

SUSSEX INDUSTRIAL HISTORY

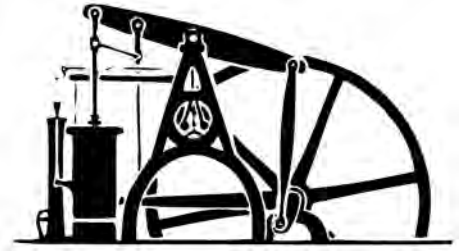
NUMBER 46



**Architecture of T H Myres for the LB&SCR
Bedfordwell Pumping Station, Eastbourne
Brighton Tram Shelters
Turnpikes to Battle and Hastings
Hempstead Early Fulling Mill**

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SUSSEX INDUSTRIAL HISTORY



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CONTENTS

		Page
THE ARCHITECTURE OF T H MYERS FOR THE LONDON, BRIGHTON & SOUTH COAST RAILWAY	Alan Green	2
EASTBOURNE'S WATER SUPPLY AND THE FORMER PUMPING STATION AT BEDFORDWELL	Ron Martin	13
THE BRIGHTON TRAM SHELTERS	John Blackwell	19
TURNPIKES TO BATTLE AND HASTINGS	Brian Austen	26
HEMPSTEAD EARLY FULLING MILL	Bob Bonnett	43
Publications		48

Cover illustration— A postcard view of Barcombe Station in pre-grouping days with an E4 0-6-2T heading a train for East Grinstead. Barcombe was one of 18 distinctive LB&SCR stations in Sussex designed by T H Myers. (Alan Green collection)

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THE ARCHITECTURE OF T H MYRES FOR THE LONDON, BRIGHTON & SOUTH COAST RAILWAY

Alan H J Green

Introduction

The London Brighton and South Coast Railway was a railway of contrasts. On the one hand most of its main line trains were decidedly suburban in character and rather mean for those two-hour journeys from Victoria to the utmost ends of its system.

On the other hand the Company was renowned for having many fine stations. This began on the London & Brighton Railway where the architect David Mocatta, working with the Company's original Chief (Civil) Engineer John Rastrick in the 1840s, produced some elegant post-classical buildings and structures, of which the finest are Brighton Central and the Ouse Valley Viaduct.

As its system developed, the LB&SCR shewed that it was not averse to pouring money into building impressive stations where third class passengers could at least await their lowly trains in comfort. In

the 1860s the then Chief Engineer, Robert Jacomb Hood, engaged the London architect Charles Henry Driver to design a number of stations for the company¹. These included Leatherhead, Boxhill and Tunbridge Wells (West), where elaborate, but well detailed, Gothic buildings offered travellers generous accommodation, which at Tunbridge Wells was on a lavish scale.

In its expansionist years of 1880-1890 the Company lavished ever more money on building ever more lavish stations on its new lines out in the country; stations often sited several miles from the tiny villages bearing the same names. The most opulent of these were built between 1880 and 1883 to the designs of another outside architect, Thomas Harrison Myres of Preston. The Brighton Company then carried the torch for lavish stations which ranked amongst the very best in the land.

I have been fascinated since boyhood by T H Myres' stations and visited them all in the 1960s. In 2013 I wrote a short article about them for SIAS Newsletter 159 to mark the Society's success in getting his sole-remaining goods shed (at Singleton) listed, but *Sussex Industrial History* provides a larger canvas, permitting a more in-depth study of the subject, in which I also proffer a classification of the 18 examples.



Fig 1. The frontage of Ardingly by T H Myres seen in pre-grouping days. This shews a Myres station in all its as-built glory with the characteristic mock-timbering and pargetting of the upper storey, oriel window and porch with stained glass windows. This building is still with us but the upper storey has lost its timbering and the chimneys have recently gone. (Author's collection)

Thomas Harrison Myres FRIBA (1842-1926)

The reason for the LB&SCR employing an unknown architect from so far away came about via a later Chief Engineer, Frederick D. Banister. Banister trained in Preston in the civil engineering and architectural practice of Myres and Newton, and after his appointment to the LB&SCR he agreed to take on the young architect Thomas Harrison Myres, a relative of the founder, for his spell of experience outside the office. Thus it was that Myres moved south to lodge and work with Banister². After this he returned to Preston where, by the early 1890s, he had risen to become a partner in the family firm, a firm whose partners seemed to change regularly. By 1893, Mr Newton had departed and the practice was trading as Myres, Veevers and Myres carrying on business in Preston as 'Civil Engineers, Land Surveyors, Land Agents and Architects'. Their output included several churches in and around Preston, and in 1876 T H Myres designed Barnacre Lodge near Preston, a new house for the Earl of Bective. This house features much pargetting, something that was obviously his *leitmotif*³. Mr Veevers left the partnership in 1893 and it was then carried on by T H and John James Myres alone. Interestingly, at this time they also had an office in Blackpool and another in London, right in the heart of LB&SCR operations at 19 Railway Approach, London Bridge⁴.

T H Myres married Banister's daughter Catherine Mary, then living in Deptford, in 1871, and in 1875 they had a son, Frederick Edmund (named after Banister perhaps?) who also went on to become an architect and surveyor in the family firm⁵.

For the LB&SCR Myres was given the task of designing the buildings for the new lines from Hailsham to Eridge (the 'Cuckoo Line' - opened 1880), Chichester to Midhurst (opened 1881) Lewes to East Grinstead (the 'Bluebell Line' - opened 1882) and Haywards Heath to Horsted Keynes (opened 1883). An isolated one, which I take to be the prototype, arose out of the 1880 rebuilding of Hassocks Gate on the Brighton main line.

We do not know the date Myres came south, but if he married Banister's daughter as a result of this, rather than an earlier association with her in Preston, it suggests that his designs were prepared some nine years before the first one was built unless, of course, he was awarded the job by Banister after he had returned north and the designs emerged from the Preston office. It is equally possible that Myres' basic design was perpetuated by another architect working in the LB&SCR drawing office. Whatever the case Myres made his mark on the Sussex countryside with no fewer than 18 highly distinctive, and unnecessarily extravagant, stations.



Fig 2. A pre-grouping view of the frontage of the upside buildings at Hassocks which makes an interesting comparison with Ardingly (see Fig 1). The gabled transept to the 'business' section of the building housing the refreshment room was not repeated on later versions and the pattern of the mock timbering also changed. The timbering here was later removed but the walls were not tile hung as happened elsewhere. Hassocks is still open but all the Myres buildings were destroyed in the 1970s. (Author's collection)

The buildings on the Chichester to Midhurst line were mentioned in the magazine *The Builder* which complimented 'Mr Myers' [sic] for using his 'Old English' style of stations in place of the more usual classicism. Also, in the 1887 work *The Life and Works of Joseph Firbank* (the famous railway contactor), its author, Frederick McDermott, praises Myres' work as 'the architect of East Grinstead and other stations'⁶. Joseph Firbank had been the main contractor for building the Lewes & East Grinstead Railway. The construction of the station buildings at Hassocks and on the Hailsham to Eridge line was subcontracted by the main contractors to James Longley & Co of Turners Hill, who at that time relocated to Crawley.⁷

Hassocks – the likely prototype

Hassocks Gate⁸, a small station on the Brighton main line, served Clayton, Keymer and Hurstpierpoint (all over a mile away) and was rebuilt on a lavish scale in 1880, most likely to serve and impress the parents and pupils of Hurstpierpoint College. This new station exhibited what were to be the hallmarks of Myres' designs, plus a few extra features which were not perpetuated in later versions, and this, along with its date, points to its being the prototype.

The platforms at Hassocks were unusually wide necessitating a canopy-and-a-half carried on two rows of columns as seen in Fig 3 below. Could this have been for the safety of large numbers of pupils



Fig 3. The up platform and main buildings of Hassocks, shewing the canopy-and-a-half. The valances originally matched those of the Cuckoo and Chichester-Midhurst lines but have been reduced in depth, undoubtedly for gauging reasons as those on the down side were not so mutilated. Note that the mock timbering has disappeared from the upper storey. The running-in board exhorts passengers to alight here for Hurstpierpoint College. (Author's collection)



Fig 4. The single storey downside buildings at Hassocks in pre-grouping days. These also featured a transept and again the timbering differs from the later Myres stations. Note the lantern to ventilate the gents' lavatories. (Author's collection)

and mountains of luggage at beginnings and ends of term? Another unique feature was that the station was provided with a separate entrance on the down side for which a substantial single-storey building, incorporating its own booking office and lavatories, was provided.

The Myres stations classified

The 18 Myres station buildings were variations on a standard design, and herein I attempt a classification of those variations. All are built of red brick beneath steep tiled roofs with gables adorned by elaborate bargeboards. They are often referred to as being in the 'Queen Anne' style but this is completely erroneous as there is no symmetry and nothing remotely classical about them; they actually owe more to the mid sixteenth than the early eighteenth century. The most distinctive standard details are oriel windows, the application of pargetting to the neo-Tudor mock-timbered and plastered first floors and elaborate carved timber porches, filled with panels of stained glass, at the entrances to the booking halls. The upper storeys proved to be prone to water penetration so at most of the stations they were partially or fully clad with hanging tiles which hid the timbering and pargetting, but even then the style was maintained by incorporating bands of fish-scale tiling.

All the stations featured commodious canopies to their platforms, which were clad in zinc and carried on columns of either timber or cast iron, the latter made – of course – by John Every at his Phoenix Ironworks in Lewes.

The most common design and layout of a Myres station building (eight examples), which I will designate 'Type 'A,' was used on a site where everything was on one level, and comprised a large, two-storey stationmaster's house, 'L' shaped in plan, abutting a single-storey business section which contained the booking office, waiting rooms, lavatories and staff rooms.



Fig 5. Horam⁹, on the Cuckoo Line, illustrating of the most common layout of a Myres station – which I classify as Type 'A'. Note the commodious hip-ended, zinc-clad canopies and the matching timber waiting shelter on the down platform. Here the mock-timbering has been fully covered with hanging tiles to combat damp penetration. Sadly Horam has long since been demolished but the 'Cuckoo Trail' along the track bed passes its site. (Author)

On three, which I designate Type 'B'- Midhurst, Rotherfield and Mayfield - the business end was extended to incorporate a refreshment room¹⁰.



Fig 6. Rotherfield & Mark Cross, also on the Cuckoo line, seen in pre-grouping days. This is a Type 'B' station with the extended single storey section nearest the camera containing a refreshment room. (Author's collection)

The design was adapted for sites where the platforms were below road level in a cutting: at Lavant and Newick & Chailey the buildings were three storey on the platform side, but only presented two storeys at the forecourt, the bottom storey being built into the cutting, these I designate Type 'C'



Fig 7. Newick and Chailey looking towards Barcombe. This shows the three-storey platform-side elevation of a Type 'C' station. At this time the up platform was out of use and the waiting shelter and footbridge had been demolished. The stairs of the footbridge are still in situ on the down platform though, giving access from the first floor booking office. It can be seen how the approach road in the background is at first floor level. (Author's collection)

At two more stations where the platforms are below road level - Ardingly and Heathfield - the main station buildings are set at the top of the cutting at right angles to the track and connected to the platforms by a veranda and footbridge. These I designate Type 'D'.



Fig 8. Ardingly in BR days looking towards Horsted Keynes. The station buildings can be seen at high level at right angles to the track and connected to the platforms via a timber footbridge. The canopies have gabled rather than the usual hipped ends. The platform-mounted signal box was also designed by Myres. Although the building still exists at road level, everything at track level has been destroyed. (Author's collection)



Fig 9. The frontage of Singleton taken from an album of photographs produced in 1881 for Frederick Banister, the LB&SCR Chief Engineer. Behind the main station building can be seen the substantial mass concrete retaining wall with the platform canopies beyond. The isolated building to the left, linked by a veranda, is the vast gentlemen's lavatory. (WSRO)

Singleton and East Grinstead presented challenging topographical constraints calling for considerable ingenuity on behalf of Messrs Bannister and Myres. This resulted in stations which do not fit the four standard variations so they will be dealt with individually. The 18 stations, my classification of them, and their current statuses are listed in the Appendix.

Singleton

Surely the most unnecessarily extravagant of the Myres stations was Singleton, the largest on the new Chichester to Midhurst line. It had four platform faces, arranged as two islands, (the down one being equipped with a refreshment room) lengthy sidings, horse docks, two signal boxes, a water tower and a turntable. Its size was dictated by the need to provide accommodation for the many special trains bringing both human and equine crowds to Goodwood races. Frederick Banister, the aforementioned Chief Engineer, was obviously very proud of the completed works for he commissioned an album of photographs picturing all the stations and the principal engineering features on the line. From this the scale of Singleton can be appreciated. A copy of this album is in the collection of West Sussex Record Office.¹¹

Singleton station is built into the side of a steep hill with its platforms at the level of the roof of its main building and connected to the latter via a subway.

The main station building is bounded on three sides by a massive mass-concrete retaining wall, an early example of the re-adoption of this Roman construction technique. The enormous gentlemen's lavatory was designed to cater for crowd loadings since the majority of the Brighton Company's third class passengers did not have access to on-train toilet facilities and thus arrived cross-legged in desperate need of relief!

Unfortunately Singleton station was not very convenient for Goodwood (or Singleton either for that matter¹²) and on arrival punters faced a three-mile uphill walk to the course. At that time



Fig 10. Another view from Frederick Banister's 1881 album, this time shewing the two island platforms at Singleton looking towards Midhurst. The canopies here have gabled, rather than hipped, ends. The north signal box and the goods shed can be seen in the centre background. (WSRO)

Goodwood races took place just once a year over the course of the first week in August, so the lavish station facilities remained largely unused for the rest of the year, the line being served by just six trains a day each way and patronised by only a handful of passengers.

Never generating the expected traffic, largely owing to the inconvenient siting of its stations and competition from Southdown's No 60 bus route, the Chichester to Midhurst line closed to passengers in 1935 and to freight, north of Lavant, in 1953. The track was lifted and at Singleton the canopies, platform buildings and signal boxes were demolished and part of the site became a scrap yard specialising in old military vehicles. The main station building and the gentlemen's lavatory survive however, and in the 1970s and 80s was the headquarters of the Paget Brothers' winery, whose grapes were grown on the side of the hill above. The goods shed also survives and is still used by the scrap merchant as a store.

East Grinstead

The largest of T H Myres' stations was East Grinstead, new-built to the west of the previous one for the arrival of the Lewes & East Grinstead Line. It had six platform faces; four being at high level serving the Three Bridges to Tunbridge Wells line and set at right angles to the two L&EG platforms below. It was also built to accommodate another new line northwards to Oxted and East Croydon, making an end-on junction with the Lewes & East Grinstead, which was to open in 1884. A spur from this line to the north of the station ran into the high-level platforms, allowing trains to run from London to Tunbridge Wells via East Grinstead. East Grinstead featured a double station house which was unique.

