale in the *Sussex Advertiser* on February 26 1861:

'For sale by Private Contract. All that first rate post wind corn mill, called Ashcombe Mill, in the parish of St. Ann, Lewes, in the occupation of Messrs. Martin as yearly tenants. To view apply to Mr. Samuel Medhurst, of St. Ann's, Lewes, or the tenants of the mill. For particulars and treaty apply to Mr. John Weston, Warbleton.'

The mill collapsed during a gale on March 28 1916. Gurney Wilson visited the wreckage on April 14 1916 when there were men and carts removing the remains. One of the men said that he had noticed the date 1832 on one of the timbers. The triple canister iron windshaft was preserved for some time in Every's museum at the Phoenix Ironworks, Lewes.

The mill is the only six sweep mill in Sussex and, to my knowledge, the only six sweep post mill in the country. She is said by some to be able to work two pairs of stones when others can only work one. Others say that the six sweeps increase drag and reduce efficiency making them no better than the usual four sweep arrangement. It's interesting that during her working life a glass neck bearing was installed for the windshaft by Peter Payne, a Kent millwright. Perhaps this was to reduce friction as the mill was not as free running as expected. It was removed later by Blackman of Hastings.

Simmons visited the site and noted that it had been ploughed over and contained much broken brick. This was presumably from the small granary.

Today it appears miraculous as the mill has risen from the dead. In 2007 James Tasker, a S.I.A.S. member, applied for planning consent to build a full size replica of Ashcombe Post Mill on the site of the old mill, devoid of any milling machinery, but complete with six sweeps. In the same year an archaeological dig was



Fig. 6 A rare photograph of Ashcombe Mill, c1910, showing its right hand side.



Fig. 7 A view of Ashcombe Mill c1910

carried out on the site where the original piers and the stone supports of the round-house were found *in situ*. One complete and numerous broken shutter crank arms were found together with a dog's bones, perhaps the miller's dog. The sheer number of shutter cranks would suggest that problems were often experienced. This may have accounted for the change of design of the sweeps around 1910.

James wanted to use the site to build a residence for himself and agreed that the original area on which the mill stood, including the piers and the stone supports, should remain. Because of planning restrictions the residential area had to be below ground. The solution was to span the original mill site and the annulus around the mill site to be dug out to make the residential area. Against some opposition planning consent was given in 2008.

Groundwork and construction commenced in 2008. The mill itself, including the post, steps, frame, stocks and the sweeps, but not the shutters, are of steel. The buck and round-house are weatherboarded in timber to match the old mill. The buck is mounted on a steel post in the centre of supporting steelwork and will rotate to face the wind, turned by an

electric motor. The sweeps will power an alternator to help provide the electrical needs of the residence.

In 2012 those driving towards Brighton on the A27 Lewes bypass, looking up at the hill to their left at 11 o'clock, will see the mill resplendent against the sky line with all six sweeps turning in the wind. This will be a unique image in the United Kingdom.

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Fig. 8 Photograph taken in 2008 of the remains of Ashcombe Mill (Peter Hill)

HOLLINGBURY INDUSTRIAL ESTATE: TOOLMAKING AND THE CHANGEOVER TO DECIMAL CURRENCY

Peter Groves

150 years of dithering

After 150 years of dithering, the final decision to switch to decimal currency was made in a matter of seconds by Jim Callaghan and Harold Wilson.¹ Apparently they discussed the matter during an informal meeting at No 10 Downing Street for less than a minute, and then Harold said, "well why not"! The decision was announced to Parliament on the 1st of March 1966, but of course, as all of us who are over 50 know, the changeover was a gradual process that was phased in until D-Day on the 15th February 1971.

Benefit from changeover

Gross Cash Registers was one Hollingbury business that was to benefit from the changeover. Henry Gross had managed to invent a cash till with the ability to switch instantly from £sd to £p.² Just along Crowhurst Road from Gross, CVA/Kearney & Trecker were also to benefit from the changeover.

CVA Dieing Press

The CVA High Speed Dieing Press had been manufactured at the Upper St James's Street factory until 1952 when machine production and the associated toolmaking was transferred to the new factory in Crowhurst Road, Hollingbury.³ Little is known about the background to the CVA High Speed Dieing Press. Its design may originate with Rockwell as it was sometimes badged as the Rockwell/CVA Dieing Press; additionally the design was the same as that of Henry & Wright, and it may

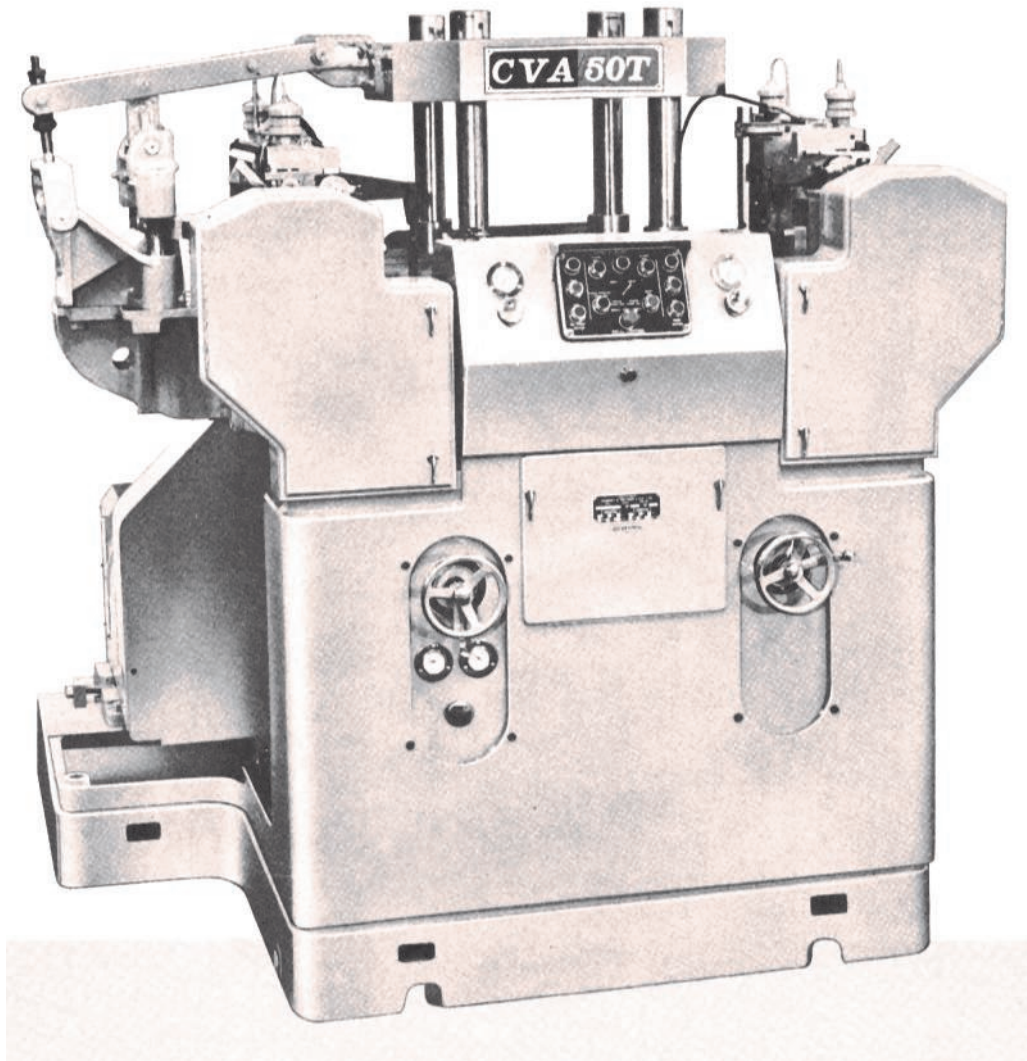


Fig. 1 CVA 50 ton high speed dieing press

have originated there. There were 5 sizes of the press, which were categorised according to their tonnage, the smallest being 10-ton, then 25, 50, 75 and finally the 100-ton Press.⁴ Of course the press was only half of the solution, and on its own was unable to produce anything. The other half was the bespoke press tool, which enabled the desired customer part to be punched, and in many cases formed, out of a flat strip of metal, in high volume.

The Royal Mint

The Royal Mint had been located in the Tower of London and nearby Tower Hill since the 13th Century. Thousands of millions of new coins were required for the changeover; because of this huge increase in required output, it was decided to build a new factory in Wales.⁵ In fact two buildings were constructed, one for the treatment of “blanks” and a second for “coining” planchets.

Blanks, planchets and coins

The manufacture of coins is not completed by a single blow of a punch. Since ancient times the process was carried out in stages; the final being striking or “coining” between two dies with a hammer. Modern day blanks are produced by the downward stroke of a punch, through a metal strip, into a corresponding shaped die.

In preparation for the final coining, blanks are treated in a number of processes; to qualify their exact size, surface finish, hardness and the “rim” is then raised in preparation for the final process. They are then known as planchets, and are ready for coining; where two dies stamp the design and inscription onto both side of the coin, retained

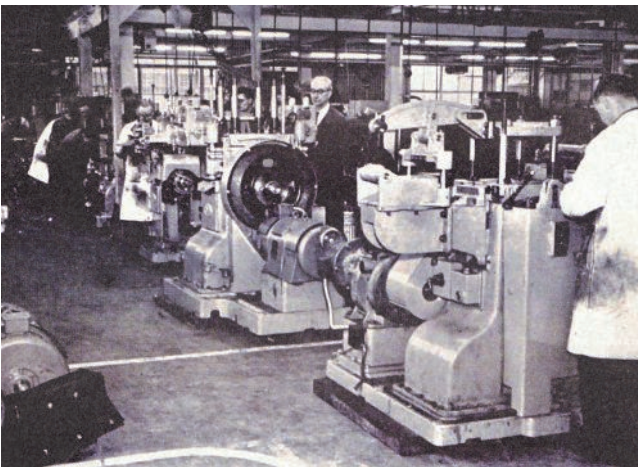


Fig. 2 High speed dieing press assembly line, Hollingbury c.1955

within a hardened collar. The collar adds the impression on the coin’s edge as the force of the punch spreads the planchet’s diameter, by 125 microns.⁶

The Mint Birmingham Ltd.

Leading up-to D Day so many new decimal coins were required, every organisation involved in their production was at full capacity. While the new Royal Mint in Wales did all the coining, blanks were produced at Tower Hill and some other sub-contractors. One of these sub-contractors was The Mint Birmingham Ltd, which was originally known as Heaton’s Mint.⁷ They had been producing coins since 1850 as a private enterprise, separate from, but in cooperation with the Royal Mint.

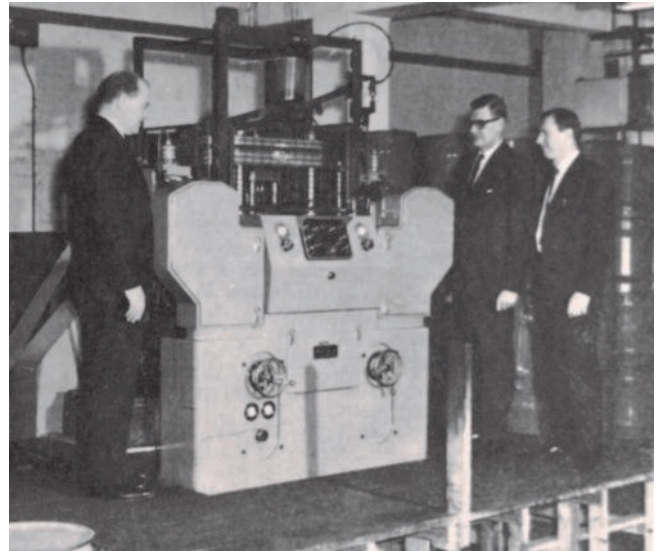


Fig. 3 CVA 50-ton high speed dieing press after installation at The Mint Birmingham Ltd, 1969

Orders for CVA/Kearney & Trecker

In 1968 orders were placed by The Mint Birmingham with CVA/Kearney & Trecker for a 50-ton High Speed Dieing Press and the associated press tools.⁸ The machine was installed early in 1969, and was in production by April, stamping blanks of the new two pence piece. Initially the production capacity was 36,000 blanks per hour. However, the capacity was increased by the use of a 12-gang punch, running at 300 strokes per minute, to produce 216,000 blanks per hour—equivalent to £4320.00 per hour!⁹

The new two pence piece was first issued by the Royal Mint on 15th February 1971, the day British currency was decimalised.