Each high level island had stairs down to both low level platforms which, as well as giving access from



Fig 11. East Grinstead low level seen in April 1968 with '3D' DEMU No 1308 which has just arrived at the low level on a working from Victoria. Behind the train can be seen the canopies of the high-level platforms serving the Three Bridges to Tunbridge Wells line. Note the lantern roof over the refreshment room. The elaborate valances only featured on this line and were soon reduced in depth, probably for gauging reasons, on all stations, but at East Grinstead they survived on the ends of the low-level canopies. (Author)

the booking office doubled as quasi subways between the high level platforms and quasi footbridges for the low level ones. Despite this, the low level was also provided with a separate footbridge, giving travellers a choice of three different routes between its platforms. The SR addressed this over-provision by removing the footbridge superstructure but perversely its steps remained in position until the bitter end.

Although East Grinstead is still open on the national network there is nothing left of Myres' work. In the early 1970s the high level and its approach embankments were swept away and the site used for road 'improvements' whilst the station buildings were demolished and replaced with a simple CLASP structure, which has, in turn, been replaced with something slightly less utilitarian.



Fig 12. The frontage of East Grinstead showing the unique double station house which is completely tile-hung. Nothing remains of this scene today. (Author)



Fig 13. The high level platforms at East Grinstead looking towards Forest Row. The left hand pair of platforms were used by trains running in from the Oxted line to Tunbridge Wells whilst the right hand pair were for trains serving Three Bridges. (Author's collection)



Fig 14. Midhurst (Type 'B') looking towards Selham in BR days, with a push-pull train in the down platform bound for Petersfield. The down platform waiting shelter has an unusually long canopy which, as with all Myres stations, matches that on the main buildings. Note that the station house still sports its mock timbering on this side. Everything here was flattened in 1967 to make way for the Holmbush estate. (T Wright)

The ancillary structures and details

In addition to the main station buildings, Myres designed matching signal boxes, goods sheds, waiting shelters, island platform buildings and footbridges to go with them, the sort of complete service Robert Adam would have provided had railways been in vogue in the 18th century.

On multi-platform stations the platforms were connected by either footbridges or subways with the sole exception of Horam where, for some reason, the road overbridge was utilised, accessed by timber steps up the cutting slopes. The covered footbridges were entirely of timber and featured at six of the stations but, sadly, none have survived.

Generally the LB&SCR used standard Saxby and Farmer signal boxes but on 'his' lines Myres was given a free hand to design his own. Several Myres stations originally had two signal boxes, but at Sheffield Park, Horam and Mayfield the Southern Railway effected economies by replacing both boxes with a single locking frame on the platform,

operated by a porter-signalman. At other stations (Midhurst, Rotherfield, Horsted Keynes and Newick & Chailey) the signalling was transferred to just one of the boxes. A small, platform-mounted Myres box is typified by that at Ardingly (see Fig 8) with the brick locking room largely below platform level and the superstructure built of timber. On the large ground-level boxes, of which only that at Horsted Keynes survives, the locking room is brick and the superstructure of timber, save for Midhurst North and Sheffield Park South which were of all-timber construction. For unknown reasons, at East Grinstead standard Saxby & Farmer boxes were provided.

Out of the 18 new stations only five (Singleton, Heathfield, Rotherfield, Mayfield and Hassocks) were provided with goods sheds, that at Hassocks being in addition to an existing earlier building.



Fig 15.(Left) Cartouches over the ladies' lavatory window at Midhurst displaying the company ownership and the year of construction. These stone mullioned lavatory windows were a standard Myres detail, but on Cuckoo line stations the panels were left blank whilst on the Bluebell line an LB&SCR monogram and the date - 1882- were displayed in cursive characters. (Right) on demolition of Midhurst the cartouches were set into a new wall in the housing estate and survive today, albeit damaged, as the only reminder of the once fine station that occupied the site. (Author)



Fig 16. The footbridge at West Hoathly looking towards Horsted Keynes. These footbridges linked into the ends of the canopies so that the transfer from one platform to the next was made in the dry. The canopy of the down platform waiting shelter has been shortened. Although Bluebell Railway trains now pass through here again, there is no trace of the station which was demolished in 1967. (Author's collection)



Fig 17. Inside the footbridge at Heathfield – no expense was spared on the elaborate timber mouldings. The peeling paint illustrates the principal drawback with Myres' designs; the high cost of maintenance. (Author's collection)

Needless to say Myres goods sheds also featured the elaborate timbering and pargetting. Four have been demolished leaving Singleton as the sole survivor which SIAS managed to get statutorily listed (GII) in 2013. Ironically the goods office at Singleton generated far more revenue than the ticket office!

The Eridge Anomaly

Eridge, on the Uckfield line, was rebuilt in 1880, to turn it into a junction station for the new line coming



Fig 18 The main signal box at Midhurst (originally 'Midhurst North') was all of timber, possibly to reduce the loading on the weak embankment, but the detailing is characteristic Myres. The former south box was on the up platform and, after decommissioning, saw further service as the station master's office. (Author's collection)



Fig 19. Singleton goods shed being examined by SIAS members on the occasion of the Society's visit on 3 May 2008. This shows the north (track) side of the building with the characteristic Myres mock-timbering and pargetting. The goods office is to the right. (Author)

up from Hailsham, and was provided with two island platforms and a single-storey main station building on a bridge above the tracks. The style of the buildings and the signal box, despite their date and location, is far removed from that of T H Myres, the former being very plain and the latter standard Saxby and Farmer. However, there are two details of the station building which *are* pure Myres – the booking office doors and stone mullioned double windows. Myres was seemingly not the controlling mind behind Eridge, so how did this come about – were there some bits left over from building the Cuckoo Line which were put to good use perhaps?



Fig 20. The frontage of Eridge, on the Uckfield Line, seen here in 1968. The buildings are on a bridge above the tracks and incorporate a few Myres features such as those mullioned windows and also the booking office doors which, in this view, are out of sight below the canopy. (Author)

Coda

At the turn of the century the LB&SCR embarked upon a programme of rebuilding some of its humbler establishments, including Bosham, Bognor, Uckfield, Crowborough and Bexhill (Central). Although still on an impressively grand scale, these buildings lacked any degree of panache, having amorphous elevations with odd sized windows

seemingly scattered haphazardly across their walls. These designs give the impression of being the efforts of someone in the Chief Engineer's drawing office who has had no architectural grounding and was told just to "think big"*. A notable exception though was Christ's Hospital of 1902 where an architect obviously was engaged to produce elegant buildings for a vast new, seven platform station, worthy of the school it was built to serve. The contract for building this station was, as it happened, awarded to James Longley & Co who had built many of the Myres stations some twenty years before.¹³

Christ's Hospital apart, in the early years of the 20th century the creative torch lit for the London Brighton & South Coast Railway's stations by Thomas Harrison Myres was extinguished.

Envoi

All four of the 'Myres lines' closed between 1935 and 1965 but the majority of their *station* buildings (but not the ancillary ones) have survived, albeit some have been much altered to suit new uses. Midhurst, Newick & Chailey, West Hoathly and Horam though have perished. Two more of his stations, Hassocks and East Grinstead, remain open on the national network but both lost all their Myres buildings in the 1970s in the interests of reducing maintenance costs; all those acres of timber



Fig 21. Sheffield Park (Type 'A') looking north in July 2015. The canopies, which had been drastically shortened by the Southern Railway, have been returned to their full length and the elaborate valances, which were unique to the Bluebell Line, have been recreated by BRPS. With its LB&SCR colours, Sheffield Park is very much in pre-grouping form – only the timber foot bridge is lacking. (Author)

* and I say this as a Civil Engineer- not a scornful architect!

consumed an awful lot of paint! His ancillary buildings have not fared so well but the last surviving signal box has been preserved at Horsted Keynes and his last surviving goods shed, although not in preservation, now has statutory protection.

The great saviour has been the Bluebell Railway Preservation Society (BRPS) who have immaculately preserved and restored three Myres stations. Initially these were Sheffield Park and Horsted Keynes, but the reinstatement of the line north to East Grinstead (completed in 2013) secured Kingscote as well, where they have built a replica waiting shelter to replace that which had been demolished. It is such a pity that West Hoathly, through which the railway again now passes, could not be saved as it had been demolished way back in September 1967.

Horsted Keynes, even larger than Singleton with five platform faces, really conveys the opulence intended by Myres for this junction station. Here the BRPS have rebuilt the long-lost outer island buildings incorporating some canopy components salvaged from Lavant. Sheffield Park had been badly mutilated by the Southern Railway who removed the footbridge, drastically shortened the canopies and abolished both signal boxes. Here BRPS have restored the canopies, including the elaborate valances, to the form Myres designed, and their new Bluebell Railway station at East Grinstead, although small and simple, does incorporate a faithful replica of the complicated valance that Myres designed for the Lewes & East Grinstead stations. A nice tribute to an architect who raised station design to new heights.

Notes and References

1. Dr Bill Fawcett, Railway Heritage Trust. *Charles Henry Driver, Railway Architect*. A paper delivered at the South East Region Industrial Archaeology Conference, Winchester, April 2015.
2. *Feedback about T H Myres* by Mike Cruttenden published in *The Brighton Circular* Vol 39 No 1, Spring 2013.
3. Nikolaus Pevsner *The Buildings of England – North Lancashire* Penguin 1969.
4. *The London Gazette* 6 January 1893 carried the notice about the change in the partnership.
5. Preston parish records, the 1891 Census and LRO CNP/2/1/4 Guild Roll entry for Frederick Edmund Myres 'son of Thomas Harrison Myres of Preston, retired architect (deceased)'.
6. These two works are cited by John Hoare in *Sussex Railway Station Architecture* Harvester Press 1979.
7. *Longleys of Crawley – a pictorial history of James Longley & Co* James Longley & Co Ltd 1983. It cites a memoir by Charles Longley, son of the company's founder listing the stations they built.
8. There was no actual settlement called Hassocks until long after the arrival of the railway – *Hassocks Gate* referred to the adjacent turnpike toll gate.
9. This station suffered an identity crisis. Opened as *Waldron & Horeham Road*, it changed to *Waldron & Horam* in SR days and ended up as plain *Horam* in 1959. I have used the latter nomenclature throughout.
10. Hassocks and East Grinstead also had refreshment rooms but, as we have seen, their main buildings did not fully conform to the 'standard' layout. There was also a refreshment room at Newick & Chailey but it fitted neatly into the standard Type 'C' design.
11. WSRO AddMS 38082, *Views of Works on the Chichester and Midhurst Railway*.
12. To be fair, the drawings for the station shew that it was to have been called *West Dean*.
13. *Longley's of Crawley* op. cit.

APPENDIX

Schedule of T H Myres' LB&SCR Stations

Line & Station	Year opened	Type	No of platforms - linked by	Current Status (2015)
Main line: Hassocks	1880	unique	2 - subway	Demolished. Station still open but twice since reconstructed
Hailsham-Eridge:	1880			
Hellingly		A	1 - n/a	Now private residence, retains canopy
Horam		A	2 - neither	Demolished, only platforms survive.
Heathfield		D	2 - footbridge	Main buildings still exist, site of platforms redeveloped
Mayfield		B	2 - subway	Only main building remains, sans canopy, and shortened at the south end
Rotherfield & Mark Cross		B	2 -subway	Main building survives but house has been severed from the rest, losing the porch.
Chichester-Midhurst:	1881			
Lavant		C	1 - n/a	Main building exists but extended and converted to apartments. Canopy demolished
Singleton		Unique	4 - subway	Main building intact along with detached gents' lavatory block. All platform level buildings and canopies demolished
Cocking		A	1 - n/a	Main building exists but much extended and converted to dwelling. Canopy demolished
Midhurst		B	2 - subway	Demolished – no trace remains
Lewes-East Grinstead:	1882			
Barcombe		A	1 - n/a	Main building exists and converted to dwelling. Canopy demolished.
Newick & Chailey		C	2 - footbridge	Demolished, no trace remains.
Sheffield Park		A	2 - footbridge	Footbridge removed by SR Preserved by BRPS who have restored the canopies to original length.
Horsted Keynes		A	5 - subway	Largely in original condition, preserved by BRPS.
West Hoathly		A	2 - footbridge	Demolished
Kingscote		A	2 - subway	Preserved by BRPS. Replica Down platform waiting shelter constructed
East Grinstead		unique	6 - footbridge	Demolished. Station still open but twice since reconstructed
H. Heath - Horsted Keynes:	1883			
Ardingly		D	2 - footbridge	Main building only exists but recently re-roofed when chimneys were removed. Nothing remains at platform level

EASTBOURNE'S WATER SUPPLY AND THE FORMER PUMPING STATION AT BEDFORDWELL

Ron Martin

The earliest source of public water in Eastbourne was from the Bourne Stream from which the town derives its name. This ran into Motcombe Pond and was first used as a water source in 1847, which was done by impounding it in a reservoir near the pond from which water was drawn for domestic purposes. In 1847 the Earl of Burlington, who became the 7th Duke of Devonshire in 1858, instructed his agent to impound some of the water in a reservoir near the pond and this was then transferred, by a pipe line, to a pumping station in Susan Road owned by the Eastbourne Waterworks Company to provide water in the Seaside area. In 1886 enteric fever broke out infecting residents who were still drinking water from the Bourne Stream and this source was later abandoned.¹

In order to provide water for the increasing population a well was first dug in 1857 by the Eastbourne Water Company about ½ mile north-east of the Bedfordwell site, drilling through clay/peat/alluvium, upper greensand and chalk. In 1880 Eastbourne needed more water and wells were dug at Bedfordwell and at the end of Waterworks Road, with an adit between them driven through the upper greensand connecting the two wells.²

Bedfordwell Pumping Station is located on a site of 1.7 hectares (4.25 acres) on the north side of Bedfordwell Road and to the west of the Eastbourne to Polegate railway line. The location of the building is at the south end of the site at TV 6133 9988 with a fall of some 3 m (10 ft) from south to north.

The Pumping Station was built in 1881, the foundation stone being laid on 3 October by the Duke of Devonshire. The architect was Henry Currey, FRIBA, and the Engineer was George A. Wallis, MICE. It was opened by HRH Albert the Prince of Wales on 30 June 1883. The cost of the buildings, walls and fences was £18,234 (Sale



Fig 1. The former pumping station at Bedfordwell

Particulars). As originally built these comprised the two-storied Engine House with a conjoined Boiler House and Coal Store to the east, through which a branch from the railway ran. To the south there is an entrance porch at ground floor level and at the south side of the lower ground floor is an open area, now glazed over. At the north side of the Engine House there is an extension which was probably a 'domestic' Boiler House which has a separate chimney stack. Also to the north of the Pump House was another brick and slate and boarded roofed building of unknown use, 9 x 6 m (28'9" x 19'3"), since demolished. Immediately to the north of the Boiler House north extension there was a 46 m (150 ft) high chimney stack, of white and red bricks³, since demolished.