Wide range of products

It was during this period that the Company manufactured and sold the widest variety of products. These ranged from the simple drill chuck; manufactured in their thousands at Coombe Road Brighton, bespoke press tools and moulds, to a wide range of machine tools including the very latest and most complex numerically controlled machines.

Toolmaking at CVA/Kearney & Trecker

Decimalisation was not the only change that the Company were involved in. Because of a reputation gained for high quality toolmaking and prompt delivery, this division of the business not only manufactured press tools, but also manufactured injection mould tools for customers across the UK. In the electrical field, new domestic wiring standards originally introduced after World War II were gradually being implemented, and the old round 3-pin electrical plugs and sockets (BS 546) were being phased out. By the 1960s many old radial electrical circuits were being replaced by ring circuits and the square 3-pin plug system (BS 1363). In 1969 a £35,000 order was placed by the well-known manufacturer, M. K. Electrical Ltd. for multi-cavity moulds for electrical switch plates, fuse holders and plugs.¹⁰

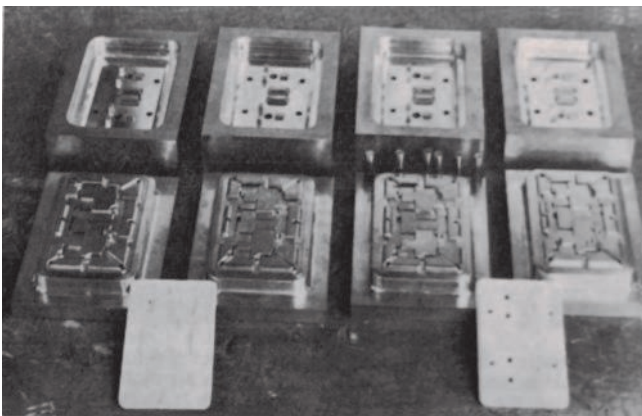


Fig. 4 Moulds for MK Electrical Ltd

Medical

Furthermore, since the early 1950s, in the medical industry, Roehr Products Inc. of Florida were worried about litigation that could arise from infection caused by the reuse of their glass hypodermic syringes. In 1955 they introduced the first plastic disposable syringe.¹¹ These were slow to take off, as they were more expensive than the reusable glass ones. However by 1966 a UK

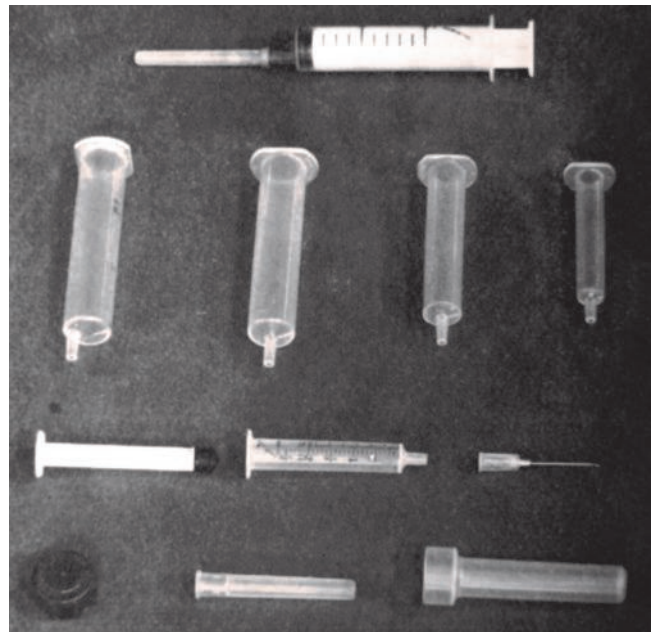


Fig. 5 Polypropylene syringe barrels for Argyle Medical Industries (UK) Ltd

subsidiary of theirs, Argyle Medical Industries (UK) Ltd, placed an order with CVA/Kearney & Trecker for a 48 cavity mould for the production of polypropylene syringe barrels. By 1969 over 15,000,000 barrels had been produced and a new order worth £26,000 was placed for a further 48 cavity mould and three 32 cavity moulds.¹²

Progression tools

The tool for producing blanks for the changeover to decimal currency was relatively simple; far more intricate tools were also produced. Many tools punched and then formed the component as the metal strip progressively moved through the tool. This was far more complicated as each section of the multi-stage progression tool had a different function, but each had to be perfectly aligned with the previous one.

Money in my pocket

As a schoolboy of the 1960s, I remember two challenges that involved the little loose change we had. Firstly, who could find the oldest dated coin in their pocket? A sure winner would be one pre-dating 1900, they could still be found even in the late 1960s. The second, a few months after New Year celebrations, was who would be the first to find a bright new shiny coin, bearing the current date in his change? As the new decimal coins were introduced it was even more exciting to be the first to find one of the new coins. If you dig around in your pocket

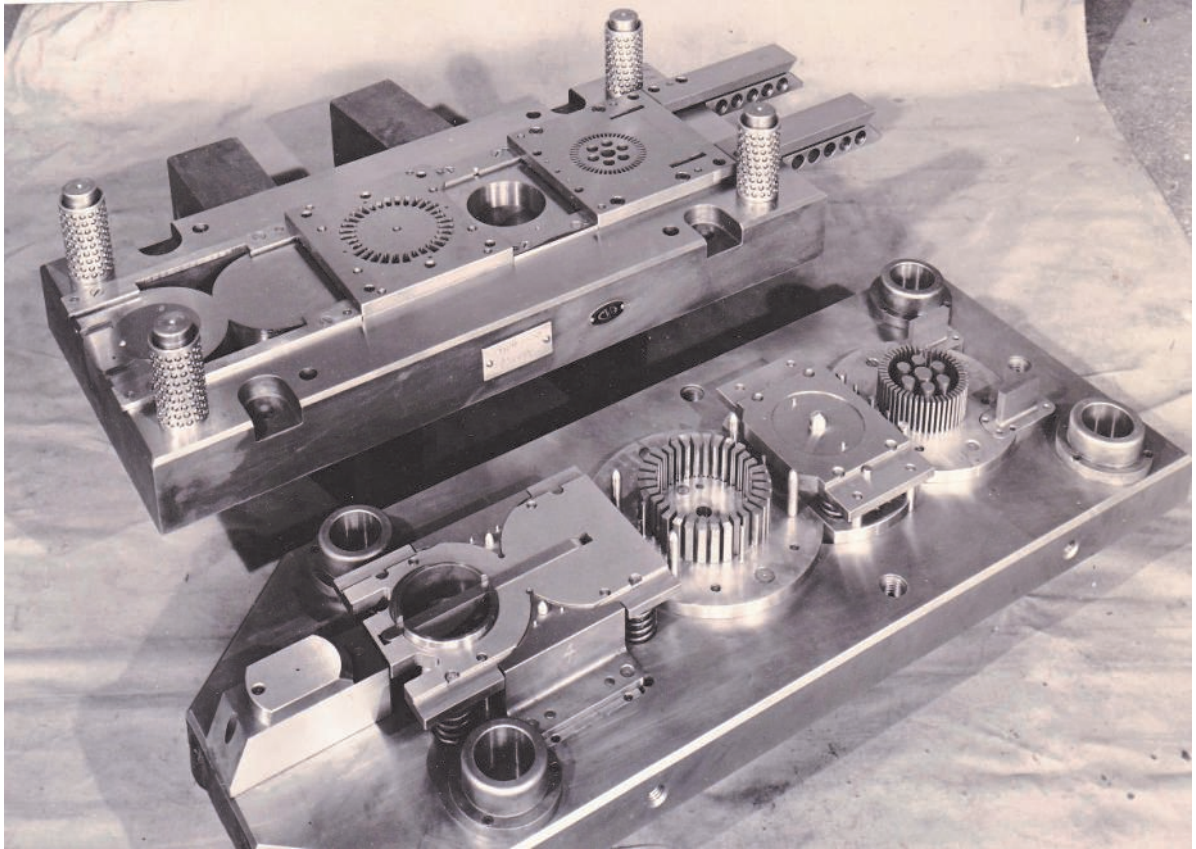


Fig. 6 Intricate segmented tool for rotor and stator stampings

now and find a two pence piece of that period, there's a strong probability that it will be dated 1971. So many millions were produced that there are more in circulation, than that of any other year. If you do find one, there's also a strong probability that the coin you hold was punched on machinery manufactured in Hollingbury!



Fig. 7 Money in my pocket, 2p (new pence) coins (1971)

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Photo Credits

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C & H TICKELL, IRON FOUNDERS OF SOUTHAMPTON

Their Work in West Sussex

Adge Roberts

The History

The company was founded in October 1810 as a partnership between Dorothy Tickell of Hackney, Middlesex and her eldest son Charles who was described as an iron founder. The foundry was located at the south end of Foundry Lane, Southampton on the east side between what is now Lakeland Drive and Somerset Terrace. It was leased from Sir Charles Mill at a ground rent of one shilling a year. Prior to this it had been a corn mill powered by a mill stream from the Freemantle Pond. This can be clearly seen on the Millbrook tithe map of 1840 on which the property is marked as an Iron Foundry (see fig. 1)¹.



Fig. 1 Part of the 1840 Tithe map which shows the foundry and Freemantle Pond

The partnership agreement was for seven years and was signed on 27 October 1810. Dorothy Tickell provided £4,000 for a lifetime lease plus £2,000 for capital investment. The lease was to expire on the death of the last survivor of Charles, his brother Philip (then aged 16) and his sister Christina (then aged 13). On the death of Dorothy Tickell in June 1815 her share in the business was divided between Charles Tickell and his brother Hugh, Dorothy's third son, and traded from this date as Charles and Hugh Tickell. The business had ceased trading by May 1824 when Joseph Tickell, described as a brewer of Whitechapel, Middlesex, acting on the behalf of the "Estate of the late C & H Tickell" of Mill Foundry, near Southampton, advertised that debtors were to place their claims with Messrs Pepper of Southampton, Solicitors. In the *Hampshire Telegraph* of 31 May 1824 Joseph advertised the foundry for sale and a sale was effected later in the year.

After the demise of the brother's business in 1824 the foundry went on to produce steam carriages and then railway locomotives followed by marine engines and in 1836 the first iron steamship (named "Forester"). The wharf that served the foundry was opposite the end of Foundry Lane (west of the newer Millbrook station). Ships built at the foundry had to be dragged across Millbrook Road to be launched. In 1839 traffic was held up for several days while an iron steam ship of 120 tons was moved. This led to shipbuilding activities being moved to Northam.

The presence of the wharf close to the foundry seems to answer the question of how the company managed to transport the 21 cast iron swing bridges weighing some 13 tons each from the foundry (even though they must have been moved in kit form) to the canal which ran from the River Arun at Ford, to Chichester Harbour with a branch to Chichester, and then across Portsea Island.

The 21 cast iron swing bridges (dated on the casting 1820) that crossed the Portsmouth and Arundel Navigation were probably their largest order. There were seven from Ford to Hunston, seven from Chichester to the sea lock at Birdham (the remains of this canal are now known as the Chichester Canal), and a further seven across Portsea Island. Remains of several of these bridges have been excavated by members of the Sussex Industrial Archaeology Society (SIAS) and in most cases the remains are available for viewing by the public along the canal route.



Fig.2 Poyntz Bridge in closed position



Fig.3 Parts of Hollinsworth bridge at the Stewart Bridge site on Barnham Court Farm (author)

Swing Bridges

The two main collections of artifacts are the rebuilt (and operating) Poyntz Bridge at South Bank, Chichester, and the many parts that can be seen at Barnham Court Farm in Barnham, West Sussex. SU956034 See figs. 2 and 3.

Some smaller artifacts are in the care of SIAS members. A separate schedule of bridge remains is appended (see Appendix 1), which includes many other canal items that may well have been Tickell products.

Arundel's Cattle Market Posts

In 1819 Tickells produced the cast iron posts which supported chains (probably 30 to 40 of them) erected at the Arundel Cattle Market to which the cattle were tethered. See fig. 4.

Eleven of these were still in use in 2004 and were located in Arundel. They are used as traffic bollards to close off some of Arundel's narrow roads to traffic. In 2011 there is one less. It would appear that a car probably drove into and broke one of them, which has been replaced with a good reproduction.



Fig. 4 view of cattle market c1888 from a post card (Arundel Museum)

A further identical post has strangely appeared in Westbourne, marked 'ARUNDEL . CORPORATION . 1819'.

The posts are all octagonal and flare out at the base to some 3½ to 3¾ inches (9 to 9.5 cm) square. They measure 46½ inches (1.18m) from the road surface to top of cap. They have the company name 'C & H . TICKELL . SOUTHAMPTON' on one side, and 'ARUNDEL . CORPORATION . 1819' on the other side. See figs. 5 and 6.

Six of them still have the top chain rings fixed on the cap. They all show the remains of the two broken off lower chain rings. Two of the posts had



Fig. 5 Post showing TICKELL name (author)



Fig. 6 Post showing ARUNDEL CORPORATION (author)



Fig. 7 Top chain rings and two sleeved repairs (author)



Fig. 8 Crude repair to post (author)



Fig. 9 One of the ten cast iron sockets in the market square (author)

three lower chain rings, and some crude repairs are in evidence. A separate schedule of these and the locations of survivors is in appendix 2. See figs. 7 and 8.

In the High Street where the market was held, ten cast iron sockets can be seen bedded into the granite setts. These are in two rather uneven rows spaced some six feet apart. They have probably been displaced during more recent road works. They measure $3\frac{1}{2}$ to $3\frac{3}{4}$ inches square (9 to 9.5cm) internally, with walls about one inch (2.5cm) thick. They are undoubtedly the remaining post sockets. See fig. 9.

The author would be pleased to hear of any other posts in existence.

Gas Lamp Standards

A major contract was to supply the cast iron lamp standards for Southampton's first gas street lighting in 1820-1821. These were lit in 1822. How many of these standards were produced is unknown to me, but one remaining example (burning gas with six mantles) can be seen in St. Michael's Square opposite the Tudor House Museum. This lamp had a new "top" complete with ladder brackets, and was connected with gas in the twentieth century. It is not known if this lamp is in its original position. See fig. 10.

The truncated base of another is located at the junction of Western Esplanade and Simnel Street by the city walls and is incorporated into a handrail. See fig. 11.

This item was possibly damaged during the World War Two air raids. The Archaeology Dept has got the top half of a standard in store, described as being "like a bunch of reeds tied with rope" this could be the missing top of the "stump".

A pair of standards in the High Street outside the Dolphin Hotel have had some doubt cast on their history; the lamps, which are welded and pop-riveted are of a different shape to the one at St. Michael's, have no ladder brackets and are probably not original. They are described by Southampton Archaeology Dept. as "Tickell type", but they apparently have no clear evidence that they are of this manufacturer's production, and it has to be said that the main body of the posts are very good reproductions if indeed that is what they are. Again



Fig. 10 One original lamp standard in St Michael's Square, Southampton (author)

it is not known if their present position today is original. See fig. 12.

The Gas Column

The company often branded its products but unfortunately the lamp standards have missed out on this. However, in Houndwell Park (south end) the Gas Column, celebrating the advent of this gas lighting and paying homage to William Chamberlayne Esq. for his gift of light to the city, can be seen in all its glory. This does have the company name on it. The column is even mounted on a cast iron plinth. It is described in a local tourist leaflet as “a 50 feet high fluted Doric column”. The Gas Column has had several homes but started life at the junction of New Road and Above Bar Street. It was installed at its present location in 2000. Wm. Chamberlayne (1760-1829), who was the MP for Southampton from 1818 till his death, was at the time of gas lighting, the chairman of the Southampton Gas Company. See fig. 13.

Any further information would be welcomed by the author adgeroberts@yahoo.co.uk



Fig. 11 “Stump” of lamp standard (author)



Fig.12 Two standards in Southampton High St. that may be reproductions (author)



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Fig.13 The Gas Column in Houndwell Park, Southampton (author)

Appendix 1

SCHEDULE OF KNOWN SURVIVING BRIDGE IRON WORK MANUFACTURED BY C & H TICKELL OF SOUTHAMPTON

Fourteen swing bridges were made for the Portsmouth and Arundel Navigation (Sussex line):

Chichester City to Chichester Harbour

1. Padwick Bridge, Chichester. SU859039

The only remaining work *in situ* is the cast iron bottom bearing. It now has the restored Poyntz Bridge on it which has been rebuilt and is complete and in working order. The hand rails are a mixture of new steel and original wrought iron material. The two centre structural girders have been replaced with rolled steel joists (RSJs) and the broken originals can be seen on the bank nearby along with a broken curved end which was also replaced with steel. Sill rails from Hunston were not reused on this site due to lack of space. These can also be seen nearby along with the lower bearing from Hunston, removed from its stone mounting block. It has now been accepted that the cast iron liners to the stop plank grooves (SPL) are almost certainly of Tickell origin and both of these are in place at this site. It is possible that the two cast iron sluice gates and their rack and pinion operating gear (beside the bridge) are also by Tickell. These gates appear to have controlled the copious flow from an adjacent spring, supplying the canal with water.

2. Poyntz Bridge, Hunston. SU865023

This was the only complete bridge spanning the canal up to 1982 when all metalwork was removed to Padwick (above) after the two centre girders broke.

No known iron remains now on site.

3. Crosbie Bridge, Donnington. SU854019

Cast iron bottom bearing *in situ*. Had packing ring in place, but this was removed for safe keeping. Cast iron channel (SPL) for stop planks, on north side.

4. Dudley Bridge, Donnington. SU849018

Cast iron bottom bearing in place and both cast iron sill rails on abutments. Three counter weights. Also one wrought iron tie bar dredged from canal in December 2003. This was removed from site.

5. Cutfield Bridge, Birdham. SU842013

The south abutment sill rail *in situ*, also the bottom bearing which had the packing ring in. This latter removed for safe keeping.

6. Casher Bridge, Birdham. SU836010

Cast iron bottom bearing in place with packing ring (removed). Transom (sub frame) of bridge complete with upper bearing. This has been removed to Barnham.

Two cast iron ball bearings and lower packing ring (removed). Five counter weights (also removed to Barnham).

The remainder of the bridge is reputedly buried nearby but despite a "positive" magnetometry survey, and a big dig, nothing was found.

7. Egremont Bridge, Birdham. GR SU828011

A piece of broken cast iron side member (with the name on it) is displayed at the site in the Chichester Marina. The bottom bearing may be in place but hidden by the modern bridge. Again, the bridge is reputedly buried nearby but with no positive evidence of this.

Hunston to Ford Swing Bridges

8. Groves Farm, Colworth. SU903025 (possibly)

No known remains.

9. Woodend Farm, Colworth. SU918032 (possibly)

No known remains.

10. Lidsey Bridge, Lidsey. SU945032

Cast iron bottom bearing in place with seven four inch diameter ball bearings (the latter removed from site, two are with land owner) and the packing ring still *in situ*. Cast iron channel for stop planks north side.

11. Stewart Bridge, Barnham. SU956034

Cast iron bottom bearing and packing ring. (removed by land owner) One short piece of broken side member (about three feet) Two cast iron SPLs. The land owner has reputedly got several ball bearings as well as the packing ring. At this site is stored the transom from the Casher Bridge (Item 6).

Also here there are two complete centre girders recovered from a nearby farm that probably belonged either to Stewart or to Hollinsworth Bridge.

12. Hollinsworth Bridge, Barnham. SU958034

Five pieces of side member, some with the bridge name on. These are displayed at the Stewart site. This is the only site where the bottom bearing is missing, having been removed from the stone base.

13. Leyes Lane Bridge, Barnham. SU960037

Cast iron bottom bearing.

14. Tile Barn Farm Bridge, Barnham. SU965037

Cast iron bottom bearing and two cast iron SPLs and one channel tie bar (retaining iron) the latter removed from site.

There are probably some 35 plus ball bearings in "captivity" plus those held by the Stewart Bridge land owner.

Of the seven swing bridges on the Portsea Island section, there are no known remains.

The Locks

1. Sea lock SU827012

It is not known if the lock gate iron work was supplied by Tickell, It is just possible that it may have been another iron founder's catalogue material.

There is a large amount of iron work around the locks including four top gate collars.

Four sets of paddle gear. The paddle gates are cast iron as is much of the operating rack and pinion gear. There is a selection of cast iron cleats (two) and bollards (eight) and hand rails and all the "T" and "L" plates and bottom bearings, etc.

At the upper gates, both SPL are in place but may be modern replacements.

2. Manhood lock SU837011

Two sets of ground paddle gear and one gate top collar to be seen. The rest is inaccessible. There are stop plank grooves but they are not visible at this time due to undergrowth.

From discarded lower lock gates (across the road) Two cast iron paddle gates, two bottom bearings and a selection of "T" and "L" plates. Much of this has been removed for safe keeping.

This listing reflects the position in September 2010.

Appendix 2

ARUNDEL'S CAST IRON CATTLE MARKET POSTS

First recorded and photographed in April 2004 and again in July 2010

All Tickell posts are octagonal and marked on one side "C & H . TICKELL . SOUTHAMPTON." and on the other side "ARUNDEL CORPORATION 1819".

1. Bottom of Bakers Arms Hill

Two posts, one of which is a reproduction, and has been replaced since 2004. It has a top chain ring but no intermediate chain hook bolt stubs, and is obviously new. Probably broken off by impact with a vehicle. No chain hooks on old post.

2. Top of Bakers Arms Hill

Four posts, one of which has no names on it but otherwise of very similar age and appearance including hook bolt stubs. The unnamed post is third from left looking down the hill. The far right post has a top chain ring. All as in 2004.

3. Top of Kings Arms Hill

Five posts, all old and named Tickell and Arundel Corporation. Two have been repaired, all have top chain rings but no side hooks. All as in 2004.

Two thirds of the way up this hill on the south side, are two posts which were not seen in 2004 because either they were not there then, or they were obscured by a parked car.

They are both reproductions which have top rings and crisp lettering, but no hook bolt stubs on the sides and are obviously new.

4. Junction of Bond Street and Mount Pleasant

Two posts as in 2004. One is a Tickell post, the other is by "SHEPPARD ARUNDEL" and with "ARUNDEL CORPORATION" on the other side. This one has two side chain hooks, the Tickell post has none but the hook bolt stubs are apparent.

5. One curious post

Situated in Westbourne at the junction of Westbourne Road and Church Lane by the war memorial. This is marked as all the Tickell posts.

How it got here is a mystery still to be solved.