In 1891/92 still more water was needed and additional headings were made, drawing in saline water at 3,000 parts per million. This was unacceptable, and the problem with this contaminated water was never fully resolved, there being much argument between the Water Company and the Borough Council. New wells were developed at Holywell, Broughton and Filching, the Holywell plant being opened in 1897. Eventually, in 1903, the Bedfordwell site was shut down.

The buildings remained unused until 1924, when they were sold to Eastbourne Borough Council for use as a council depot.⁴ A range of buildings was erected at the west of the site and a Weigh Bridge, located to the south of the Engine House. These have all been demolished recently. The Engine House was altered by filling the voids in the ground floor where machinery passed through, inserting a new first floor and building the north extension to the lower ground floor. The railway track was removed and the blank openings between the Boiler House and the Coal Store were bricked up, leaving one open for access.

The site has now been sold to a developer who intends to convert the building to residential use.

Engine House

The former Engine House is 22.4 x 15.6 m (73'6" x 51'3"), five bays long and five bays wide. Externally, the walls are faced with white facing bricks (see Glossary) in Flemish bond with a red brick plinth at ground floor level, pilasters to end bays set forward, a band course 450 mm (1'6") wide at window arch springing level, and a frieze 0.6 m (2'0") high. Below the parapet there is a projecting moulded white brick cornice six courses high containing a concealed gutter

over a continuous row of red brick projecting semi-circular headed machicolations (see Glossary) ten courses high. There is no evidence of any rainwater pipes so they are presumed to be within the thickness of the walls. The roof of the Engine House is hipped with the ridge running east to west and supported on seven steel trusses with angle section members. It is covered with natural slates with angular clay hip tiles. The ridges are surmounted with a hipped lantern light, also slate covered.

The windows of the ground storey of the original Engine House are all tall and semi-circular headed with red brick arches infilled with steel casements with wide transoms and radiating and concentric glazing bars to the upper parts. The end windows to all elevations are narrower than the rest. The east elevation and both end bays of the south elevations have a higher sill height. All the windows have a two-course sill of white bricks set oversailing as a continuation of the string course between the pilasters.

At the west elevation of the lower ground floor there are segmental headed windows infilled with steel casements in small panes with red brick arches and sills. In both the north and south side of the lower ground floor there were segmental headed openings, some bricked-up which were possibly the windows lighting the lower ground floor before the extensions were built.

There are two external door openings: one at ground floor level at the west end bay of the south elevation, and one to the west end bay of the lower ground floor of the north elevation. The doors to the south are softwood, framed ledged and braced covered with boarding and having a wooden fanlight over. The northern opening is open, the doors having been removed and possibly relocated in the internal wall further to the south. Both openings have reinforced concrete lintels over. It is possible that these opening were created after 1924, as all original openings have arches over.

The first floor was later inserted in the Engine House, 100 mm (4") thick, carried on longitudinal and lateral dropped beams in seven bays width. There is also a reinforced concrete staircase at the north-east corner for access between the ground and the new first floors.

The north, east and south sides of the ground floor of the Engine House are lined with a tiled dado 2.1 m (6'10") high with decorative bands at the top edge

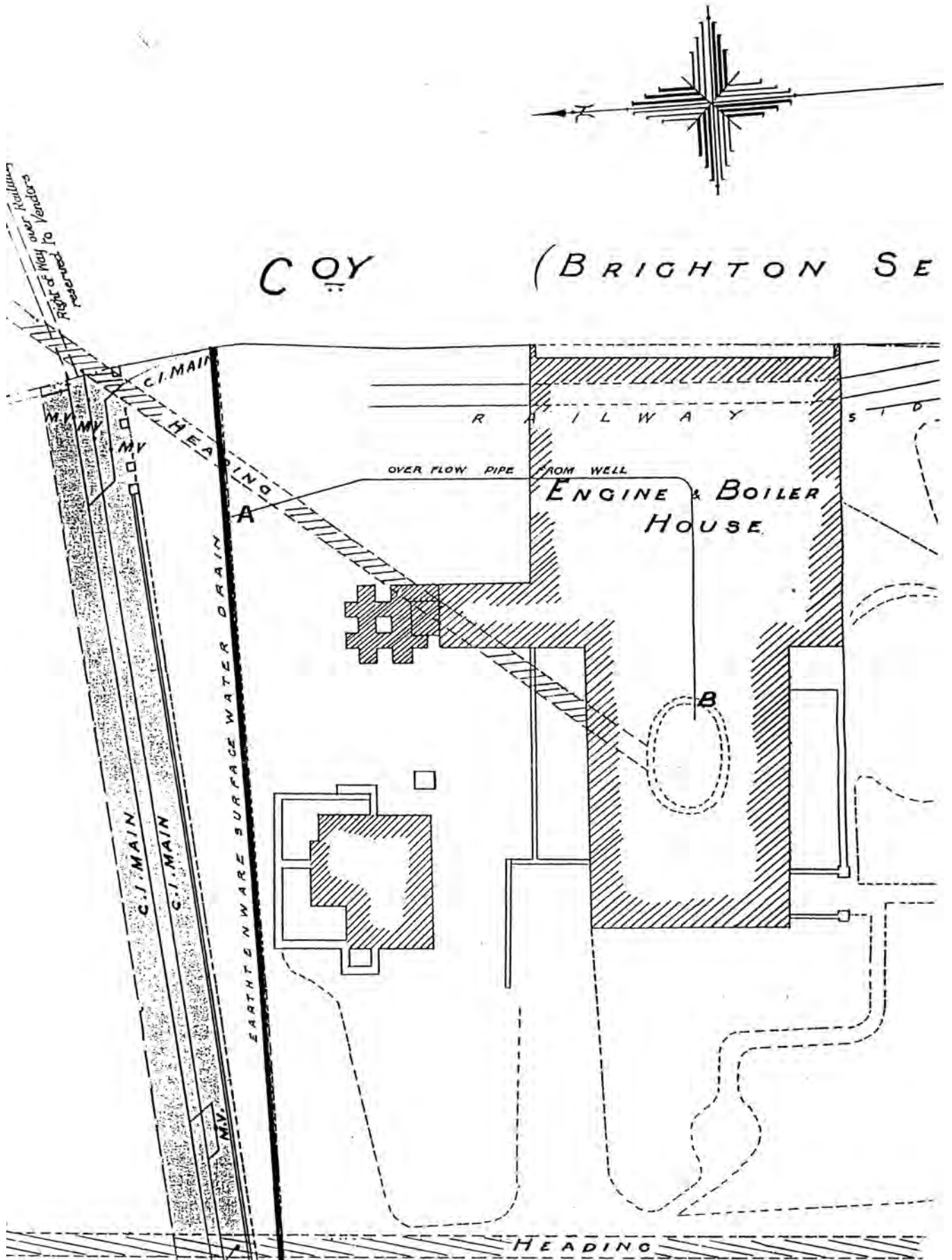


Fig 2. Plan accompanying Sales Particulars of 1924

and projecting skirting.

In the central three bays at the south side of the lower ground floor is an aisle 4.0 m (13ft) wide with a mono-pitch roof of metal patent glazing and access from the main area by three 10'0" wide blank openings with four-ring segmental brick arches over. At the east end there is a blank opening with a segmental four-ring arch over, giving access under the entrance porch. In the east end bay there is a reinforced concrete staircase giving access to the Boiler House. It is unclear whether this area was extant before the later works. The plan accompanying the Sale Particulars (see Fig 2) shows it extant, but whether it was roofed or open is impossible to tell.

A feature which is unexplained is the lack of evidence of any rainwater pipes to the Engine House. It is possible that they are concealed within the thickness of the walls but there is no sign of any access covers or drainage gulleys.

Northern Extension to Lower Ground Floor

One of the major works carried out after being bought by Eastbourne Corporation was the single-storey extension to the north side of the lower ground floor, five bays long 16.7 m (55 ft) and two bays 7.5 m (24' 9") wide, with an asphalt-covered reinforced concrete flat roof. Internally the west end is divided into toilet accommodation. The walls are of cavity construction faced with white bricks in Flemish bond with snapped headers. The windows are semi-circular headed with red brick rubbed and gauged arches, and are infilled with steel casements in small panes with radiating glazing bars to the upper part. In the central bay to the north side there is a pair of wooden double doors with transom and fixed semi-circular steel casement top light over, with radiating and concentric glazing bars.

Along the south wall there are the springing of three vaults 1 m (3 ft) wide which have been truncated. The eastern one carries a chimney breast, which continues above the roof level and is butted against the Engine House wall, but not bonded thereto, and is finished with one oversailed course and a clay pot. It is not known what apparatus this served.

Entrance Porch

In front of the eastern bay of the south side at ground floor level is a single-storey projecting entrance porch 4.2 x 4.0 m (13'9" x 13'3") The west

side wall is of white bricks in English bond, the front wall in red bricks in English bond, with a red brick projecting plinth and projecting band course two courses high at springing level of the window arches. The front entrance double doors are semi-circular headed with a red brick rubbed and gauged arch with projecting keystone. They are four-panelled with raised and fielded panels, with two transoms. The former top light has been replaced with a corrugated fibreglass panel. The side window has semi-circular red brick rubbed and gauged arches, infilled with steel casement in small panes with radiating and concentric glazing bars. The opening has been boarded up, externally. The roof is gabled, boarded with exposed softwood rafters with wide projecting eaves supported on curved wooden brackets, plain wooden projecting bargeboards, and is covered with natural slates in countless sizes and half-round ridge tiles. Rainwater goods are cast-iron with half-round gutters and down-pipes.

It is probable that the entrance porch was constructed after the Engine House was built. The walls are faced with Flemish bond whereas the Engine House is in English bond and the brickwork does not course and bond accurately at the junction. The window frame in this wall is wooden whereas all the other semi-circular headed windows are iron-framed. The internal angle between the brickwork of the west wall and the south wall of the Engine House shows a slight irregularity of the coursing. The site plan of 1924 attached to the Sale Particulars does not show the entrance porch.

The Boiler House and Coal Delivery Area

This is located immediately east of the Engine House and is 21.1 x 24.8 m (69'3" x 81'3") and four bays long with the floor level 1.6 m (5'4") above lower ground floor level and is 7.3 m (24 ft) high to eaves level. The walls are 450mm (1'6") thick, faced externally with white bricks in Flemish bond and with a two-course red brick band course at clerestory sill level, a four-course red brick band course at high level and two oversailing courses under the eaves.

There is a 450mm (1'6") wall separating the Boiler House from the Coal Delivery Area to the east which is 4.4 m (14'6") wide. It formerly had seven segmental headed blank openings, all of which have been bricked up apart from the one five bays from the north. These openings have three ring arches

over and the piers between the openings are carried up to roof level.

The roof is three bays wide and 11 bays long, with the ridges running east to west, the central bay having a wider span. It is supported on two 240 mm (9") diameter cast-iron columns with 150 x 240 mm (6" x 9") cast-iron joists carrying a wooden plate, one to each valley and with two wooden purlins to each roof slope. The southernmost bay has a wooden lantern approximately 12 m. (49 ft) long with hipped ends and lead covering. The two northern roofs have patent glazed skylights in each slope.

There are semi-circular clerestory windows, three in the north and two in the south walls of the Boiler Room, and three in the east wall of the Coal Delivery Area, with red brick arches, infilled with corrugated translucent panels. There are full bay width openings to the north and south sides of the Coal Delivery Area with double 150 x 300 mm (6" x 12") steel joist lintels over, which gave access to the railway line, since removed, by which the coal was delivered to the site. The northern one has had a recent steel roller shutter installed with a single door inserted into a panel of corrugated fibreglass. The south one has been bricked up but with a six-light wooden window over. In the east bay to the north and south sides of the Boiler Room there are openings with red brick segmental arches over. The southern one has had the opening bricked up and the northern one has a pair of double wooden doors and has recently been fitted with a steel roller shutter. In the north side there is also a single door opening with a 9" high red brick segmental arch over a wooden half glazed door.

In the south side of the Boiler Room at clerestory level there is a recent pair of uPVC two-panel glazed double doors with a pre-stressed lintel over, probably of recent construction. In the west side of the Boiler Room there is a blank opening c.1.6 m (5 ft) wide which has been cut through to give access to the north extension of the Engine House and has a pre-stressed concrete lintel over. Access to this is by way of a flight of concrete steps.

On the floor of the Coal Delivery Area there is a partly demolished concrete curb 340 x 300 mm (1'1½" x 1'0") located 5.0 m (14'9") from the east wall and capped with a 300 x 150 mm (12" x 6") wooden plate bolted on. At the centre of the west side of the Boiler Room there is a cast-iron staircase, 1.1m (3'9")

wide connecting the Boiler House to the Engine Room ground floor with I-section cast iron strings, balustrade, handrail and treads with non-slip inserts. At the top landing the balustrade continues up to the Engine House wall and has two hinged openings, one to each side, which gives access to a gallery running along the west side of the Boiler Room, 2.4 m (8 ft) wide supported on steel beams carried on 100 x 230 mm (4" x 9") rolled steel columns. Some of this might have been originally to allow access to the entrance porch.

Extension to North side of Boiler Room

There is an extension located to the west end of the north side of the Boiler House, 7.1 x 4.8 m (23'3" x 16'0") with the floor level c.1.5 m (5 ft) above lower ground floor level. It was probably a 'domestic' Boiler House providing heat and hot water to the site as it has its own chimney stack. The walls are 340 mm (13½") thick faced with white bricks in Flemish bond and with a two-course red brick band course at high level. There is a flat reinforced concrete asphalt covered flat roof. Along the west side is a horizontal flue 0.9 m (2'11") wide with one-rising arched top and bottom, lined with firebricks and which is the flue which formerly connected to the main chimney stack, since demolished. At the west side is a vertical chimney stack 1.1m (3'9") square, with one projecting necking course and two projecting courses with clay pot, which took the flue gases from an appliance in this room.

There are single wooden-framed ledged and boarded doors at the east and north sides with segmental headed two-ring arches in red bricks. At the east side is a clerestory semi-circular window with red brick arch, covered with corrugated fibreglass sheeting

Machinery

A beam engine was located in the centre of the Engine House. This was a condensing engine with an inverted cylinder 740 mm (29") diameter and with a 0.76 m (2'6") stroke delivering water to a reservoir in St. Annes Road⁵, with a lift of 82 m (270 feet). It was manufactured by Richard Moreland and Son⁶, was removed prior to the sale in 1924, and is understood to have been relocated at the Friston Pump House.⁷ It was carried on two built-up steel girders about 300 x 450 mm (12" x 18") supported at the west ends by brickwork and at the east ends by pairs of circular cast-iron columns with cross braces, which were still extant when inspected recently.

There were two Cornish type boilers, located in the north-west corner of the Boiler House, dated 1893, both manufactured by Richard Moreland & Son, London. These worked at a pressure of 80 lbs per sq inch and were in working order until 1923,⁸ and were removed shortly after.