6. Site of cattle market

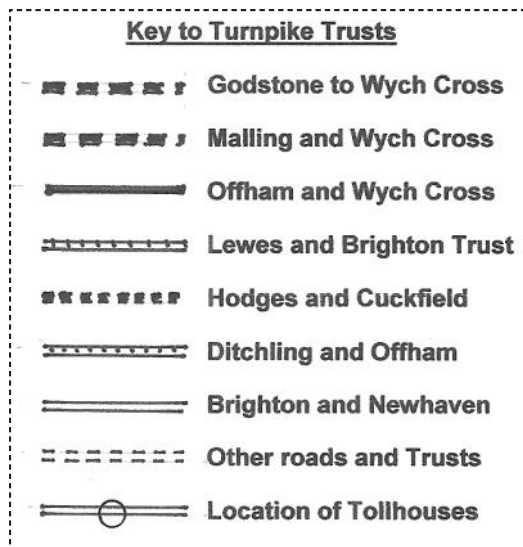
At this site can be seen ten of the cast iron sockets set into the granite setts that would have supported the posts as can be seen in the postcard of the market dated c1888 and reproduced on a greetings card on sale at the History Store in Arundel (temporary museum). The market opened in 1773 and closed in 1898.

TURNPIKES TO LEWES AND NEWHAVEN

Brian Austen

Lewes was a natural transport hub where land routes, taking advantage of the west to east communication by way of the South Downs ridgeway, met a navigable tidal river which had harbour facilities at its mouth. The river was also responsible for the gap in the Downs, and a further low level route existed through a dry gap to the coast at Brighton. In Saxon times a town emerged at this point, reinforced and extended at the time of the Norman Conquest by the building of a castle as a

seat of the De Warren family. It was also until the late eighteenth century the lowest bridging point of the Ouse. In 1727 a fine stone bridge replaced a former wooden structure. Lewes was to develop as the recognised County Town of Sussex, the place for meetings of the Assizes and Quarter Sessions. A new, purpose built, County Hall was erected in 1812. Its markets flourished, and by the beginning of the nineteenth century these were held on a Tuesday, every week for corn and fortnightly for cattle. Five annual fairs were held where sheep reared on the Downs were marketed. In population it was the largest town in the County before the rapid rise of Brighton in the early nineteenth century. In 1831 Lewes had 8,532 inhabitants.



Key to tollhouses

- | | |
|---------------------|--------------------|
| 1. East Grinstead | 10. Butlers Green |
| 2. Wych Cross | 11. Scaynes Hill |
| 3. Ringles Cross | 12. Newick Green |
| 4. Malling | 13. Batts Hill |
| 5. Danehill | 14. Buxted |
| 6. Furners Green | 15. Plumpton Court |
| 7. Offham | 16. Roedean |
| 8. Ashcombe | 17. Hodden |
| 9. Preston Barracks | |

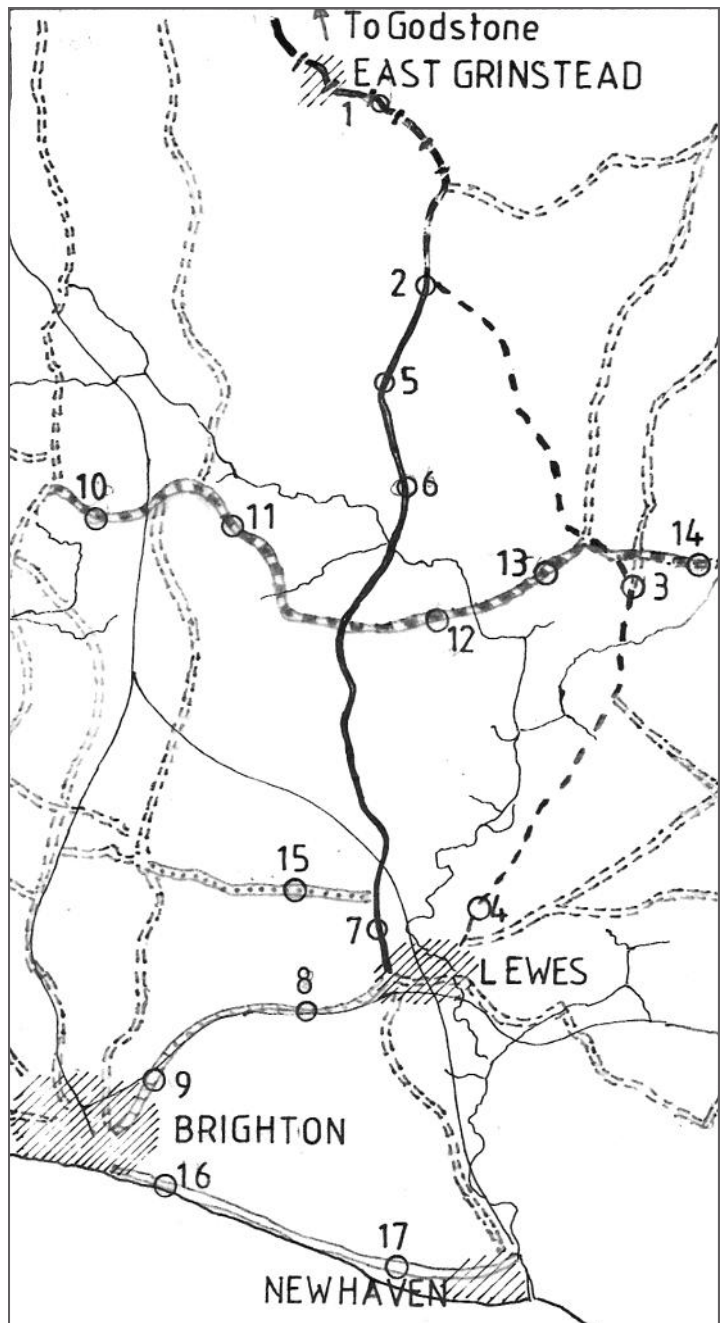


Fig. 1 Map – Turnpike roads to Lewes and Newhaven (Ron Martin)

Industries developed including paper manufacture and publishing, brewing and iron founding.

The River Ouse was navigable to Barcombe Mills, four miles above the town. Many goods were shipped out of the river port of Lewes and in 1743 John Fuller of Brightling conveyed there by road twenty 9-pounder guns to be shipped to Woolwich in the ship *Sussex Oak*. In 1790 Acts were passed to improve both the Lower and Upper Ouse Navigations and in 1835 Horsfield declared that the Ouse Navigations could afford the facility "for conveyance of merchandise and enables a merchant and tradesman to supply the neighbouring districts with goods which might else be obtained only by a tedious and expensive land-conveyance from the metropolis"¹.

Fifty miles separated Lewes from London by road, and the growing markets for agricultural produce in the metropolis. Transport was initially difficult especially in the winter months and after periods of heavy rainfall. At times it was practically impossible for wheeled vehicles. Daniel Defoe recalls seeing a lady of quality, in the Lewes area, attempting to attend church in a carriage hauled by six oxen and explains that it was not done in "frolic or Humour but of mere necessity, the way being so stiff and deep, that no horses can go through it"². An attempt to open improved road communication with London was first attempted in 1717 when a turnpike Act was obtained to improve the road from the south end of London Bridge to East Grinstead and beyond to Highgate at the entrance to Ashdown Forest. The next few miles over the high ridges of Ashdown Forest were judged tolerable but then the deep clays of the Weald began. It was not until 1752 that a turnpike scheme was approved to effect improvements to the roads from Wych Cross to Lewes, both by way of Uckfield and also by way of Chailey. The rising popularity of Brighton as a place of resort brought a further Act in 1770 for the road between that town and Lewes. Cross turnpikes connected Lewes with Ditchling in 1812 and with Eastbourne in 1819.

Two further east-to-west turnpikes will also be covered in this article:

1. The Hodges and Cuckfield Trust of 1771 which connected Cuckfield with the Tunbridge Wells to Hailsham turnpike and also provided a connection at Uckfield with the turnpike road to Lewes.
2. The Brighton to Newhaven Trust of 1824

connecting these two towns by a road paralleling the coast and intended more for passenger traffic than goods, which would probably have been taken by sea.

City of London and East Grinstead Trust 1718

This was only the second turnpike to enter the county of Sussex. The Act passed in 1718 (4 Geo I c4) was mainly concerned with roads in the county of Surrey and covered three main routes:

- i. Southwark to Sutton via Clapham, Tooting and Mitcham;
- ii. Southwark to Kingston via Wandsworth;
- iii. Southwark to East Grinstead via Croydon and Godstone.

It is this latter road that concerns us here. It followed the line of the present A22. The purpose of the Act was to improve roads south of the Thames crossing at London Bridge, enabling food supplies to be more readily conveyed, and from greater distances, to meet the needs of London's rapidly growing population. From the commencement a quarter of the total toll revenue was to be expended on the East Grinstead route but of this two thirds was to be used on the section Southwark to Croydon. The roads to Sutton and Kingston were to receive a quarter each. The borough of Lewes, well beyond the end of the improved section of road, feared the additional cost of the turnpike tolls that would have to be paid on produce conveyed to London, and petitioned parliament on the matter³.

The original terminus of the road was not in East Grinstead town but at Highgate, a mile to the south of Forest Row, and here the road commenced the ascent to Ashdown Forest. A further extension to Wych Cross was authorised in 1785 (25 Geo III c) to connect with the new turnpikes of 1752 which connected to Lewes via either Uckfield or Chailey. By 1810 the Godstone to Wych Cross section was operating as a separate turnpike controlling 13 miles of road, though nominally still part of the Surrey & Sussex Trust with 63 miles of road under its control. It received its own Act in 1829 (9 Geo IV c110). An Act of 1850 (13-14 Vic c84) granted an extension of the powers of the Trust for a further nine years only in order to pay off the debts, but this was probably insufficient and the Trust's powers did not finally expire until 1 November 1864 (26-27 Vict c94, 27-27 Vict c95).

A number of improvements were made to the Godstone to Wych Cross road in the early decades of the nineteenth century to ease gradients to meet the needs of fast coach traffic. Immediately to the south of Godstone the turnpike followed the line of the old Roman road taking a straight course which involved ascending and descending Tilburtow Hill. The rise to the summit level of 590 feet involved a steady and sustained climb of 266 feet from the north and a steep descent of similar height to the south. It was in 1839 that the present alignment skirting the hill on the east side was adopted which was relatively level until a fall of just over 50 feet at the southern end. The cost in extra distance was 0.6 of a mile. Daily coaches operated from Godstone to Lewes and Brighton and on three days a week there was a coach for Eastbourne. These would have appreciated the easy grading of the new alignment. The old road over the hill is still in use, the new one is part of the present A22. Tilburstow Hill provided the Trust with excellent road gravel⁴.

On the Sussex section of the Trust three improvements were implemented:

- i. At the eastern end of East Grinstead High Street in the vicinity of Sackville College, the approach to the town from the east was improved c1810 by the demolition of a number of old and dilapidated buildings to eliminate an awkward bend. The Earl de la Warr, an important local landowner, was involved in purchasing the properties required for this improvement.
- ii. A new road, 1¼ miles in length, was constructed avoiding the village of Ashurstwood and the previous steep ascent of Wall Hill.
- iii. The climb from Forest Row to Wych Cross was eased by constructing a new road around the base of Stone Quarry Hill, adding a quarter of a mile in distance. This happened prior to 1823⁵.

Tollhouses

Blue Anchor TQ 363453

Also known as Blindley Heath Gate. Situated two miles north of New Chapel Green. No illustrations are known and the tollhouse may have been demolished when the Trust was wound up in 1864⁶.

A tollgate at Felbridge on the border between Surrey and Sussex has been recorded, the last keeper being a George Worsell of the Star Inn, but no other details are known and it is not shown on maps and road books⁷.