The horizontal flue located to the west of the north extension to the Boiler House was presumably leading directly to the main chimney stack, but according to the plan on the Sale Particulars it does not align and the flue would have had to have had an offset, or maybe this is a case where the location of the chimney on the plan is incorrect. There is no evidence of the boiler flue within the building. It must be assumed that the flue was contained within the thickness of the east wall of the Engine House; as the flue is 1'6" wide, in the clear and the wall is 3'0" thick, this would have been practical. However there is no evidence of a bricked-up hole in the wall where the flue from the boilers met the wall.

The Coal Delivery area contains a wooden capped concrete kerb but the Sale Particulars describe it as having a "loading platform". The space to the east of the kerb was occupied by the railway track and presumably the space to the west was the alleged platform. What is unexplained is the location of the Coal Store. The most likely explanation was that when the coal was unloaded it occupied the space to the west of the curb. If the blank openings in the wall east of the Boiler Room were open the coal could have been shovelled directly from there into the boilers.

Green Water

A strange report about the 1895 pollution of the well was published in *Sussex Life*⁹ in a letter written by Mrs Cecile Woodford. She was a local historian who had published several books on Sussex and Eastbourne. In her letter she states "In 1895 came the episode of the 'green water'. Tap water suddenly ran bright green and had a most unpleasant taste. This spread to the whole population of Eastbourne, and no amount of boiling could render it harmless. For two years water had to be fetched in buckets from stand pipes."

This letter was followed up in the July edition of the same publication by a reporter named James Donne.¹⁰ He stated that one of the springs was charged with chlorine.... a chemical element; a greenish-yellow gas; a powerful disinfectant and bleaching agent." The implication was that the

green water was due to the addition of chlorine (which is green in gaseous form) to the water for disinfectant purposes.

The whole rag-bag of disinformation is hard to credit and it is suspected that this is a case of 'Chinese whispers'. The only possible explanation for the green water is that water which was being taken from Motombe Pond could have contained algae, and this might have been the cause of the outbreak of enteric fever in 1886. An inspection of the local papers for the relevant period revealed no mention of 'green water'.¹¹

Glossary

White bricks. Brickmakers describe these bricks as "white" where using gault clay and which most lay persons would describe as yellow¹².

Machicolations. These were openings in an embattled parapet wall to enable the defenders to drop unpleasant objects on any attackers below.¹³ This feature was often used on non-military buildings as a decorative feature.

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THE BRIGHTON TRAM SHELTERS

John Blackwell

The Brighton Corporation tramway system opened on 25 November 1901, and was completed in July 1904. The 9.5 mile system of eight routes remained unchanged until closure on 31 August 1939. The track gauge was 3 ft 6 in, running along the centre of the road except around the Steine and Victoria Gardens where it followed the outer perimeter. Passenger numbers rose to a peak in the 1930s of over 24 million per annum carried by a fleet of 80 cars. Various designs were built, all of which were open top, this being a Board of Trade requirement in areas where there were steep hills which could be subject to high winds. This gave the cars an antiquated appearance in the later years of operation and was a factor in their replacement by trolleybuses in 1939.

Initially the routes had a common terminus at the south end of Victoria Gardens opposite the North Gate of the Royal Pavilion known as 'Pavilion'. In July 1904 the route was extended seaward to a new terminus at the southern end of Steine Gardens, always known as 'Aquarium'¹. At first the cars ran in an anticlockwise direction around both groups of gardens allowing passengers to board and alight on the garden side. In 1926 a one-way clockwise system was introduced for traffic around these gardens; the trams conformed to this, around Victoria Gardens² from 5 May 1929, and from 29 March 1930 around Steine Gardens.

The routes were Aquarium to Lewes Road, terminating at the Barracks 130 yards north of Coombe Road; Aquarium to Elm Grove Racehill; Aquarium to Queens Park, via Elm Grove and Queens Park Road, terminating at the junction of Upper Rock Gardens and St James' Street; Aquarium to Ditchling Road, Fiveways; Aquarium to Beaconsfield Villas via London Road, (this service and service D travelled along Preston Drove making a circular route); Aquarium to Seven Dials via London Road and New England Road, later extended along Dyke Road to Tivoli Crescent North; Aquarium to Brighton Station via North Road and Queens Road. A Cross-country route was introduced in 1927 from Seven Dials to Upper Rock Gardens via New England Road, Viaduct Road, Union Road, Elm Grove and Queens Park Road. *The underlined capitals were the route designation letter.*

The first suggestion for a shelter, recorded in the minutes,³ was from a member of the public in November 1902, to be placed at the 'Pavilion' terminus. By August 1904, following discussions with the Parks and Cemeteries Committee, removable shelters of a rustic design were proposed at the south-east corner of Victoria Gardens (Pavilion) and opposite the bottom of St James Street at the north-east corner of the Steine Gardens. The latter served an interchange with motor buses from Hove and Portslade to Kemp Town and Rottingdean. Messrs Turrell and Son's tender for £61 10s 0d was accepted to supply and fix to the submitted design on foundations prepared by the Corporation; the final costs for each shelter being £62 15s 0d and £7 7s 5d for the foundations.

These wooden shelters were approximately 15 feet long by 9 feet wide and were set back level with the railings surrounding the gardens to enable passengers to alight on the adjacent gravel paths. They had a central entrance with an unglazed window opening either side above a rustically decorated lower panel; a glazed window was in each side but there were none at the back. The roof had a small central hipped gablet with the roof extending down on all four sides to form overhanging eaves. The roof covering was oak shingles with entwined branches forming a ridge decoration. (Fig 1.) This unusual design of roof was to be the standard for *all* the wooden tram shelters. Electric lighting with the supply taken from the overhead wire was provided to both shelters in early 1905 and seats installed in October 1908.

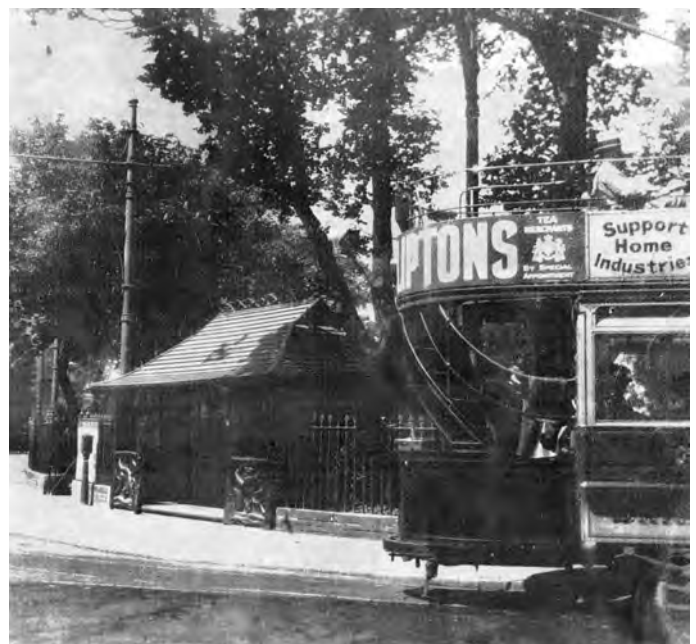


Fig 1. 'Pavilion' shelter, 1904

In September 1910 it was noted that, since seats had been provided, children and tramps were causing a nuisance at night, and a pair of Bostwick collapsible gates were installed in the entrance and the open front windows glazed. Following the route extension to Old Steine in 1904 a further request to the Parks and Cemeteries Committee was made to erect a shelter at the southern end of the gardens (this shelter was always known as 'Aquarium'). It was to be similar to those already provided only "stronger and more durable construction" and to provide not only a shelter and cloakroom but also a timekeeper's office. The roof was the same as the earlier shelters with the addition of another transverse gablet at the eastern end, surmounting the ridge, with a clock in the gable end. It was considerably larger than the previous shelters being 36 feet long by 15 feet wide with double doors at the centre and western end and a single door at the eastern end.

This shelter consisted of all the elements that came to be associated with the early tramway shelters with small tree trunks or large branches cut in half and affixed to each corner, door post, window frame dividers and horizontally under the eaves. Beneath each window sill was tongue and groove boarding laid diagonally with external decoration of half

round moulding forming a diamond pattern. The doors were half glazed with a square of moulding in the centre of the lower half.

By 9 October 1905 the 'Aquarium' shelter, complete with internal seating, was operational. A ladies' lavatory had been built to the rear; this was found to be inadequate and was doubled in size in 1907. Despite numerous references being made to a rebuild in 1915 (and 1925) this is plainly not so, as a postcard in the author's possession, postally used in 1908, shows the same structure as built and depicted in later photographs, which survived until demolition in 1967⁴. (Fig 2.) There were however substantial later extensions to the rear including a mess room. In March 1910 the Works Committee rather than the Tramway Committee proposed an "overground lavatory" (fronted by) "a tram shelter" at the north east corner of Victoria Gardens opposite Richmond Street. The Tramway's Committee contributed £30 towards its cost and requested "a means of closing at night". A postcard shows it to be identical to that at the Pavilion terminus. It closed, being "no longer required", in October 1922 and was later replaced by underground public conveniences.

The construction and design of the 'Aquarium' shelter was considered successful and a programme of similar but smaller rustic shelters, with entrance



Fig 2. 'Aquarium' shelter, c.1908



Fig 3. Rustic shelter at Ditchling Road junction with Upper Hollingdean Road. (James Gray Collection/Regency Society)

doors at each end of the frontage and a single drainage pipe from the guttering at the centre of one end, commenced in 1910. (Fig 3.) The dimensions were 13 feet by 7 feet, with a height to the ridge of 9 feet. Most had four windows at the back and two at each side. The doors at each end of the front elevation were half glazed and separated by two windows. They featured identical rustic decoration to that at 'Aquarium'.

These shelters were described as portable and built by the tramway department's carpenters⁵ and cost an average of £62 plus a further £7 for "foundations" consisting of a level wooden base supported on setts or bricks. The shelters were placed either in the road or at the kerbside. The window frames were varnished and the remainder painted a chocolate colour with a cream interior. All had seats and were electrically lit with power being taken from the overhead (wire). The doors were locked by the conductor of the last tram at night and unlocked by the conductor of the first tram in the morning.

By 1916 twelve such shelters had been erected (see Table 1 for details). In 1919 a lean-to shelter was built at Preston Circus against the wall of the police station, both the shelter and police station being removed prior to the building of the present fire station in 1936. The final rustic shelter was approved for erection at the junction of Viaduct Road and Ditchling Road in 1921. However the only known photograph shows it to be of the earlier design and it is possible that the "no longer required shelter" at the north east corner of Victoria Gardens was moved here in 1922.

With the installation of traffic lights in 1934 this shelter, which was situated in the centre of the road, was moved to the eastern corner of Viaduct Road and Shaftesbury Road outside the former Diocesan Teacher Training College, now offices. In 1938 it was moved to the south side of Elm Grove at the corner with Hallett Road but was removed in October 1939 following the closure of the tramway system and in view of its short life it is not shown on the plan.



Fig 4. Type 2 Shelter opposite Marlborough House - 1932

Type 2 Shelters

In 1913 a rustic type shelter (see above) to serve the Seven Dials was erected on private land at the corner of Chatham Place and Buckingham Place. A bank, now restaurant premises, was built on the site in 1923/4 and the shelter was removed to temporarily replace the 1904 shelter in Steine Gardens opposite St James Street. In July 1923 the first of a new style of shelter, Type 2, was authorised to be constructed of oak framing, clad on the lower part and between the windows with asbestos sheeting, with a clef oak shingle roof (the same roof design as its predecessor but without the rustic decoration along the ridge), and a floor of red tiles on a concrete base. The shelter was open fronted but had a lengthwise partition with central double doors giving a standing area of one third, the remaining being an enclosed space with wooden seats. The shelter measured approximately 25 feet by 10 feet and opened on the 23 August 1924.

(Interestingly the shelter from Seven Dials found a further use in October, being placed on the north side of Elm Grove, above the junction with Queens Park Road, near Sandown Road, only to be moved to the top of Elm Grove a year later where it remained into the 1950s).

A smaller shelter some 13 feet by 9 feet was erected in May 1925 (following the removal of a tree) on the footpath at the south east end of the St Peter's Church enclosure, the estimated cost being £130. Following the change whereby trams travelled in a clockwise direction around Victoria Gardens in 1929, a new shelter was erected at the south west corner of the gardens opposite the North Gate of the Royal Pavilion gardens. In 1947 this shelter was removed to become the Aquarium terminus of

Volk's Railway at Madeira Drive where it survives today although much altered. With the change to clockwise operation around Steine Gardens the shelter opposite the bottom of St James Street was moved in April 1930 to the west side of the gardens (Fig 4).

In 1928 and 1930 new shelters were authorised for Dyke Road, respectively at the top of Highcroft Villas opposite the Dyke Inn public house and opposite Port Hall Road "just inside the fence of Dyke Road Park" (Fig 5). These were an all-wood variation of the Type 2 design with a central opening on the front elevation, probably originally with door(s). In 1931 the shelter at the Upper Rock Gardens terminus was replaced by a brick-built combined shelter/toilets/telephone and police boxes. In 1934 with development commencing on the western side of Dyke Road the shelter for the Tivoli Crescent terminus was moved to the opposite, eastern, side of the road.

In September 1935 a report for a new shelter and underground public conveniences for both men and women on the west side of Old Steine on the site of the existing tram shelter was made. The minutes record the existing Castle Square boarding island was extended thirty feet in August 1936 and presumably the shelter was open by then or soon after.

It was completely different from previous shelters; being built above ground of brick with a rendering of Brizolet (a Czech patent of artificial stone exterior finish with sparkling flecks of mica) in the popular *moderne* style of the day. Designed with a central shelter area, the integral wings with semicircular ends had metal windows (currently glazed with Perspex) lighting the stairs to the below ground



Fig 5. Type 2 shelter opposite Port Hall Road



Fig 6. 1936 Moderne shelter. Steine Gardens.

Ladies' and Gentlemen's conveniences. The flat concrete roof projected beyond the front wall to form a sheltered area to protect waiting passengers. This shelter survives, listed Grade 2, though somewhat altered, as the Gossip Cafe (Fig 6). It was not served by the trolley buses which replaced the trams in 1939 but was retained as a shelter and public conveniences until conversion to a cafe in 1998⁶.

The Survivors

It has not been possible to ascertain the dates of removal of all the tram shelters but apart from those still remaining they had gone by the mid 1950s. Four continue to provide shelter for present-day bus users, being restored in 2010 and maintained since, and a further four survive elsewhere. In their original position are the shelters in Ditchling Road at the junction with Upper Hollingdean Road and at the Pepper-Pot in Queens Park Road. In 1977/8 the Dyke Road shelter, near the Tivoli Crescent terminus, which projected slightly into the road was moved 150 yards to the south and re-erected into the wall of the reservoir.