Fig. 2 East Grinstead toll gate with the tollhouse to the left. Photograph dated 1864

East Grinstead TQ 397379 (Fig 2)

Photographic evidence survives for this tollhouse. The tithe award map of 1840 shows the tollhouse opposite the grounds of Sackville College on the south side of the road. It was small in size and without any garden. Photographs show it as a stone-faced single-storey structure with the door in the centre of the road frontage and angled sides to provide better observation of approaching traffic; the roof was probably slated. It looks to be early-nineteenth century in date and was probably built at the time that the road improvements were being effected c1810 on land owned by the Earl de la Warr. As was usual, a hinged gate closed the road with a smaller gate to the south side possibly for horse riders and also a footpath for pedestrians. As the photograph shows the gates in position, it would appear that it dates from just prior to 1865 when the Trust was wound up. It is probable that the tollhouse was demolished when the Trust expired and the site either incorporated into the highway or returned to the Earl who owned adjoining property. In 1906 the land on which it was formerly built was described as "part of the forecourt of Dr Poynder's house. Its former presence is today remembered in the name of a development of apartments known as Tollgate Place which were being advertised as ready for occupation in 2004⁸.

Milestones

This is one of the most interesting turnpike roads for the variety of its milestones of which there are no fewer than four different types, with the earliest dating from 1744.

- i. At the northern end of the turnpike there are two substantial survivors of the same pattern and date.

Godstone—on the south-west side of the junction of the A22 and A25 TQ 350522 (Fig 3).



Fig. 3 Milestone at the junction of the A22 and A25 at Godstone, Surrey



Fig. 4 Milestone 22 miles from London at South Godstone, Surrey

A substantial sandstone block with a height of 38 inches from the ground and 16 inches square. The front bears the inscription “XX/Miles/from the/standard/in/Cornhill/LONDON/1744” while both sides have identical wording “XIX/Miles/from/Westminster/Bridge”. The back is inaccessible and it is not clear whether this is inscribed. The date was that when the plans for Westminster Bridge were approved but anticipates by six years the official opening of the Bridge, which was delayed by construction problems.

Godstone—opposite the junction of the old A22 alignment south of Godstone and Church Lane TQ 357508

This stone is 45 inches above ground level and 14 inches square, also of sandstone, and has similar inscriptions except that distances are one mile more. The back is plain.

South of this, milestones are of a uniform pattern, all being sandstone and inscribed with the distance from Cornhill. The stones are 14 inches square and the height above the ground ranges from 26.5 to 38 inches, and are in a neglected state (fig 4). They are all on the west side of the road. Their locations are:

- “22/ MILES/ FROM/ CORNHILL” South Godstone TQ 364495
- “23/ MILES/ FROM/ CORNHILL” South Godstone TQ 360475
- “24/ MILES/ FROM/CORNHILL” Blindley Heath TQ 360465
- “25/ MILES/ FROM/ CORNHILL” Blindley Heath TQ364450

The posts south of this point are cast iron plates of the Bow Bells pattern except 35. They are attached

to wooden (usually oak) posts in rural areas, but where a convenient building immediately flanks the road they are bolted to that. The string of five bells of diminishing size are surmounted by the outline of a bow. Because of this they are interpreted as a reference to the bells of the Church of St. Mary-le-Bow in Cheapside. Past writers have challenged this on the basis that this church is not one of the standards from which roads leaving London were measured. This is true, but this church being central in the City may have been used to merely denote London, as in the popular definition of a cockney. On the other hand, the bell flower motif may just be decorative, and was certainly widely used in neo-classical decorative art, but not with a bow terminal at the top. Dating these posts is difficult.

The great period of decorative cast iron is the Regency period (c1795-1830) and by this period coke-smelted cast iron was a relatively cheap material and many foundries were able to manufacture from the material. William Hutton, the Birmingham historian, commented in 1788 that iron mileposts were a recent invention introduced by him on the Alcester Turnpike.⁹ This Bow Bells type of milestone was used on two other East Sussex turnpikes, and it is known that there was considerable co-operation between Trusts in the Lewes area around 1820. It is therefore possible that they date from this period. When surveyed in 1971 all the plates were in existence with the exception of 27. A further survey in 2006 failed to locate 26 and reported that 28 had recently gone missing and 32 could not be located¹⁰. Those still in situ are:

- 29 East Grinstead TQ 381391
- 30 East Grinstead TQ395382
- 31 East Grinstead TQ 406377

- 33 Forest Row TQ 426353 A replacement
cast by H & E Lintott Ltd., Horsham Sept. 1957
- 34 Ashdown Forest TQ 421339



Fig. 5 Duplicate 35
mile post of c1839,
Ashdown Forest

The last of the mileage plates on this Trust bears the number 35 and is situated at TQ 419325 just short of Wych Cross (Fig 5). Although roughly the same shape as the others its number is of a different font, is in the centre instead of at the top, and is sandwiched between a stylised honeysuckle motif (anthemion) and a foliated patera. A 35 Bow Bells milestone in the conventional form can be found at TQ 422316, a short distance to the south along the A22 on what was the Wych Cross to Malling Trust. The reason for the duplication is not difficult to understand. When in 1839 the Godstone to Wych Cross Trust built the diversion round Tilburstow Hill they extended the distance by 0.6 of a mile and therefore had an obligation to move their stones further north towards London. The Malling Trust, however, declined to do the same.

Malling and Wych Cross 1752

Offham and Wych Cross 1752

These two turnpikes were established under the terms of the same Act of Parliament ((25 Geo II c50) and both provided a route to Lewes from Wych Cross, the first by Uckfield (A22 and A26) and the second by Chailey (A275). Also in the same Act was the road from Malling to Broil Park Gate (part of the A265). It is quite clear however that the Trusts operated independently and maintained separate financial records, and in the early nineteenth century submitted parliamentary returns separately. Some renewal Acts contained additional roads such as Broil Park Gate to Battle and Broil Park Gate to Hurst Green (8 Geo III c65) and Ringmer to Hurst

Green (1-2 Geo IV c14 and 11 c72). This combination of a number of Trusts in a single Act appears to be more related to keeping the costs of renewal Acts lower than any real joint administration. From 1817 both of the roads from Wych Cross to Lewes were part of a group of nine trusts centred on Lewes who were interested in receiving advice from John Loudon McAdam and employing a common General Surveyor, J.W. Campbell, who had worked under McAdam at Bristol. The Trustees and investors in these roads were the landowning and gentry families of the area anxious to facilitate the marketing of produce in the London and local markets enhancing the rents from their landholdings and the prosperity of their tenant farmers. One such was William Poole of Chailey who became a Trustee of both the Offham and Wych Cross road and also the cross Hodges and Cuckfield Turnpikes, while the Act for the Wych Cross to Lewes roads included in the initial list of Trustees a strong presence of the Pelham interests including the Rt. Hon. Henry Pelham, Thomas Pelham of Stanmer, James Pelham of Crowhurst, John Pelham of Lewes and Henry Pelham of Lewes¹¹.

Malling and Wych Cross

This turnpike of 15 miles, 3 furlongs and 29 chains follows the line of the present A22 to Uckfield if we ignore the relatively recent Uckfield bypass¹². It then becomes the A26 road ending short of Lewes at the north end of Malling Street, though in 1822 it was extended to the north end of the churchyard of St. Thomas-in-the-Cliffe, Lewes. A number of improvements to the road were made in the early nineteenth-century and at Wych Cross two cuttings were excavated to reduce the summit level. More significant were the changes made between Lampool Corner, Fairwarp and Maresfield village. Evidence of the changes can be seen in the wide and relatively straight road in use today. The road was diverted to the east of Maresfield Park, whereas it had previously run to the west of the house¹³. This work was in progress in 1830 to plans submitted by Figg & Sons of Lewes at a time when the Trust was prospering. In 1820 income of £1,376 15s 10d (£1,376.79) was well in excess of expenditure of £1,227 12s 8d (£1,227.64). Accounts for the year ending Michaelmas 1829 show revenue of £1,844 11s (£1,844.55) with expenditure of £1,354 11s 6d (£1,354.58) and the surplus was more than sufficient to pay the interest of 5% on the mortgage debt of £3,070¹⁴. The volume of traffic on the road resulted in

the development of inns to cater for travellers and the buildings of three of these Georgian enterprises are to be seen in the form of the Shelley Arms at Nutley, the Chequers at Maresfield and the Maiden's Head at Uckfield. In 1839 two coaches operated from Lewes to London daily throughout the year, and a twice-weekly service to Tunbridge Wells and Maidstone. In the following year the road was reported to be in good condition with no section under interdict¹⁵. Toll revenues were substantial and in September 1843 the two gates of Wych Cross were advertised for farming at the previous year's figure of £428 while the Ringles Cross Gates were offered at £750¹⁶. The Trust remained profitable even after the impact of the railway age and in 1851 was still able to pay the 5% interest on mortgage debt. Thus the mortgage debt of the Trust could be redeemed quickly from the income derived making it an early candidate for the termination of its powers and it was wound up on 1 November 1871 (26-27 Vict c94, 27-28 Vict c79).

A private toll road connected Barcombe Cross to Barcombe Mills and the Turnpike with tolls collected at Barcombe Mill. This survived long after the winding up of the turnpikes and toll collection only ceased in 1940 with the construction of the present route by the military¹⁷.

Tollhouses

Wych Cross TQ 419318

Erected immediately south of the point where the A275 joins the A22, in the triangle of land between the two roads. This enabled it to control the entry gates to both the Malling and Wych Cross and the Offham and Wych Cross Turnpikes and collect the toll from travellers on both. The site was in the parish of Maresfield. At the time of the sale of the property on the termination of the Trust, it was described as a "double toll house" and was probably larger than usual for it sold for on 28 December 1866 for £204 13s (£204.65), the purchaser being the local landowner John Mortimer of Pippingford Lodge. A weighbridge was also established at this point to see that traffic complied with the weight and wheel restrictions contained in general highways legislation. The stone tollhouse was demolished in 1965 in connection with the alteration of the intersection for safety considerations and thus the site is at least partly under the new alignment of the A275. The tollhouse had a sandstone panel let into the wall facing the A22 inscribed "To Maresfield 6

Miles/ from Maresfield to Uckfield 1 Mile half/ from Uckfield to Lewes 7 Mile half/ and this is the Toll Road to Lewes" (Fig 6). No corresponding panel was provided for the A275 face. This panel survives and is mounted in a brick frame close to the tollhouse site. The style of inscription looks mid-eighteenth century and probably dates from the foundation of the Trust in 1752¹⁸.



Fig. 6 Sandstone panel listing mileages to Lewes originally in the wall of Wych Cross tollhouse

Ringles Cross TQ 476227

This was also known as the Uckfield Gate. The tollhouse was built on the west side of the road at the point where the A26 from Tunbridge Wells joined it. The gate was on the Uckfield side of the tollhouse to charge traffic from both roads. No record survives of the sale of the tollhouse but it was probably demolished almost immediately on the expiry of the Trust's powers in 1871. The Ringles Cross Inn was built on the site and was in operation by 1888¹⁹.

Malling TQ 428123 (Fig 7)

This is the only surviving tollhouse on this Trust. It is on the west side of the A26 about a half a mile north of the junction with the road to Ringmer (B2192). The 1752 Act which set up the Trust specified that there was to be no toll collected on the Lewes side of this junction. The tollhouse is a brick-built bungalow with a 37 foot 3 inch frontage and 13 feet 4 ins deep and is now a private residence. Two sliding windows are at the front of the house with a central projection between, incorporating the door. The roof is slated. There are more modern extensions at the back of the house and a modern chimney. The walls of the original part of the building are 7 feet high. Being close to Lewes the



Fig. 7 Lower Stoneham or Malling tollhouse photographed c1975

receipts of toll were substantial even in the early period. Between 1774 and 1798 they ranged from £261 1s 10d (£261.04) to £300.14s (£300.70) per annum. On the expiry of their powers the Trust sold the tollhouse to Charles Henry Gratty of Felbridge for £33 5s (£33.25)²⁰.

Milestones

All the milestones are of the same Bow bells type as are found on the southern section of the Godstone to Wych Cross Turnpike. They were all in place from 35 at Wych Cross (Fig. 8) to 50 at Lewes when a survey was conducted in 1971. By 2006 the mile posts were still complete up to the point where the original line of the A26 diverts to Lewes. On this line numbers 45, 46 and 50 were noted as missing and since then 48 disappeared in 2008. Those in place are therefore:

- 35 TQ 422316 Wych Cross
- 36 TQ 434305 Chelwood Gate
- 37 TQ 441291 Chelwood Gate
- 38 TQ 442277 Nutley
- 39 TQ 451262 Fairwarp
- 40 TQ 460254 Maresfield Replacement supplied by the contractors for the Maresfield bypass - original was found to be missing.
- 41 TQ 466241 Maresfield
- 42 TQ 476227 Uckfield
- 43 TQ 472210 Uckfield
- 44 TQ 475193 Uckfield
- 47 TQ 450156 Isfield
- 49 TQ 434128 Ringmer²¹



Fig. 8 Bow Bells type mile post 35 in its original and present position (prior to the diversion around Tilburstow Hill in 1839)

Offham and Wych Cross

This provided an alternative route to Lewes along the line of the present A275 through Danehill and Chailey to Offham, from whence the existing parish road was deemed useable in all weathers as it was on a chalk ridge, It entered the town by means of the old East Gate. The powers were granted by the same Act as the road through Uckfield to Malling and in distance it was similar. In 1764 the road was extended from Offham to Spital Barn in the parish of St. Ann, Lewes (4 Geo III c71) and in 1822 further improvements were effected at the Lewes end by a short extension from Spital Barn to the Lewes to Brighton Turnpike opposite Winterbourne Lane with a new road providing a more direct route to central Lewes from Cross-way Hill above Landport to Sun Street, the present road past the Landport Estate (1 & 2 Geo IV c14). This project involved "lowering the hill on each side, and filling up the valley with the materials, thus forming a causeway between 30 to 40 feet high"²².

Further improvements were made north of Offham. In 1819 a diversion was made to avoid the hill that climbed past Danehill Church, though traffic had to revert to the old road in July 1842 when a landslip closed the new route for a while. The surveyor employed to rectify the problem was a Mr Barrett. He was also employed further south where he reduced the gradient of a dangerous hill leading from the River Ouse crossing to North Chailey from

1 in 13 to 1 in 24. He also reduced the gradient of Chailey Green Hill, constructed a new road across "South Chailey Common, Restingoaks-hill and Offham dip". These works were described as being of a "gigantic character" but were nevertheless executed without putting the Trust into debt. The road was maintained in good order and in 1827 Horsefield rated the Turnpike through Chailey as "excellent", and this was confirmed in a parliamentary report of 1840. Although coaching on this line was less prevalent than on the road through Uckfield, a new coaching inn was provided close to Sheffield Park, named the Sheffield Arms, at a point halfway between Lewes and East Grinstead. A coach service via Chailey is recorded in the early 1760s operated by the Bachelor family of Lewes and in 1777 Tubb & Davis were operating post coaches on the road. Post 1800 the Chailey route appears to have been abandoned by public stage coaches²³.

Income on the road to Offham was somewhat lower than on the Malling Road. Total income in 1821 was stated to be £897.12s (£897.60) compared with £1376 but expenses were also lower at £761 compared with £1,238 6s 10d (1,238.64). The amounts originally raised to effect the road improvements after the Act had been passed were similar for both roads, that to Offham being £3,210 compared with £3,520 for the Malling Road, but additional amounts were from time to time raised by using future toll revenue as security. In 1818 the Offham line was trying to raise £1,400 by this method to effect improvements on the Wych Cross to Danehill section of the road. In 1850 the toll revenue for the Offham road was £1,078 18s 8d (£1,078.94) and the Trust was still able to pay the 5% interest on its debt. At this rate it was calculated that it would be able to eliminate its debts in about three and a half years. It faced no direct railway competition to its local traffic. Its powers expired on 1 November 1864, the same date as the Malling road²⁴.

Tollhouses

In a parliamentary return in 1829 three tollgates were declared but in 1840 there was an additional side bar and in 1852 four bars. One of these would have been the Wych Cross gate.

Danehill TQ 402277

The Tithe Award Map of 1841 shows the Danehill tollhouse across the road to Freshfield but also gates across the road to Danehill Church and also the new

diversion which forms the present A275. The tollhouse was listed as being on a plot of 12 perches. The income may well have been low for in September 1843 it was stated that it was being let for only £178. No illustrations of the tollhouse are known and it is likely, because it was built into the road, that it was demolished immediately that the Trust was wound up in 1864²⁵

Furners Green TQ 409259

An advertisement for the letting of the tolls in 1843 included this gate with that at Danehill and their relative closeness suggests that this barrier was mainly intended as a side gate. By branching right at Furners Green it was possible to use minor roads to reach Chelwood Common and thus avoid the Danehill Gate. Furners Green Gate was certainly in existence by September 1825 when it was described as "near the Sheffield Arms, Fletching" and the gate keeper named as "Parker". It is possible that there was not only a side gate but also one across the Turnpike as Robert Hall in his "Life in London" records a man on horseback passing through the gate "at Sheffield Green near Chailey" suspected of being a horse thief and being chased. The gate was still in use in 1852 and probably closed in 1864. No evidence has been found of a building²⁶.

Offham TQ 400121

The tithe award map of 1840 and a plan of c1845 to build a new access road to Offham Place both locate the tollhouse on the east side of the Turnpike immediately at its junction with the road from Hamsey on a plot of 5 perches. The house was owned by the Trust and was occupied by the gate keeper William Hollingdale. Nothing remains today and the site of the tollhouse is probably now under the road surface. It is likely that it was demolished in 1864 when the Trust was wound up to improve the road junction. A short distance towards Lewes and on the west side of the road is a brick bungalow, the front of stretcher bond and painted white, with a slate roof which bears the name "Toll Cottage". It would seem unlikely that this building was used for this purpose, though it is named as such in certain sources. It would seem unlikely that the Trust would build a new tollhouse this late when turnpike incomes were under threat from railway development and consideration of the future of the turnpike system was under discussion²⁷.

Milestones

Logically this road ought to have been flanked by Bow Bell type iron plates of the type used on the Wych Cross to Malling road. Milestones 38, 39 and 40 are shown on the first edition of the 6" Ordnance Survey map and 36, 37 and 38 are shown on a 1" OS map revised in 1932. When these disappeared is not known, but they are not shown on the 1960 1" OS. Map and none were located at the time of the 1969 survey. It is just possible that being fragmentary even before World War II, they were never reinstated at the end of the conflict. Only one milestone exists on this road and that was not installed by the Turnpike. Opposite the entrance to Sheffield Park TQ 411246 set up on the verge on the east side of the road, and now obscured by vegetation, is a tapering sandstone shaft with an ornamental fluted cap (fig 9).



Fig. 9 Estate milestone opposite the entrance to Sheffield Park house c1780, as shown on a postcard of c1910 (John Blackwell)

It stands to a height of 9 ft 3in and bears the following inscriptions:

South face "X TO/EAST GRINSTEAD"

East face (facing the drive from the house)

"WESTMINSTER BRIDGE	MILES
	39

EAST GRINSTEAD	10
LEWES	10
BRIGHTHELMSTONE	17"

North face "X TO/LEWES"

There are no inscriptions on the west face.

The house at Sheffield Park was completed in 1779 and the stone probably dates from this period. Although the house was built in the Gothick taste, the milestone is entirely classical in form. There are other instances of landowners erecting milestones opposite to the main drives of their country seats.²⁸

Lewes to Brighton Trust 1770

By 1745 a weekly coach service was operating from Brighton to London via Lewes taking two days. The turnpiking of the roads from Wych Cross to Lewes in 1752 and the growing popularity of Brighton as a sea bathing resort encouraged coach proprietors to accommodate passengers for both towns. Before 1770 Brighton had no turnpike connection, but in 1770 a new Trust was formed to take over the road between Lewes and Brighton and provide such a facility (10 Geo III c64). In the same year however, a more direct London to Brighton road by way of Cuckfield was turnpiked throughout. The earlier route via Lewes was however to continue to be used as it connected a larger number of towns than the direct route. The Lewes and Brighton Trust had its powers renewed seven times until the final expiry on 30 June 1870 (31-32 Vict c99). The extent of the road was recorded as 7 miles 3 furlongs and 24 poles in 1829 but was shortened in 1834 by the Act 3-4 Wm IV c43, which, because of the expansion of Brighton, laid down the limits of the Trust to exclude the entire parish of Brighton with its new boundary at the point where Preston parish commenced at the Bear public house. At the Lewes end the start of the Trust was given as Ireland's Lane. Thus in 1852 the length of the Trust road was recorded as only 6 miles and 5 furlongs²⁹.

The continued growth of Brighton and the expanding trade of Lewes encouraged traffic and toll income, which enabled a programme of improvements to be effected. The road was relatively level but a gradient was encountered at the Lewes end where a higher route was adopted to avoid the former line which used Rotten Row with its steep gradient, and the often waterlogged Winterbourne Bottom. In 1810, work close to the present Lewes Prison to reduce the gradient revealed three mass

graves which it was thought were casualties from the Battle of Lewes in 1264. Also at the Lewes end of the turnpike the road was straightened west of Ashcombe in the early 1820s. Improvements to the gradient were effected at Falmer in 1816 in order to provide employment “to a number of the labouring poor, out of work”. Falmer Hill was cut away and other improvements effected. In the interests of the owner Thomas Pelham, the road was diverted away from Stanmer Park house in 1777 with replacement lodges on the new alignment. Pelham was one of the trustees of this turnpike and instrumental in bringing McAdam to the attention of the Trust. As a result the road was lifted, the flints were broken down to a suitable size and relaid under the supervision of a Mr Godfrey who was a “working foreman from Bristol” who had trained under McAdam. By the 1820s the road was rated as “one of the best in the kingdom”³⁰.

Financially the Trust was in good order. Income for the three years to 1820 had averaged £818 9s 2d (£818.46). In 1820 expenditure had exceeded this at £997 8s (£997.40) but this reflected work being undertaken to improve the road. Since 1770 the sum of £1,000 had been raised in mortgage bonds paying 5% per annum, to fund the improvements, but in 1820 there was also a floating debt of £780 7s 8d (£780.38) stated to be high because of the need to erect “a new toll house, weighing engine &c”. This is likely to have been the tollhouse at Ashcombe. By 1829 the income of £1,611 8s 4d (£1611.42) was in excess of the expenditure of £1,361 18s 9d (£1,361.94). The turnpike did however face threats from the opening of the railway from London to Brighton in 1841 which immediately ended much of the the valuable coaching trade to London. The line from Brighton to Lewes shortly after in June 1846 would have taken away much of the local traffic also. Sufficient remained, and with prudent management the mortgage debt had been reduced by 1851 to a mere £100 and interest was maintained at 5%. The Trust was eventually wound up in 1871 (33-34 Vict c73).