The best preserved and listed Grade 2 shelter is also sited in Ditchling Road opposite Surrenden Road (Fig 7). Trams on route D never reached as far north as this but the replacement trolley bus route,

number 26, terminated here until being extended into the new Hollingbury Estate in 1947; the original turning circle for the return trip to Old Steine remains. The shelter originally stood at the top of Beaconsfield Villas and was moved here in the summer of 1945.

The 1929 shelter at the south west corner of Victoria Gardens was moved in 1947 to become the Aquarium terminus of Volks Railway (the pre-war railway shelter being demolished in 1940 as part of the anti invasion works) where it survives, much altered. The recent award of Heritage Lottery Funding to the railway will result in its removal.



Fig 7. Surviving Rustic shelter Ditchling Road opposite Surrenden Road.



Fig 8. St Peter's shelter as Cragside station. (*Jim Hawkins*)

The 1925 shelter at St Peter's Church was moved to Amberley Museum on 5 December 1981 where it has been recently refurbished for use as Cragside station (Fig 8), previously serving as the museum's Brockham station. Also at Amberley Museum is the 1930 shelter from Dyke Road, opposite Port Hall Road, which moved there in April 1986 and is in use as the bus shelter in 'Amberley Village Square' (Fig 9). The final survivor was, I believe, the shelter that stood at Fiveways which was removed in 1954 and stood for many years in the Corporation's parks and gardens nursery at Stanmer Park before being transferred to the rural museum run by the Stanmer Preservation Society. The shelter can be viewed in the grounds of their Museum building at the rear of Stanmer House.

Postscript

By 1949 the responsibility for the provision of shelters had passed to the Land and Works Committee and in September of that year a programme of new shelters for buses and trolley buses was implemented. These were of a modular design constructed using precast concrete panels, three feet wide, some complete with metal windows; flat slabs were used for the roof. The panels were manufactured by the Spun Concrete works at Rye Harbour and the shelters were a familiar sight around Brighton until the 1960s when they were gradually replaced with brick shelters also with metal windows and flat roofs. Now these have also been demolished to be replaced with the ubiquitous glass advertising type.

Returning to 1949, the minute⁷ records that at "Old Steine" (between North Street and the Royal Pavilion) "three stops built of traditional materials similar to the [1936 tram] shelter and conveniences



Fig 9. Dyke Road Shelter, opposite Port Hall Road, at Amberley (*Martin Snow*)

opposite Marlborough House" are to be provided at an estimated cost of £1,350. These are the three existing, Grade 2 listed, brick-rendered shelters for which the listing by Historic England gives an incorrect date of construction of 1926; this should be 1950. The listing for the 1936 shelter also gives the same incorrect date of 1926.

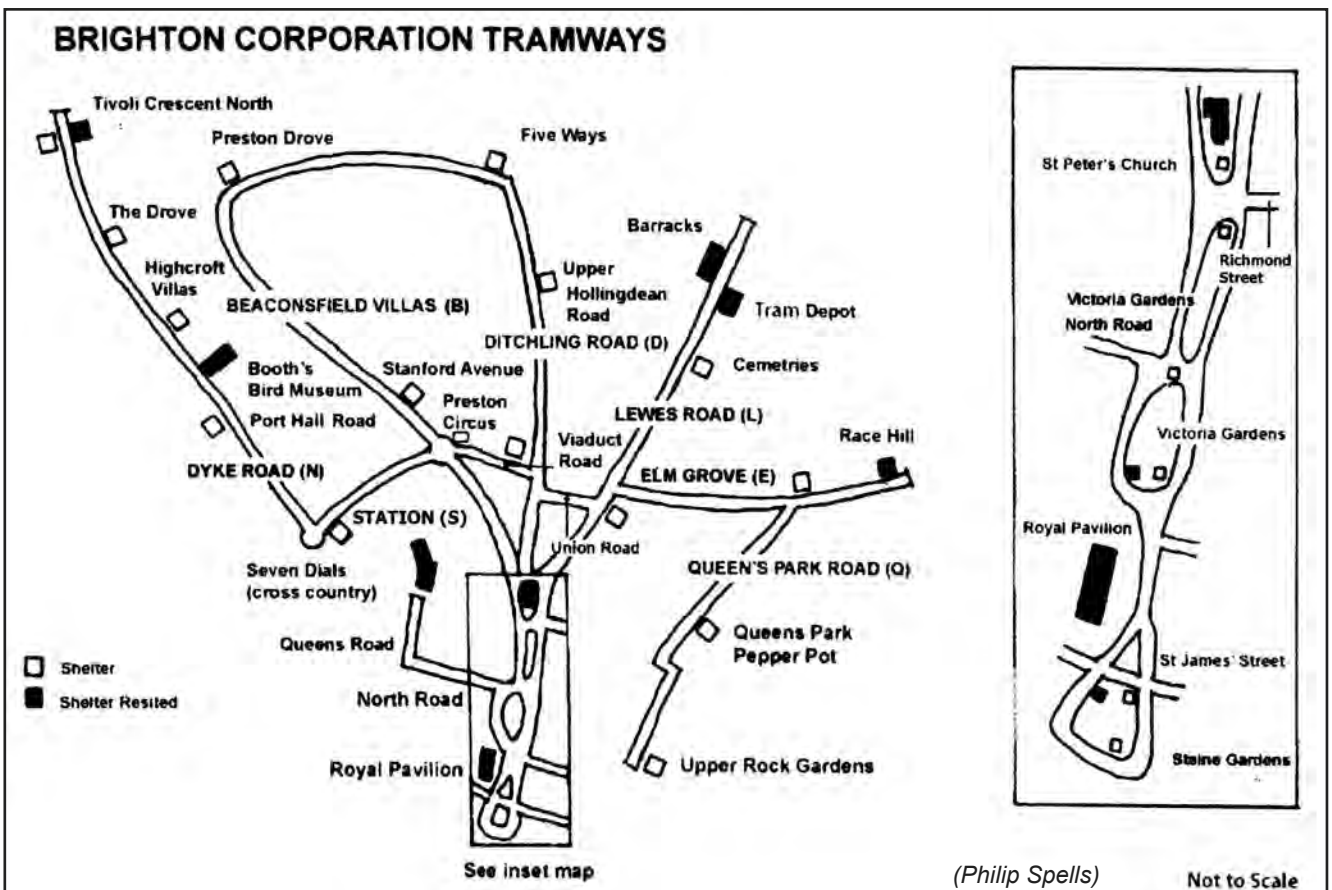
References

1. The Aquarium was 100 yards to the east and it would have been more appropriate to have named the terminus Old Steine as was used for the replacement trolleybuses.
2. The conductor permitted passengers to alight at the motorman's (front) end of the tramcar.
3. Tramway Committee Minutes 1898-1939. The Keep DB/B 25/1-14. This article has been largely prepared from these minutes.
4. Transport Committee Minutes The Keep DB/B 243/6. The date of demolition of the 'Aquarium' shelter has often been given as 1972 but the minutes record "work to commence at the end of the [1966] summer season on the demolition of the existing building" for a pre-fabricated shelter and staff toilets and that the "new shelter was in use" by January 1967.
5. *The Argus* 6 October 2010. A letter from a relative states William Noyce, "a master carpenter"... "built them all over town including the large one at Old Steine". However it was also stated "he went to work for Brighton Corporation Tramways in 1913" when construction had already started and he was probably one of a team who also built the tramcar bodies.
6. The roadside entrance to the shelter interior has been blocked off and the entrances to the stairs leading down to the toilets were immediately to the left and right of the central shelter have also been closed off by means of a dwarf wall with window above.
7. Land and Works Committee. The Keep DB/B 160/5.

**BRIGHTON
TRAM
TABLE**

Location	Date erected	Tram route
<i>Rustic Type</i>		
Victoria Gdns SE corner opp Church Street (Pavilion)	1904	ALL
NE corner Steine Gdns opp bottom of St James' Street	1904	ALL
Aquarium terminus	1905	ALL
Victoria Gardens opp Richmond Street	1910	ALL
Upper Rock Gardens terminus top of St James' Street	1910	Q
Preston Drove/Ditchling Rd (Fiveways)	1911	D
Ditchling Rd/Upper Hollingdean Road	1911	D
Dyke Road/The Drove	1911	N
Victoria Gdns opp North Road	1911	S
Beaconsfield Villas/Stanford Avenue	1912	B
Top of Beaconsfield Villas/Preston Drove	1913	B
Seven Dials S side Chatham Place/ Buckingham Place	1913	N
Queens Park Road Pepper Pot	1914	Q
Lewes Road E side Cemetry (Woodvale)	1914	L
Lewes Road E side opp Union Road	1914	L
Dyke Road/ Tivoli Crescent North terminus	1916	N
Preston Circus(Police Station) Lean to	1919	C
Top of Viaduct Road/Ditchling Road	1921	C
Elm Grove N side opp. Queens Park Road then to top of Elm Grove	1924/5	E
<i>Type 2 1920/30s</i>		
NE corner Steine Gdns opp St James' Street. Moved 1930 to west side	1924	ALL
St Peters Church Lewes Road (to Amberley1981)	1925	L
Dyke Rd / Highcroft Villas	1928	N
Victoria Gdns SW corner opp Church Street (Pavilion)	1929	ALL
Dyke Rd opposite Port Hall Rd (to Amberley 1986)	1930	N
<i>Moderne</i>		
West Side Steine Gardens	1936	ALL

**BRIGHTON
TRAM
ROUTES**



TURNPIKES TO BATTLE AND HASTINGS

Brian Austen

For much of the Medieval period Hastings was a port of some significance and because of this was a member of the Cinque Ports, providing ships for royal use in return for privileges of self-government for the town. The port was however to suffer later decline from the effects of coastal erosion, losing the facility to utilise one of its harbours to the west of the town centre in the Priory Valley. This restricted its port facilities to the foot of the main valley to the east where the Bourne stream discharged into the English Channel. This is the area now referred to as The Old Town. Even here by the early years of the reign of Queen Elizabeth I the wooden pier to the west which had provided protection was destroyed in a gale, and funds available for reinstating it proved insufficient. As late as 1806 Rennie made proposals to construct a harbour with an inner basin but no action was taken, and a report of 1834 to establish a harbour at Priory Meadow to the west of the town, with an estimated cost of £100,000, came to nothing. Thus for most of its existence as a port the town had to rely on beaching vessels on the Stade. Vessels of 50 or even 100 tons burden were wound on to the beach with capstans operated by three or four horses. Despite this inconvenience trade was sufficient for the town to have its own Customs House and Customs Officer¹.

The trade of the town was heavily reliant on the fisheries established here, which in 1823 employed 60 fishing vessels with a total tonnage of 550. In 1834, 64 vessels were employed with a tonnage of 568 employing 450 persons. There were two peaks of activity during the year. Between the beginning of April and July mackerel was the focus of the fishery and this changed to herring from mid-July to late November, although other fish were also landed. Some fish was cured but much was sold fresh on the beach by Dutch auction. Apart from local consumption, some was taken up the London road for sale at Tunbridge Wells during the season there, and even went as far as London itself where it was claimed that the taste of Hastings fish enabled it to be sold as a premier product. Vans departed daily from the Fish Market for London, for Lewes and Brighton and to Rye, Tenterden, Ashford and Dover. The fishing industry brought other employment such as

ship building and repair. Vessels as large as 200 tons were built and launched at Hastings. Such ships were usually cutter rigged. The Priory ground to the west was utilised as rope walks from 120 to 140 fathoms in length operated in one case by a Mr Thwaites and the other by Breeds and Co. There was also an additional shipyard here operated by a Mr Hamilton. Ships were also operating in the coastal trade. Nineteen coasting vessels were recorded as belonging to Hastings. The main import was coal and this trade was growing strongly in the early nineteenth century. In 1803, 3,871 chaldrons were landed but thirty years later this had risen to 12,940 chaldrons. Timber was also traded from the port in the form of planks. In the eighteenth century cannon from foundries at Robertsbridge and Ashburnham were exported from Hastings but this industry had largely ceased by the century end. Agricultural produce such as wheat, barley and oats were shipped and there were considerable clearances of woodland and waste to enable this production to expand. Hop production expanded and much of the remaining woodland was dedicated to the production of hop poles. Robertsbridge and Salehurst parish generally greatly expanded the growth of hops. Lime was burnt in kilns to the west of the town and this was largely used for agricultural purposes. The chalk came from the cliffs at Beachy Head, 120,000 bushels arriving at Hastings in 1804 during the four months in which this production took place².

By the second half of the eighteenth century a new source of income and prosperity was emerging in the form of the demand for the health-providing benefits of sea-bathing. The 61½ miles from London was slightly further than Brighton, but it was more than compensated for by the quality of the surrounding scenery and the fine views to be discovered in the vicinity of the town. The first mention of sea-bathing at Hastings is to be found in 1736 and although development was initially modest, the town was of sufficient size and had sufficient attractions and amenities by 1794 to warrant the publication of its first guide book. The publisher of this guide had six years earlier provided the first circulating library in the town. As with other resorts of pleasure, the modest population grew as strangers took up residence in the town and built or rented properties for more permanent residence. The population in 1801 was only 3,175 but by 1831 had risen to 10,097. By this period the town could boast hotels and inns, numerous boarding-