Tollhouses

Ashcombe TQ 390093

On the south side of the road close to the original turn to Kingston there stands a brick-domed building which was used in connection with the Ashcombe tollgate. The frontispiece to volume II of T.W. Horsfield’s *History and Antiquities of Lewes*

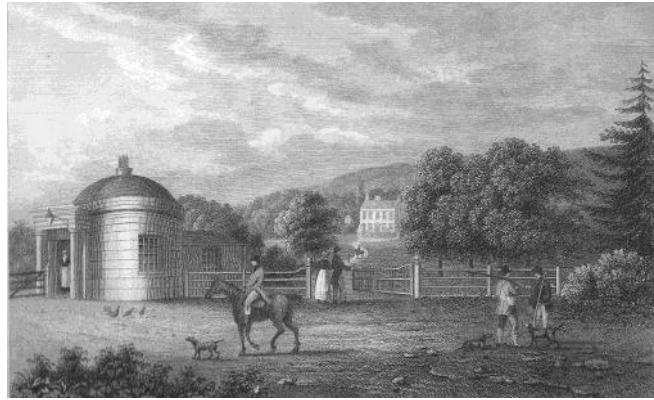


Fig. 10 Ashcombe tollhouse as depicted in Horsfield’s *History and Antiquities of Lewes* (1827)

(1827) shows a similar but larger structure on the other side of the road which was the tollhouse (fig 10), that to the south being used possibly as a laundry, kitchen and bake house. It was here that the toll keeper also had a garden plot. There is map evidence of a toll bar and tollhouse on the site from the 1790s but it was not until the early 1820s that the replacement house was built.

The structure on the north side of the road was stuccoed and classical in its form. A columned porch faced the road with a lantern on the cornice over the door, the main accommodation being in the drum shaped structure behind which was provided with a flue discharging through a low chimney stack centrally at the top of the dome. A rectangular extension was provided at the rear.

The reason for this architecturally elaborate tollhouse was no doubt its nearness to Ashcombe House which in 1824 had been bought by Sir George Shiffner of Offham Place. The tollhouse was immediately on the Brighton side of the drive leading to the House and it is possible that the toll keeper also acted as gatekeeper for Ashcombe House. The smaller domed structure opposite was almost certainly also stuccoed originally and provided with sash windows and a similar central flue so that the two superficially matched, just the arrangement so often adopted by landowners to provide symmetrical lodges at their house entrances. The larger tollhouse on the north side of the road appears to have been demolished immediately prior to the winding up of the Trust in 1871.

The new red-brick lodge in a picturesque style, built as its replacement, was there in 1870 (fig 11). This in its turn was demolished when the A27 road was widened to two lanes in each direction in the 1960s. The structure on the south side of the road remained



Fig. 11 Ashcombe tollhouse, photographed March 1938 showing the existing roundhouse on the south side of the A27 and the lodge constructed c1870 (Frank Gregory)

and was still part of the Ashcombe Estate in 1938. By the 1950s it was being used by the East Sussex County Council as a tool store for its road workers though the Council declined to accept ownership. Because of pressure exerted by the Regency Society of Brighton supported by the Lewes Archaeological Group the building was repaired in 1978 by the County Council and subsequently by Lewes District Council. A building survey was carried out by Ted O'Shea and published in 1983. Since 2001 it has been owned by the Sussex Heritage Trust and is occasionally opened to the public ³¹.

Preston Barracks Gate TQ 322062 (Fig 12)

Situated in the parish of Preston immediately north of the parish boundary with Brighton. The tollhouse was on the west side of the road on the southern edge of the military barracks with a narrow frontage



Fig. 12 Preston Barracks tollhouse photographed in 1867

to the road but extending back some distance with a garden plot behind. The whole site was three perches in extent. Being so close to Brighton it proved somewhat unpopular as the town expanded out towards Lewes. One complaint was that the purchase of a ticket at this gate did not afford free passage at Ashcombe Gate, as might have been expected. Although military traffic could pass toll free, visitors to the barracks were expected to pay, and this led to an interesting incident in August 1844 when a Mr Heneage, who had dined at the barracks, declined to pay the 3d toll. The toll keeper, as was his right, seized the man's hat in lieu of the toll. Mr Heneage went back to the barracks and returned with several soldiers who retrieved the hat for him. Mr Heneage was subsequently prosecuted for evading the toll and fined 5/- (£0.25) by the magistrates. The tollhouse was probably demolished soon after the winding up of the Trust in 1871 though one ill-defined photograph dated 1867 does exist³².

Milestones

The milestones erected by the Trust have long since disappeared through those showing distances of 6,4,3 and 1 miles to Lewes are shown still on OS maps published in the early 1930s. The only milestone having some relevance is the one at present set in the front wall of the Fifteenth Century Bookshop in Lewes at TQ 409100 (fig 13). This may have been provided initially by the town authorities. The inscription appears to be eighteenth century in date and reads "50 MILES/FROM THE STANDARD/IN CORNHILL./49 TO WESTMINSTER BRIDGE/8 MILES TO BRIGHTHELMSTONE" This stone is not *in situ* and was formerly on the opposite side of the road. In December 1908 it was photographed above the front door of the shop of



Fig. 13 Mile stone in the front of the Fifteenth Century Bookshop, Lewes

Henry Mercer, Greengrocer, at 145 High Street (Fig 14). This again may not have been its original location as the shop has a nineteenth century facade.

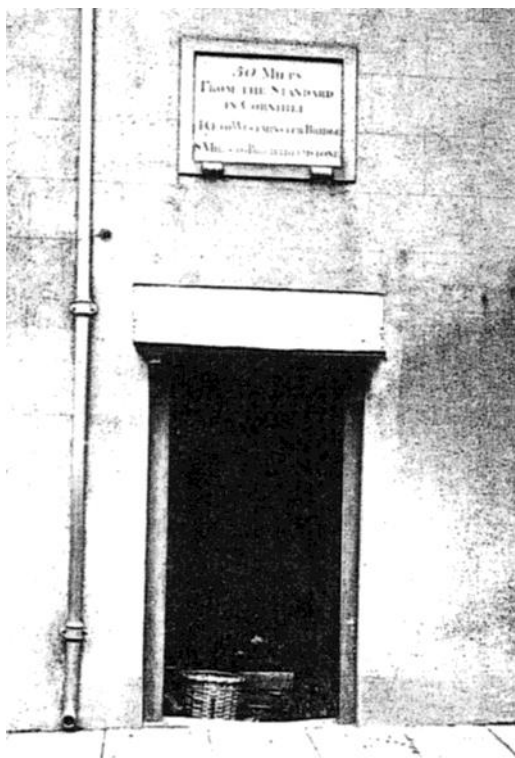


Fig. 14 Photograph dated December 1908 showing the milestone above the door of 145 High Street, Lewes (Sussex Archaeological Society collections)

Hodges and Cuckfield Trust 1771

This trust was authorised by the Act 11 Geo III c98 starting at the small market town of Cuckfield where it made a junction with the Brighton and Lovell Heath Trust authorised the year before. It was over 19 miles in length including a short branch from Bedales (then called Beadles) Corner to Lindfield (B2111). It followed the line of the present A272 to Piltdown Common and then the B2102 terminating at a point where it made a junction with the Mayfield and Wadhurst (Three Districts) Trust established in 1767, now the A267, just over two miles north of Cross in Hand. This long west-to-east turnpike crossed several other turnpikes providing routes from the London direction to Lewes and the coast. These were the Newchapel and Brighthelmstone Trust at Haywards Heath, the Wych Cross and Offham Trust at North Chailey and the Wych Cross and Malling Trust at Maresfield. The early Acts for this Trust also include authorisation for the Cuckfield and Crawley Trust and roads in the Burwash, Wadhurst and Ticehurst areas but these are omitted from the renewal Act 3 Wm IV c44 of 1833. Powers were extended into

Queen Victoria's reign and finally extinguished by the Act 27-28 Vict c75 of 1865.

Like many cross turnpikes, the Hodges and Cuckfield had to rely on local traffic and did not enjoy the higher incomes generated from roads on direct routes to and from London. Mortgage debt, arising from the initial improvements to the road, amounted to £4,200 in 1829 with a further £1,000 of floating debt. Toll revenue in the same year was £481 18s 4d (£481.92) There was at this date £500 in interest arrears. Many of the main turnpikes paid 5% per annum on their mortgage debt. The Hodges and Cuckfield could only afford 4%. Although they had managed to reduce debt to £3,917 2s 1d (£3,917.10) by 1850, with income of only £437 in that year, the chance of redeeming the mortgage debt in full by the time that the Trust's powers expired seemed unlikely. It was calculated that at this level of income, without expending further sums on repairs and administration, it would take nine years. With lower income levels, the standards of road maintenance were never better than adequate, and in 1840 the road was declared to be "bad". Although no portion of the road was under indictment in that year, it was stated that "a considerable portion of it is however in an indictable state". The poor condition was in part blamed on the ending in 1835 of the obligation of parishes through which the road ran to pay Trusts a composition sum in lieu of statute labour dues imposed by general highway acts. Cuckfield parish council was still paying the Trust £5 per annum in 1849 and complained of the poor condition of the road to Haywards Heath Railway competition did not directly affect the Trust and might even provide extra revenue as intending passengers and freight might have to pay tolls to reach a station. In the case of Cuckfield there was great resentment at having to pay a toll at the Butlers Green gate to gain access to the railway at Haywards Heath. In 1862 the Cuckfield Parish Council resolved to oppose the renewal of the powers of the Trust and petitioned the Secretary of State with success.³³

Tollhouses

The 1792 renewal Act (32 Geo III c138) restricted the number of gates that could be erected to no more than five between Cuckfield and Hodges with only one gate allowed on the branch from Beadles to Lindfield.

Butlers Green, Cuckfield (also known as Wigperry Toll) TQ 321238 (fig 15)

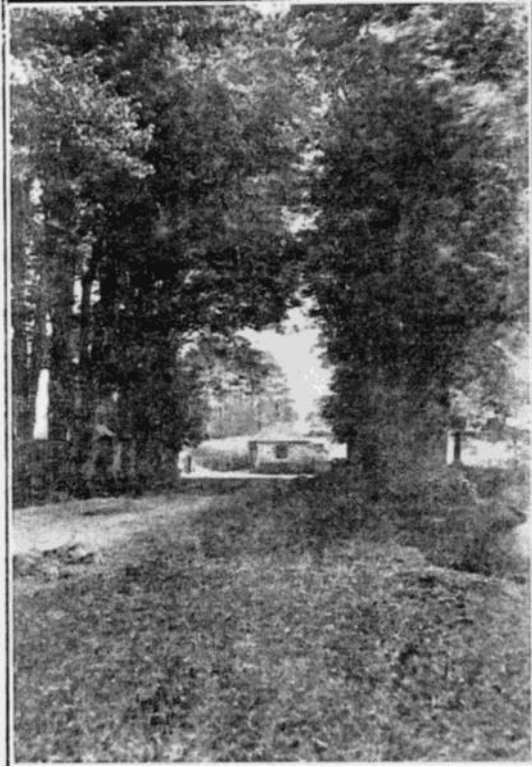


Fig. 15 Butler's Green toll gate and tollhouse c1860

The earliest mention of a tollhouse at the Cuckfield end of the Trust is in 1814 where in the diary of Edward Bates the laying of the first brick is recorded. The gate is named as Broad Street and this is also the name used in 1820 when the tolls for this gate were advertised for letting by auction at £172. Further references to Broad Street Gate appear in 1843 and 1852 in connection with the letting of the tolls. Today Broad Street is the name given to the section of the A272 past the Wheatsheaf public house closer to the centre of Cuckfield. There is however no evidence of a relocation of the gate which would be unlikely as late as 1852 and the Butlers Green location is clearly shown on the title award map of 1843. The Butlers Green site is now in Haywards Heath on the present approach to Beech Hurst gardens from the west and the tollhouse is shown situated on the south side of the road close to the former exit from Isaacs Lane. The plot of land was 2 perches in extent and the toll keeper in that year named as John Pearce. The house is shown in a photograph which must have been taken prior to the closure of the Trust as the gate is shown. The cottage was single-storey, probably of brick, and with a slated or tiled roof and typical of the type of building favoured by turnpike trusts, with a central front doorway and side windows. By 1938 the tollhouse had been demolished³⁴.

Scaynes Hill TQ 365234

The tollhouse was situated on the north side of the A272 in Scaynes Hill village, just before the turning to Freshfield with a single gate across the turnpike. It was possibly one of the original gates and records exist of the collection of tolls from 1800. Revenue was shown as £60 p.a. in October 1816 and the tolls advertised for farming at a price of £90 in April 1820. No illustration of the house has been located³⁵.