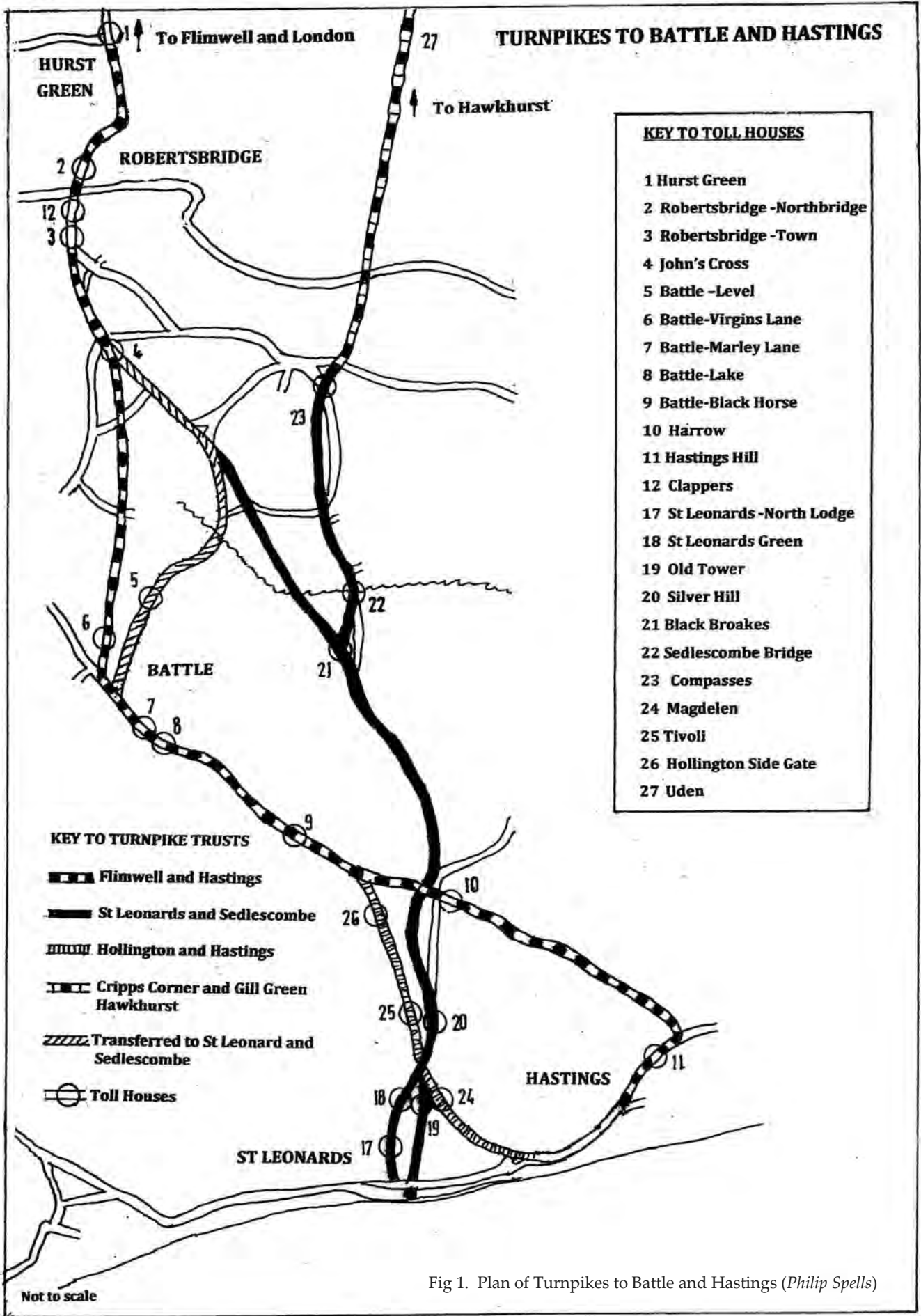


Fig 1. Plan of Turnpikes to Battle and Hastings (Philip Spells)

houses, a theatre, assembly and concert rooms, several libraries, baths and bathing-machines, and in 1827 established a race meeting. Fishermen made provision for visitors who wished to catch fish while their children collected attractive shells to decorate trinkets for visitors.

Development had initially been constrained by the steep sides of the hills which flanked the valley leading to the beach. Expansion to the east proved impossible because of the terrain, but could be undertaken to the west, once the route past the West Hill was provided along the shore. The opening of Pelham Crescent with its arcade of fashionable shops at the base of the West Hill occurred in 1824-8 and Wellington Square was started in 1821. Westward development of terraces and villas continued and was encouraged when the railway reached Hastings in 1851, though it was open to St. Leonards five years earlier.

St Leonards was conceived as a separate and more select resort a mile and a half to the west of Hastings. The project was a speculative venture by James Burton already well known as an architect and estate developer in London. In 1823 he bought the Gensing Farm Estate and with the help of his architect son Decimus Burton started to lay out and build his new town. Initial development was in the form of a classical terrace facing the sea and known as Marina. This had near its centre a substantial hotel. The first visitors arrived in 1830 and four years later the Duchess of Kent with her daughter Princess Victoria stayed at the hotel. The select nature of the resort was indicated by an arch across the coast road at its entrance and the Tudor gothic style North Lodge with its gatekeeper. The centre of the development was a valley which was landscaped as a subscription garden with detached villas in picturesque styles. It was provided with its own concert and assembly rooms, billiard rooms, public baths, an archery range, hotels and libraries. The new development was administered under the terms of an 1832 Improvement Act. The population was by 1839 estimated to be in excess of two thousand³.

Public transport to Hastings was initially somewhat restricted and in 1794 there was only one coach to the town, from London, which departed from Hastings on Mondays, Thursdays and Saturdays with an additional journey on Wednesdays during the season. It took passengers to the Bolt in Tun Inn in Fleet Street. The town had from the seventeenth century a Post Office and Postmaster and the service

was improved in 1821 when a Mail Coach was introduced to replace the former mail cart. In 1836 this route was extended to St. Leonards. As the town expanded the number of coach departures increased and by 1839 there were two daily departures for London and additionally services to Brighton, Dover and Maidstone.

The road north from Hastings towards London provided opportunities to contribute to road traffic. The most important settlement was the market town of Battle seven miles from Hastings. Here markets, mainly for cattle, were held on the second Tuesday of each month, and additionally fairs were held for cattle on Whit Monday and 22 November and for sheep on 6 September. The population in 1831 was 2,999 and by 1851 had risen to just under 4,000. The inns of the town provided for travellers and as this was the first stage out of Hastings horses were changed on coaches. Petty Sessions were held at Battle twice monthly, and it was also a polling town for county M.P.s; it was the centre of a poor law union and maintained schools and a mechanics institute. The main local industry was gunpowder manufacture conducted by a Mr Noakes and a substantial tannery existed in the town. North of Battle, a further seven miles, at a point where the road crossed the River Rother, was the substantial village of Robertsbridge in the parish of Salehurst, which was noted for its hop production. The parish had a population of 2,204 in 1831 and here again the servicing of coaches and traveller was important. Between here and the county border at Flimwell and into Kent inhabitants were fewer along the road, and it was not until Tonbridge with its connections to the Upper and Lower Medway Navigation, that additional traffic in quantity could be expected, and this would in the main be directed to the London market⁴.

Flimwell and Hastings Trust 1753

The importance of routes from London to the coastal parts of the south-east was recognised by the king and government at an early stage, but the preferred route was that to Dover (The Kent Road). By the seventeenth century daily posts operated on this road conveying both royal and government communications and also those of private persons now that a royal monopoly of the post no longer existed. Mail for Hastings was conveyed from Dover, Sandwich and Hythe at the time of the Civil War and Commonwealth. Rye was included in a list of new post roads from 1660, and in 1669 letters for

Hastings were to be left at Stonecrouch, the last "post town" before Flimwell where the Rye Road branched off. By this period the Rye and Hastings road was important not only for communication with the coast ports but also for serving the increasing number of visitors to the spa at Tunbridge Wells. The turnpiking of the road from London to Rye commenced in 1709 with the section from Sevenoaks to Woodgate (Pembury), the first turnpike Act passed for the county of Kent. The section from Woodgate to Flimwell followed in 1741 and the section nearest to London, from Farnborough to Sevenoaks in 1749. Flimwell to Hastings, 18 miles 7 furlongs in length, was turnpiked under the Act 26 Geo II c2. A short central section of the road at Robertsbridge, where it crossed the River Rother, was excluded and was to be the subject of a later Act. The improvements that were expected from the Act were not immediately realised, especially in the winter months, when the deep clays experienced in parts continued to provide problems. In December 1755 a postboy on the Hastings Road, explaining the delay in delivery, stated that this was due to "the water, being now and then impassable". Robert Walpole travelling towards Hastings found it very difficult to hire horses at Sevenoaks and Tunbridge Wells and beyond Lamberhurst stated that "the roads grew bad beyond all badness"⁵.

The route of the Turnpike south of the Sussex border was along the line of the present A21 road if later improvements are excluded. Approaching Hastings however it progressed along the Harrow ridge, the route of the present B2093 to Ore, before descending a steep hill into the narrow streets of Hastings Old Town. For much of its existence until the early 1830s the financial performance of the Trust was entirely satisfactory with income more than covering its expenses. Mortgage interest was regularly paid at 4% to those who had provided the initial capital for the road improvements. For instance, in the period 1773-1781, six of the eight years provided a surplus which by 1781 had risen to a cumulative figure of £728.10s 4d (£728.52). Despite periodic complaints about the standard of the road surface in the winter months, on the whole it provided for the traffic adequately. Prior to turnpiking, the only coach to Hastings from London, established in 1745, was taking three days to reach London, but by 1794 it was completing the journey in a day. Suitable road repair materials were available within a reasonable distance from the road, beach pebbles being used on the section to Battle and local quarries supplying the

need further north. What had been adequate in the eighteenth century, was not however seen to be so, once improved road maintenance methods, reduction of gradients and more direct lines on other Trusts were becoming commonplace in the century following. The eleven miles of road immediately north of Hastings were by now being publicly condemned as "both round about and very hilly". Some work was carried out on Hastings Hill leading from the town in 1814-15 and nearly a mile of the road on the Harrow ridge at Beauport was relaid in 1824-25, but this did not remove the main objections. The disinclination of the Trust to take more serious action to improve the situation resulted in a new Turnpike, the St. Leonards and Sedlescombe Trust, being planned. One of the main promoters was James Burton who was busy developing his new town to the west of Hastings from 1823. Initially this could only be reached by way of Ore and Hastings, an additional seven miles, and his representations to the Flimwell and Hastings Trust for a more direct route to the turnpike were met with little enthusiasm. As a result he was forced to expend resources on a private toll road from the North Lodge of his township to connect with the turnpike.

This was only a partial solution, and with support from a number of local landowners, he promoted a Bill which would construct a new line from St. Leonards to Cripp's Corner with a branch connecting to the Hastings and Flimwell Trust north of Battle, and three years later a further alternative of a new turnpike from Cripp's Corner to Hawkhurst. This route would shorten the distance for London traffic and avoid a number of steep hills on the old line. The tradespeople of Battle however were opposed to the new road which would divert traffic away from the town, as were also the trustees of the Flimwell and Hastings road who saw lower income from a number of their gates. Attempts to negotiate some form of compromise failed. The St. Leonards and Sedlescombe Trust was authorised in 1838. The response of the Hastings and Flimwell Trust to this failure to agree a compromise was to promote new turnpikes and a direct road to meet the complaints of travellers. Further funds had to be raised for these improvements and serious cost overruns impaired their finances⁶.

The first of the new roads was to form an improved link directly from Hastings by way of St. Leonards and Hollington to meet the existing turnpike at

Beauport at the west end of the Harrow ridge. This road which received parliamentary consent in 1838 was passed as a separate enterprise known as the Hollington and Hastings Turnpike. The history of this Trust will be dealt with later in this article. There was a clear connection with the Flimwell and Hastings Trust and many of the mortgage holders invested in both. They did however wish to protect their existing investment from any liabilities that might arise from the building and operation of the new road.

The second section to be improved was that north of Battle to John's Cross under the terms of the Act 6 Wm. IV c 19. Initially the Turnpike had used a direct approach to Battle through Mountfield but by the late eighteenth century this was abandoned. The road was diverted east at John's Cross to serve the village of Whatlington providing a more evenly graded but longer route to Battle. The 1838 Act it was hoped would reduce the distance to London from Hastings, continue to serve Battle and dissuade traffic from using the rival St. Leonards and Sedlescombe Trust about to be authorised. The contracts for the work were advertised and agreed in 1836 and work on the new direct line from Watch Oak, Battle to John's Cross commenced in the following year. However the costs in forming this level and even road involved sums greatly in excess of those initially raised. The new line was officially opened on 23 July 1838 and responsibility for the old road abandoned. It was reported that a saving of more than a mile in distance had been effected and "a comparatively level road substituted for a narrow and dangerous one abounding in hills". The over estimated cost, coupled with the sums expended in its fight with the new and rival Sedlescombe Trust, resulted in a deficiency of £6,400. In an attempt to address this, suggestions were made to reduce the interest on mortgages temporarily from 5% to 4%, a move resisted by some of the mortgage holders. To ensure that they received their full rate some holders such as the Earl of Eglington and the trustees of Mrs Bulkeley seized turnpike gates and put in their own collectors, as they legally were able to do. In July 1840 it was reported that unpaid interest and liabilities amounted to £6,438.

The heavy cost of the Watch Oak to John's Cross road was to be felt for many years. In the year to 31 August 1841 it was reported that toll income was £1,823 1s 9d (£1,823.09) a fall of £800 from the previous year and with mortgage payments due of

£1,330 15s (£1,330.75) and other expenses, only £400 was left for road repairs. The Turnpike Trustees tried to compensate for their financial state by suggesting a greater financial involvement by the parishes through which the road passed. They had some success, but Mountfield refused, and in August 1841 the road was described as "deeply rutted and rendered dangerous from the Fence having slipped away with the embankments and the passage being considerably confined". They were fearful that if nothing was done the passage of the mail coach at night might be impossible. Some of the gates were to remain in the hands of the mortgagees until 1849. It was proposed in the renewal Act of that year (12-13 Vic c65) that the interest rate be reduced to 3%. By this date railway competition was beginning to be felt. The London Brighton & South Coast Railway had reached St. Leonards (Bo-peep) in November 1846 and the South Eastern Railway had reached Hastings in February 1851 with running powers allowed to the L.B.& S.C.R. from St. Leonards. The vulnerability of the Flimwell and Hastings Turnpike had been flagged up as early as 1840 in a Parliamentary Report in 1840 which stated that the effect of a railway to Hastings, should it be constructed, would be considerable. "The present traffic is insufficient to pay the increased interest on the large expenditure in improvement in the last three years and any withdraw of the traffic by railways would work a serious injury to the creditors".

One response to the opening of the station at Bo-peep was to place a side bar on Hollington Lane on the associated Hollington to Hastings Trust. The renewal Act of the Flimwell and Hastings Trust in 1849 stated that of the Trust's receipts one third was to be applied to road maintenance and two thirds to creditors including mortgage holders. In 1851 it was recorded that the total indebtedness of the Trust was £25,467 8s 3d (£25,467.41) and that only £178 16s 10d (£178.84) had been paid off. A year earlier it had been calculated that it would take 20 years and 10 months to pay off this debt at the current income of £1,324 4s 8d (£1,324.24). The sinking fund, formed to help reduce the mortgage debt, had a mere £246 18s 9d (£246.94) in December 1845. Few of the mortgagees stood much chance of having other than a fraction of their investment repaid. The date for the winding up of the Trust was stated initially to be 1 November 1872 but a further Act (36-7 Vic 90) extended this to 1 November 1880, probably to generate further income to help pay a greater proportion of the mortgage debt⁷.

Tollhouses

The Flimwell to Hastings Trust started at the cross roads at Flimwell where the Hastings road was joined by roads from Ticehurst and Wadhurst to the west and Hawkhurst to the east. As befits an important crossroads there was a tollhouse and gates here, but these were operated by the Kippings Cross to Flimwell Trust which for virtually all of its length was in Kent and therefore outside the scope of this article. A section of the A21 to the north in the Lamberhurst area did however at this period run through Sussex for a short distance. There was a tollhouse and gate belonging to the Kippings Cross Trust at Beult (Bewl) Bridge (TQ 685348) which, when the Trust was wound up was sold on 6 April 1876 to Edward Hussey of Scotney Castle for £50. The border with East Sussex has since been redrawn and the site of this tollhouse and gate has long been in Kent and is outside the scope of this article.

Hurst Green TQ 734272

Tolls were collected at this gate as early as 1753 and between 10 June and 8 October of that year receipts were £32 7s (£32.35). The gates were situated at the point where the A265 from Burwash made a junction with the A21 and there were gates across both roads. Clear instructions were given that the "old way across the common" was to be stopped and the gates "placed where it is thought to take most money". A contemporary drawing shows a gatehouse or hut placed centrally in the road. This arrangement must have been subsequently altered. A separate side gate known as Burgh Wood gate operated in 1773-76 and possibly longer, with separate figures given for toll receipts and payments for the services of the gatekeeper. In the period August 1774 - June 1775 the toll raised £16 8s 11d (£16.45) and the keeper was

paid £3.4s (£3.20) for the 16 weeks service. Burgh or Blunts Wood lies to the north of the Burwash road immediately before its junction with the Turnpike to Hastings. A photograph taken soon after the winding up of the Trust in 1880 shows the tollhouse on the main road just to the south of the junction on the east side of the A21. It was a three bay bungalow with an end chimney stack. It was sold with a garden plot of one rod on 28 October 1880 to Nathaniel Micklethwaite for £100. The addresses of the purchaser were given as Iridge Place, Salehurst and The Junior Services Club, London. It did not long survive this and the Courthouse was built on the site. In May 1841 ruffians attacked the gate-keeper and "beat him so dreadfully that he was for some time lying on the point of death"⁸.

Robertsbridge, North Bridge Street TQ 740242

The small township of Robertsbridge was infested with toll gates, the Flimwell and Hastings, having at one period three alone. Two existed from early in the Trust's history and tolls of £ 18 13s 7d (£18.67) were taken at "a Robertsbridge Gate" between 10 June and 8 October 1753. In a slightly later list of gates North Bridge Street toll revenue is shown from 1777 and that from Robertsbridge Town from 1763. In the account book for 1790-91 the sum of £58 0s 10d (£58.04) was listed to pay John Piper "for building a Toll House at Northbridge" presumably a replacement for the building that existed earlier, unless the toll collectors were using their own dwellings for this purpose.

The tollhouse at North Bridge Street was at the point just to the north of the bridges over the River Rother where the minor road to Salehurst turned east from the A21. The building of the recent Robertsbridge bypass means that the buildings of Northbridge Street are in a cul-de-sac only approachable by turning on to the road through the township and then turning immediately to the north. The tithe award map of 1843 shows a long building flanking the east side of the road with the gate across the road at the northern end, all of the building is identified as the tollhouse in the associated schedule. It was on a plot of 9 perches. The northern part is no longer present and has been demolished in part to improve access to the original Salehurst road which was also gated. The southern section of the building remains in an altered form but it is unlikely that this was ever used by the keeper.



Fig 2. Hurst Green tollhouse

Robertsbridge Town TQ 738233

Situated on the hill leading out of Robertsbridge towards Hastings at a point where a minor road leading west to Brightling and Etchingham joins the Flimwell and Hastings Trust. The Salehurst title map of 1843 shows the house on the south side of the junction and on a restricted site of one perch in extent. At the period when the Trust was established the area of the bridges over the River Rother was not included in the Trust because of the anticipation of flooding, and therefore to have tollhouses at the end of the northern section and the start of the southern section had an element of logic, even though they were less than a mile apart. The volume of traffic at each gate was very similar and in the year commencing 24 June 1776 7,053 paid toll at Northbridge and 7,941 at the Town Gate. This difference is also reflected in the money taken at the two gates which for the year to 25 June 1774 was £70 17s (£70.85) at the Town gate but less at only £46 13s 4d (£46.67) at Northbridge. Travellers to Hastings or London would only pay toll at one of the two gates and their ticket would let them pass free of further charge at the other. When the Turnpike was wound up in 1880 this tollhouse was sold on 28 October to John Hilder of Robertsbridge for £37 10s (£37.50), the low price no doubt reflecting the small size of the plot. The tollhouse does appear to have survived until the middle of the twentieth century⁹.

John's Cross TQ 743212

Originally set up by the Flimwell and Hastings Trust at the point where the present A21 diverges to the east from the new line to Battle, Watch Oak, which was authorised by the Act of 1838 (the present A2110). The gate may not have been one of the original gates but was certainly operating from 1756 onwards. Takings were modest being only £39 19s (£39.95) in the period June 1781 to 23 June 1782, a third or less than other gates on the road. The toll gatekeeper was paid £13 per annum. By the 1780s the gate was probably abandoned as it is no longer included in the list of gates put up for farming. When the new line of road from Battle to this point was opened in 1838, the gate passed to the Seddlescombe Trust and finally closed on 1 August 1874.

Battle – Level Gate TQ 752173

From c1780 the line of the Flimwell and Hastings Turnpike diverged to the east at John's Cross and

then west to pass through the village of Whatlington to reach the town of Battle. The date of opening is not known but tolls were being collected by 1781. In the year from 24 June these amounted to £112 3s 9d (£112.29), similar in level to Hurst Green and Robertsbridge Town. The toll gatekeeper was paid £13 per annum. By 1822, £285 was being collected in tolls. An undated plan and price exists for the building of a tollhouse, which may be this one, with a frontage of 16 feet and a depth of 10 feet. Two rooms were provided with a door and two windows to the road. The quotation from James Inskip for building it was £34 15s (£34.75). Soon after World War II the tollhouse was demolished in connection with a road realignment. Like the John's Cross gate this was transferred to the Seddlescombe Trust once it became redundant with the opening of the new Watch Oak to John's Cross Road. The tollhouse and its land was sold by the Seddlescombe Trust on 18 November 1875 for £30 to James Watt Esq. of Battle. A modern house has been built on the site named "Paygate", and opposite slightly nearer Battle, can be found "Gate Farm".

Battle – Virgins Lane TQ 745169

Situated on the line of the new Watch Oak, Battle and John's Cross road opened in 1838. The tollhouse was built in September 1838 on the east side of the road and was demolished c1969-70 and a sawmill built on the site. It is now covered with houses. The tollhouse was built on the east side of the new turnpike road at the intersection with Virgins Lane. When the Flimwell and Hastings Trust was wound up in 1880 it was sold for £110 to the Duke of Portland of Battle Abbey.

Battle – Marley Lane sidebar TQ 752157

A side bar at the top of the hill leading south from Battle to control traffic coming from Seddlescombe Street direction which otherwise might have avoided the Level Gate. Income was at a low level, and in the year 1786-7 only £5 17s 2d (£5.83) was collected in tolls which barely covered the cost of the wages paid to the toll collector. A decision was made that from 24 September 1787 the gate was to be left open and toll collection therefore withdrawn. Strangely, one of the matters on the agenda for the Turnpike Commissioner's Meeting in February 1803 was the re-erection of the gate but no evidence exists to suggest that the proposal was carried out. There is no evidence of a permanent toll cottage at this point.

Battle – Lake Gate TQ 753155

Situated at the intersection of the turnpike with a road running west to Catsfield (Powder Mill Lane) on a plot of three perches in extent. The tollhouse was on the north side of the junction with the garden plot behind. This was a gate of some importance, the gatekeeper being paid an annual salary of £18 4s (£18.20) in the year 1781-2, with a shilling extra in the following year. In 1850 the farmer of this gate also operated the Robertsbridge Town gate and that at Robertsbridge Coldharbour on the Beech Down, Heathfield to Battle Trust.

Battle – Black Horse TQ 775141

At a meeting of the Trustees on 3 July 1840 a motion was passed to set up a side gate across the entrance of Telham Lane south of Battle. A gate and a temporary tollhouse were to be provided. Also authorised was the setting up of a gate “near the Black Horse Inn leading to Crowhurst ... called Telham Lane in the Parish of Battle”. Tolls collected at this gate cleared Battle Lake Gate and vice versa. This suggests that the gate was across the main turnpike. It is possible that the collector at the Black Horse gate was also responsible for the Telham Lane side gate. The 25” O.S. Map of 1873 shows the Black Horse Gate 12½ chains south of the Black Horse Inn on the east side of the road with a tollhouse, the centre bay projecting into the road, and a single gate across the turnpike. On the closure of the Trust the land was sold to Sir Archibald Lamb of Beauport Park for £20. The low price is explained by the statement that “the west or Front Gable” was to be demolished and incorporated in the road¹⁰.

Harrow TQ 799131

A side gate, which originated from the hostility of the Flimwell and Hastings Trust and the rival St. Leonards and Sedlescombe Trust, which both received parliamentary consent for their construction and changes of route in 1838. The two roads crossed at the Harrow, the Sedlescombe turnpike passing beneath of existing Flimwell and Hastings road by means of a flyover. Access roads between the two trusts were provided but the Flimwell and Hastings road set up a side gate to collect toll from those using them. The legality of such tolls was challenged and a number of prominent persons declined to pay the toll. Eventually in August 1840 orders were given for the removal or disposal of the toll house at the entrance of the “old Harrow Lane, at the bottom of Glazier’s Hill nearby opposite the Harrow Inn”.

Hastings Hill Gate TQ 831109

This was situated at the top of the hill leading from Hastings Old Town just past the one mile milestone and was located on the east side of the road. It controlled two side gates for roads leading to Hollington and St. Leonards. A sketch in J. Manwaring Baines, *Historic Hastings*, which appears to date from the second half of the eighteenth century shows the tollhouse in the middle of a road junction with the three gates shown, but the first edition of the 25” O.S. map shows it opposite the Royal Sussex Arms public house on the east side of the road at the junction of the Old London Road with Priory and Frederick Roads. The opening of the Hastings and Hollington Trust and Sedlescombe Trust roads in 1838 took much London bound traffic away from this gate but it still retained a function taking toll from traffic towards and from Winchelsea and Rye, and also increasing traffic from the growth of the village of Ore. The site of the tollhouse was sold on 25 October 1875 to George Edmed of Hastings for £150. At the time of sale it was in occupation by Edward Varge, possibly the last toll collector¹¹.

Milestones

No milestones can currently be found beside the Turnpike but they did exist in the past. These may initially have been wooden. An estimate dated 13 April 1761 was for such wooden posts 8½ feet in height, 6 feet being above ground level. They were to be 12 inches wide and 7 inches thick and to include the figures of distance to Hastings in Roman numerals. The top of the posts was to be curvilinear in shape. The cost of the timber was 8/- with 2/- for three coats of paint and 2/- for delivery and erection. By the early nineteenth century such wooden posts were out of favour because of their relatively short life, and with cheaper cast iron more readily available they would probably be of this material. The Kippings Cross and Flimwell and the Flimwell and Rye Turnpikes used metal plates in this form attached to stone posts indicating distances to London and to Hastings (or Rye). Many of these still survive and are of a common pattern. It is possible that the Flimwell and Hastings Trust also ordered such plates at the same time¹².

The Robertsbridge Clappers Trust 1801

This was the shortest of all Sussex Trusts being only one furlong and 45 yards in length. Before 1801 it had been the responsibility of the Justices of the

Peace for the County to keep the four bridges over the River Rother at this point in repair. The original roadway was immediately to the west of the present line and passed through fields known as Joachin's Plat and Old Road Plat. The Flimwell and Hastings Trust did not want to take over responsibility itself, and a new Trust received powers under the Act Geo III c 89 to take over, collect tolls and maintain the roads. In parallel with the improvements made to the Flimwell and Hastings Trust in the late 1830s the bridges were rebuilt, widened and raised above the flood level. The tolls were farmed and in 1811 were let for £175. Accounts for the Trust, between 1822 and 1837, show that the income was usually in excess of expenditure enabling mortgage interest to be paid and the total debt reduced.

Tollhouse TQ 739243

The trust only needed one tollhouse and this was situated at the southern end of the turnpike on the west side of the road just as the built-up area of the town was reached, and is aptly known as No 1 High Street. The tollhouse survives, of three bays with a door at the south end and two windows to the north. It is currently a two-storey building but probably commenced life with only a ground floor. The front has been refaced with modern brickwork but the sides reflect an earlier building. It is listed by English Heritage. The collection of toll ceased in 1870 and the tollhouse was sold on 15 December to John Adams of Hurst Green, wine and spirit merchant, for £84¹³.



Fig 3. Clappers tollhouse

Beech Down, Battle and Heathfield Trust 1813

This trust, authorised under the Act Geo III c. 22, commenced a mile to the east of Heathfield where

the Malling to Hurst Green Turnpike (the A265) made a junction with the B2096. It proceeded east through Cade Street to Hood's Corner (now Wood's Corner). The main line of the turnpike continued through Netherfield to join the Ringmer and Battle Turnpike at Beech Down just over a mile west of Battle. At Hood's Corner another line of the Trust ran north-east through Brightling to Robertsbridge. The road was in total 15 miles and 4 furlongs in length. It was financed by means of a mortgage debt of £4,550 on which an interest of 5% was payable to the holders.

The turnpike passed through no towns or villages of consequence, the finance coming from local landowners of consequence who no doubt hoped that the improved road connection would enhance rents from tenant farmers. Their incomes would have been boosted by the increase in agricultural prices in most of the years during the Napoleonic Wars. The financial contributors included Francis Newberry of Heathfield Park, Jack Fuller of Brightling and the Earl of Ashburnham. Their expectation of a steady income from the investment were disappointed. Battle was already serviced by a turnpike connection from the west by the Ringer and Battle Turnpike as was also Robertsbridge by way of the Malling and Hurst Green and the Flimwell and Hastings Turnpikes. Two of these ran parallel to the newly authorised turnpike making it somewhat redundant. Costs were frequently in excess of income and no attempts were possible to eliminate the mortgage debt. The Trust even struggled to raise sufficient to maintain its roads.

A parliamentary report in 1840 commented that although "the greater part is in good condition, having a hard surface of stone or cinders" there were also "parts of which the surface has not yet been hardened". The final comment was that "it is a cross country road, with but little traffic". The total toll revenue in 1850 was only £254 3s 1d (£254.15) and by this date the total debt had reached £12,676 13s 3d (£12,676.66). Toll income was just over 2% of the debt total and thus it was calculated that if toll revenue was solely employed to pay off the debt it would take nearly 50 years to achieve complete payment.