Fig. 16 Newick Green tollhouse

Newick Green TQ 420213 (Fig 16)

This gate dates from the opening of the Trust for in August 1771 it was reported that clothes belonging to the gate keeper had been stolen. The tollhouse survives at the eastern extremity of the Green on the north side of the road in the form of a two-storey cottage called "Bretts" as it was opposite a farm of that name. It has also been named as "Toll Gate Cottage". The cottage appears to have existed before the setting up of the Trust and contains a blocked seventeenth-century fireplace. It is close to the highway. Over the years alterations have been made and it is certain that there would originally have been a doorway at the front of the house. The cottage has probably been enlarged as it now has two chimney stacks and it has a four bay frontage (possibly originally three bays). Traffic on this section of the road was not heavy and in the year ending 14 October 1816 was only £39. This was to rise and in 1820 the gate was advertised for renting at the figure of £66³⁶.

Batts Hill TQ 448229

On Piltdown Common the present A272 proceeds in a south easterly direction through Shortbridge to Uckfield. The turnpike follows the line of the B2102

towards Maresfield. The tollhouse was on the north-east side of a crossroads where a minor road from Nutley to Shortbridge intersects. It is not marked on the tithe award map of 1840 but clearly exists by this date as the tolls were on offer for farming in April 1820 for £40, the smallest sum for any of the houses on the Trust. It survived until the Trust was wound up in 1866 when "the piece of garden ground on part of which a toll house then recently stood at Batt's Hill" was sold on 27 November to Sir John Shelley for £27 10s (£27.50). The plot was 1 rod and 4 perches in extent and abutted the land of Sir John Shelley on the north-east³⁷.

Buxted TQ 496233

The site of this tollhouse was on the north side of the road on the hill rising from the bridge over a stream towards the present Buxted station. There is no number for the property shown on the Buxted tithe award map and it is possible that the tollhouse was built into the road. No illustrations of the house are known and if it obstructed the road it would have been demolished when the Trust was wound up in 1866. With the Butlers Green gate at the commencement of the Trust, it brought in the highest revenue levels. In the year to 14 October 1816 the toll income was £130 and it was put up for farm in August 1820 at £182³⁸.

Parliamentary returns show five gates on the Trust and two side gates. The location of these side gates is not known but it is likely that one was at Batts Hill. Although permitted under the terms of the 1792 Act, no gate appears to have been placed across the short branch to Lindfield.

Milestones

No milestones were located along the course of this Trust and none are shown on OS maps published in the 1930s.

Ditchling and Offham Trust 1812

A short turnpike connecting the Newchapel and Brighton Trust at Ditchling with the Wych Cross to Offham Trust just short of Offham village. This is now the B2116. A proposal to turnpike this road was in consideration as early as 1807 when a plan was drawn up by William Figg of Lewes for improvements which would have involved a new road to bypass East Lane at Ditchling, a cut to avoid the centre of Westmeston village and a new section of road at the Offham end. This would have diverted the road away from Offham Place, the

property of Thomas Whalley Partington Esq., Chairman of the Justices of the Peace, and also away from Coombe House, the seat of Sir George Shiffner, one of the Lewes M.P.s. The cost of the improvements was estimated at £2,380 and the improved road was 5 miles 3 furlongs and 18 perches in length. No further action was taken until 1812 when an Act of Parliament (52 Geo III c52) authorised the turnpike. As traffic was unlikely to be heavy it was vital to keep the costs to a minimum. William Figg was again consulted and indicated that building the diversion at Westmeston would amount to £244 plus the cost of acquiring the land, compared with £130 for improving the existing line of road. On the basis of expense, this part of the plan was abandoned, but the cost of the diversion at Ditchling avoiding East Lane to the present crossroads in the centre of the village was stated to be "trifling" and approved. The more major new road diversion away from Offham Place and Coombe Place was necessary as the owner's investment in the turnpike would have been conditional on this. The result can be seen today in the long straight stretch leading to the junction with the A275. The 1812 Act also gave powers to block up the line of the abandoned section of road which passed close to the two Houses³⁹.

The value of the mortgages issued to fund the Trust improvements was £3,450 yielding 5% per annum. It was however to prove a very poor investment. Toll revenue was negligible, it being £143 1s 9d (£143.09) in the year to Michaelmas 1829 and a mere £100 in 1851. To 1835 they were able to supplement this by payments in lieu of statute labour from the parishes through which the road passed, which in 1829 amounted to £80 12s 3d (£80.61). Thereafter they had only the toll revenue. This was insufficient to maintain the road adequately. In 1840 the road was described as "for want of sufficient funds, in a very indifferent state of repair". The Trustees had agreed at the last General Meeting of the Trust to relinquish any hope of receiving any interest on the mortgages. Legally they had first call on any income received by the Trust, and could seize the gates to enforce this. With this level of income this would have been futile. Even in 1829 with the parish contributions, total income was only £251 4s 6d (£241.23) whilst expenditure was £381 8s 10d (£381.42). By 1852 the position was dire. To the £3,450 of debt raised initially to improve the road, had been added £3,277 interest converted to principal, and total debts less assets were calculated to be £10,679 13s 9d (£10,679.69). On the basis of the current income, if

no further expenditure had been made, it would have taken 106 years to pay off the debt. The turnpike did not experience any direct railway competition⁴⁰.

Tollhouses

Plumpton Court TQ 385128 (Fig 17)



Fig. 17 Plumpton Court tollhouse sketch by Montague Penley in 1840s

Not in the parish of Plumpton but in an outlying part of the parish of St. John sub Castro, Lewes. This tollhouse was sketched by Montague Penley, probably in the 1840s and his drawing depicts a weather-boarded cottage with a thatched roof which displayed the toll board on the front. The building had two doors and two windows, one on the ground floor and the other on the upper storey. The cottage was built on a plot of 6 perches and was owned in 1844 by Lady Shiffner. It would therefore seem likely that it was an existing estate cottage which was used by the Trust rather than a new build. Today a pair of flint faced cottages, probably occupy the tollhouse site. The road has at this point been realigned since World War II to ease a double bend, and the tollhouse site is on the line of the former road, now a cul-de-sac accessed from the road leading to Courthouse Stud Farm. The tollhouse would also have been convenient to ensure that no traffic accessed the old road leading towards Offham Place and Coombe House⁴¹.

In parliamentary returns this Trust stated that it maintained two gates and a side bar in 1840 and 3 bars in 1852. It is possible that the side bar was across the stopped up road alignment at Plumpton Court but no evidence has been found along the road of any other toll gates being maintained. The length of the Trust was only 5 miles, 3 furlongs and 4 poles and the 1812 Act indicated that the Trust could only take one toll. It is thus possible that given the parlous state of its finances only one gate

was maintained to reduce costs.

Milestones

None located. None are shown on a 1932 one inch Ordnance Survey map.

Brighton and Newhaven Trust 1824

A turnpike to connect Brighton to Newhaven was under consideration as early as 1823 when a plan drawn up by the surveyors W. Vernham and P. Baker was deposited with the justices of the peace. This route was 7 miles 5 furlongs and 8 perches in length and envisaged a new section of road from the East Mill in Brighton cutting across the village street at Rottingdean to join an existing parish road in the parish of Telscombe. At the Newhaven end it was intended to follow the existing road "with little alteration". An Act (5 Geo IV c41) was passed in the following year, with changes from the envisaged 1823 route, based on a new survey by William Figg of Lewes. The Turnpike commenced at the boundary between Brighton and Rottingdean parishes. Although further inland than the road envisaged in the 1823 survey, the road must have been closer to the sea than the present A259. Powers were provided in the Act to erect banks or walls up to a height of four and a half feet on the seaward side of the road to prevent "danger from Passengers approaching too near the Cliff". J.D. Parry writing in 1833 comments that the road had "been diverted to a greater space from the edge of the cliff than it formerly occupied, when it was proved to be dangerous in dark evenings by some lamentable accidents". At the Newhaven end an entirely new road was authorised from Tenantry Down, Piddinghoe and ending at "the Western extremity of the Plantation above the Parsonage House of Newhaven". This is the line of the present A259 into Newhaven, avoiding the steep descent past the parish church on the old road. The road as constructed was 7 miles and 2 furlongs in length⁴². Although it roughly follows the line of the present A259, at the Brighton end this road is now further north and coastal erosion and cliff falls have necessitated this.

The rationale behind this turnpike is not entirely easy to understand. Brighton already had good port facilities through Shoreham and the route to Newhaven involved a number of quite steep gradients. Under consideration was a further turnpike to connect Newhaven through Seaford to

Eastbourne for which a plan by D. Leggatt dated 27 September 1825 exists. This would have taken advantage of the wooden drawbridge opened at Newhaven in 1784 to replace the ferry. A further survey of this route was carried out in 1833. The road was, however, never turnpiked and its steep ascents and descents would have made it unattractive to coach traffic. Although relatively short, the Brighton to Newhaven Turnpike proved expensive to build and mortgage debt amounted to £10,500 on which an interest of 5% was due. The parishes through which the road ran were reluctant to pay the Trustees any compensation in lieu of statutory labour dues and by 1840 the Trustees were in arrears with interest payments. Total toll revenue in 1850 was £527 1s 9d (£527.09) and debts amounted to £12,868 5s 10d (£12,868.29). In this situation they were in no position to redeem the mortgages when the years towards closure came closer. By 1851 none of the debt had been paid off. The powers of the Trust expired on 1 November 1879 (41-42 Vict. c62). No railway line paralleled the road but Newhaven had a rail connection from Brighton by Lewes from December 1847⁴³.

Tollhouses

Two tollhouses and associated gates were maintained, one at Roedean in the parish of Rottingdean and the other at Hoddon in the parish of Piddinghoe. The cost of erecting the houses and gates was £375 exclusive of any land that needed to be purchased.

Roedean TQ 350029

This grid reference must be an approximation as the actual site is now under the sea because of cliff falls. The house was on the south side of the road about 7 furlongs to the east of the Brighton parish boundary and on a site of 1 rod and 25 perches, the property of the Earl of Abergavenny. The plot was 45 feet from east to west and 33 feet from north to south. Within the boundary of the property in 1839 was another structure. Just before its disappearance into the sea the property was described as a house, barn, cow shed and a stable yard. It was still marked on the ordnance map in 1920 but disappeared soon after. With the closure of the Trust the property reverted to Lord Abergavenny. His trustees under the Earl of Abergavenny's Estate Act of 1871, who were Viscount Cranbrook and the Hon. Ralph Pelham Newell, paid £21 for the buildings on the site⁴⁴. No illustration of the building has been located.



Fig. 18 Hodden tollhouse photographed August 1934
(Frank Gregory)

Hodden TQ 422006 (fig 18)

On the south side of the road on a site declared to be 11 perches at the date of the tithe award map, but 20 perches at the date of its disposal in 1879. It was at the corner of the present Cornwall Avenue, Peacehaven by the eastern pylon. A photograph of the tollhouse shows that it was a single-storey brick dwelling with a slated roof. The front door was in an angled protrusion with windows left and right for observing the oncoming traffic. At the time of the winding up of the Trust it was purchased for £104 by Jeremiah Long Esq., of 50 Marine Drive, Brighton, possibly as an investment. Seemingly the neighbouring land owners, The Earl of Chichester and Edward Waterman, did not wish to purchase. The house was demolished for road widening in 1935⁴⁵

Milestones

None located or shown on a 1932 Ordnance Survey map.

This article is based on a survey and research which was conducted by the author, John Blackwell and Peter Holtham over a substantial period. The author is grateful for this assistance, without which this article would not have been possible. The expertise of Ron Martin in preparing the map is gratefully acknowledged.

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