Tollhouses

Cade Street TQ 605209

Was situated on the north side of the road to the east of the road leading south to Old Heathfield and is

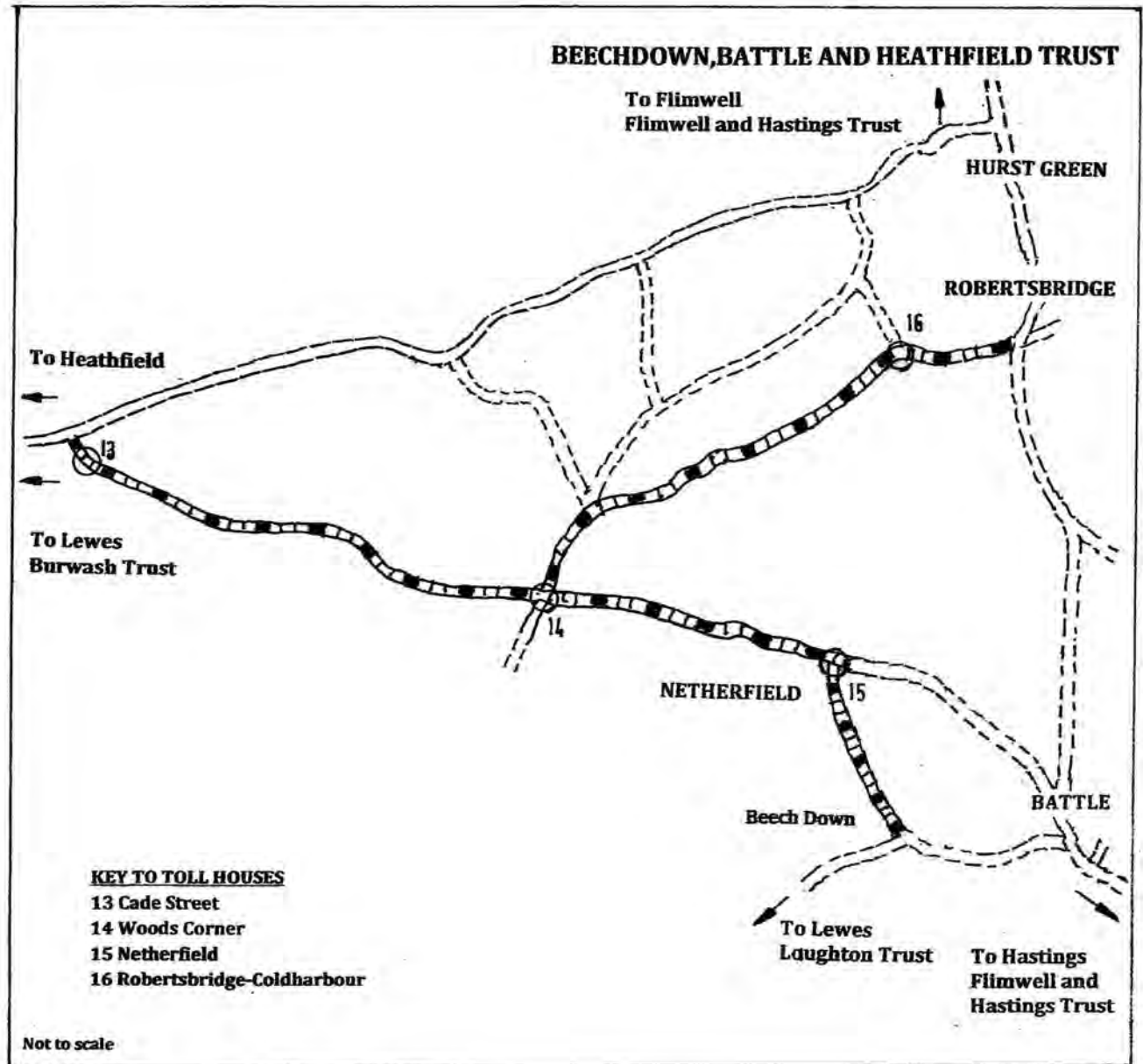


Fig 4. Plan of Beech Down, Battle and Heathfield Trust (*Philip Spells*)

shown on the 1842 Heathfield tithe award map and numbered 2327. A single gate existed across the turnpike. Today a substantial cottage exists on the site, whitewashed on the ground floor with decorative tiling above. This is named "Gate Cottage". Although substantially different from what might be expected, it may contain elements from the original gatehouse. The building of the tollhouse was authorised by the trustees at their meeting on 10 June 1813. All the tollhouses on the Trust were built by James Lansdell of Battle who submitted a tender for £406 15s 6d (£496.76) for the work. Effective from 1 January 1848, the gate was farmed to John Austen of Maidstone at £121 for the year, but difficulty was experienced in getting him to return the signed bond for the contract and in paying

the rent due in the twelve equal monthly instalments as agreed. A part payment of £10 1s 10d (£10.09) was received but Austen had also farmed other gates on the Trust since 1846 and had total arrears of £51 6s 8d (£51.34) and was dismissed. When the Trust was wound up the Cade Street gatehouse was sold on 31 October 1874 to Sir Charles Blunt of Heathfield Park for £40. At the date of sale the house was stated to be in the occupation of Philadelphia Piper, possibly the last collector of toll.

Hood's Corner TQ 6667194

This is now known as Wood's Corner. The Dallington tithe award of 1842 numbers the toll house as property 469 and shows the house in the middle of the road leading south towards Ashburn-

ham. It controlled a gate across the turnpike and two side gates across the other roads that constituted the crossroads. The gates would have been just to the west of the Swan Inn, which was the usual meeting place for the turnpike trustees and hence this Trust is sometimes referred to as the Hood's Corner Trust. The Hood's Corner gates were advertised for farming at £110 in November 1848 but the highest bid received was from John Austen at £144 which was accepted. On the winding up of the Trust this gate was included in the purchase of Netherfield tollhouse on 31 October 1874 by the Earl of Ashburnham. A small parcel of land at Hood's Corner of one pole in extent and the gates are listed in the purchase contract and is likely that the building used for toll collection was demolished immediately to improve road accessibility.

Netherfield TQ 710187

The initial intention was to place the toll gate close to the Gun public house in Netherfield but at a meeting of the trustees on 25 August 1814 it was ordered that the toll gate be moved 100 yards to the east of its present site, and a side gate erected across the old access road to Battle. The order to execute this change was not made until 27 March 1817 and the sum of £30 allocated for building the new gate and removing the existing one. The Battle tithe award map of 1859 shows this new location numbered 333 on a site of five perches in the fork of the B2096 and the Old Netherfield Road into Battle. Revenue from the farming of the tolls at this gate were modest, reaching £100 in November 1836 but lower in other years and only £84 in 1838. On 31 October 1874 the Netherfield Toll was sold to the Earl of Ashburnham who purchased it and Hood's Corner for £50. Subsequently Netherfield tollhouse was demolished.

Robertsbridge, Coldharbour TQ 719235

The only toll on the branch from Hood's Corner to Robertsbridge, and situated about a mile to the west of the town where the road forks in a north-westerly direction to Etchingham and the turnpike south easterly towards Hood's Corner. The Salehurst tithe award map of 1842 shows a building in the fork of the roads but set back from the road. It is numbered 241 with a gate is shown across the turnpike. The property is described as a gatehouse with a garden of 22 perches. A two storey substantial cottage is presently on this plot named "Coldharbour Cottage" which is set well back from the road. In date it is probably post the winding up of the Trust in 1874.

The turnpike gatehouse and land was sold on 31 October 1874 to Mary Ellis Hilder, a widow of Salehurst parish, for £45. The sale record mentions "Coldharbour Gates" suggesting that there may have been a side gate across the Etchingham road. The revenue from the tolls at this gate was modest, in 1814 it was £93.18sd (£93.90), £102.10s (£102.50) in the following year, but falling back to £99 in 1821, £81 in 1824, £69 in 1829 and at this level again in 1844¹⁴.

The St. Leonards and Sedlescombe Trust 1838

The success of James Burton's speculative marine development at St. Leonards, started in 1828, was rapid and by the mid-1830s a substantial township already existed. At the same time Hastings was expanding westwards towards St. Leonards and the coast road between the two settlements was improved in 1834-35 at White Rock. Some improvement had been carried out on the line of the Flimwell to Hastings Trust on the Harrow but the steep hill from the Old Town was exhausting for traffic heading to London and had potential for danger on that heading towards Hastings. Burton was frustrated by the failure of the Hastings and Flimwell trustees to initiate a new line of road connecting the town by a more direct line to Beauport Park and with the support of Sir Charles Lamb proposed to obtain powers to construct a new line of turnpike to meet the growing demand. Additionally this new road would create a more direct road to London avoiding Battle and better access to the Weald of Kent. An Act was introduced in parliament in 1836 to carry the plans into effect but met with fierce opposition from interests centred on the trustees of the existing turnpike and the inhabitants of Battle. Not only did they petition against the new line of road but initiated plans of their own to build a new road from Watch Oak, Battle to John's Cross and supported a new trust to build a direct road from Hastings to Beauport, reducing the distance to London and improving the gradient of the route. A fierce conflict between the proprietors of the new and old roads delayed the implementation of the two rival projects and the Bills only became effective Acts two years later in 1838. It was clear that the implementation of both schemes would be expensive and the realisation of a surplus to fund the interest due for mortgage holders far from certain. Attempts at a compromise failed.

The St. Leonards and Sedlescombe Turnpike

envisaged two separate roads commencing in St. Leonards. One would commence at the North Lodge of Burton's St. Leonards Estate and the other at the South Saxon Hotel on the coast forming what is today London Road, St. Leonards. The two roads would meet at Silverhill and then would pass under the Harrow road of the Flimwell and Hastings Trust and would again diverge at Black Broaks (Black Brooks). One line would head north-west to John's Cross to meet the Flimwell and Hastings Trust beyond Battle (A21) and the other shorter road north to Cripp's Corner where it would connect with the existing Staplecross and Vinehall Turnpikes with future potential to head north into Kent connecting with the Flimwell and Rye Trust (A229) and possibly even further north. The turnpike was authorised by the Acts 6 & 7 Wm IV c 19 and 2 & 3 Vict. c46 and was 15 miles and 2 furlongs in total length. Apart from the usual sources of road building material, beach pebbles near the coast, and local quarries, this trust is reported to have used thousands of tons of cinder from the Wealden Romano-British iron working sites in the area on the road from the Harrow to Whatlington. To fund the project mortgages to the value of £15,850 were issued with a 5% rate of interest but total debts had risen to £21,502 17s 8d (£21,502.88) by 1850. Toll revenue in that year however only amounted to £491 6s 9d (£421.343) and it was calculated that this, if used solely to pay off debt would cover just over 2.5% of the debt to be serviced and it would take 43 years and 10 months to clear the entire debt. The state of the road in this year was rated "good". The Trust's powers were due to expire on 1 November 1872 but were extended for a further three years under the Act 35 & 36 Vict. C 85¹⁵.

Tollhouses

St. Leonards – North Lodge TQ 798092

James Burton, frustrated by the lack of concern by the Flimwell and Hastings Trust in providing a direct connection to St. Leonards, made efforts to improve the existing parish road from his new development towards the turnpike. He spent resources in setting up a private road leading to the North Lodge of his township collecting tolls from users at the North Lodge. This gate house was designed by his architect son Decimus Burton in a Tudor Gothic style and was complete by 1830 tolls being collected here until 22 July 1837 when it reverted to its original purpose of marking the boundary of the development, and providing



Fig 5. North Lodge tollhouse, Burton St. Leonards

security for the estate residents. By 1837 sufficient progress had been made on the new Turnpike which commenced at this point. Later the most important resident of this property was Sir Rider Haggard, the novelist, who lived here in the 1920s. This gatehouse was never owned by the St. Leonards and Sedlescombe Trust and the road to 1837 was privately owned by James Burton.

St. Leonards Green TQ 796102

This was the first tollhouse on the Maze Hill branch of the new turnpike and was initially in open country. It had been specified that the new turnpike should not set up the first gate within half a mile of the North Lodge. The tollhouse was set up at the commencement of the trust and had a single gate across the road just to the south of St. Leonards Green. The tollhouse erected was originally wooden, covered in weatherboarding and with a thatch roof. It survived until May 1866 when it was burnt down. A spark from the chimney fell on to the thatch and the resulting fire was fanned by strong winds. Apart from the loss to the Trust, the keeper estimated his contents to be worth £10. The house was never rebuilt but the gate was placed back across the road and in October 1868 there were complaints that this gate "interfered with a short pleasant drive through Hollington Park". The gate continued in place until 1875 when all the gates within the borough were removed.

Old Tower Gate TQ 800100

This gate was named after a tower which had been put up by James Burton as a picturesque approach to his St. Leonards Estate. It consisted of a round tower fronted with a hexagonal gatehouse. The dwelling for the gatekeeper was of timber construction and was built beside it. It was in this



Fig 6. Tower tollgate, sketched by J R Mitchell in 1865

form when sketched in 1865 by J.R. Mitchell but by 1875 the tower appears to have been demolished, and it was in this year that tolls ceased to be collected here. This tollhouse was on the branch from the South Saxon Hotel which joined the branch from Maze Hill soon after this point. The combined line of the St. Leonards and Sedlescombe Turnpike crossed the rival Hollington and Hastings Turnpike almost immediately after this point (the junction of the A21 and the A2100).

Silverhill TQ 799117

From this junction the St. Leonards and Sedlescombe Turnpike struck north towards the Harrow and soon after the junction the Silverhill toll was established. This gate was established to prevent traffic from the Hollington to Hastings Turnpike from switching to the Sedlescombe Trust to avoid toll payment and to maximise income. It was just outside the then Hastings borough boundaries and survived until the closure of the Trust. This area is now covered by the extension of Hastings urban sprawl and no evidence of the tollhouse now survives¹⁶.

Black Broaks (or Black Brooks) TQ 781170

The gates were situated in Battle parish at the point where the Sedlescombe Trust divided, the main line to the north-west heading towards John's Cross (the A 21) and a north easterly branch to Cripp's Corner (the A 229). The tollhouse was built in the fork between the two roads. A photograph taken

probably about 1900, shows a brick-built single-storey dwelling of three bays, the central one jutting out towards the road junction. A bay window exists at one end facing the John's Cross road and decorative barge boards have been applied to the gables. It had a prominent central chimney stack. The tollhouse is numbered 1286 on the 1840 tithe award map.



Fig 7. Black Brooks tollhouse

Sedlescombe Bridge TQ 783176

This gate was situated in Westfield parish just south of the parish border with Sedlescombe where a road leads south-east to Westfield village centre and the A28 road. The toll collection building is shown on the Westfield tithe award map of 1841 in the middle

of the road junction with gates across both roads but a 25" O.S. map of 1874 only shows a gate across the Westfield road and this may have been just a side gate. Traffic on the line of the turnpike would have to pass gates at Black Broaks and Compasses and a further gate here would appear to be unnecessary. It is possible that a permanent tollhouse was never provided at this gate.

Compasses TQ 777204

On the west side of the B2244 south of Cripp's Corner just south of the point at which a side road off the B2165 joins it. The tollhouse survives much altered. Of this single-storey cottage the northern two bays are weatherboarded similar to those at St. Leonards Green and the Tower but dates from after 1909. A central brick section of three bays a central blocked doorway surmounted by a brick pediment with windows on either side constituted the original tollhouse and yet a further brick extension to the south is post 2009.

No records exist for the disposal of the tollhouses on the closure of the Trust except the sale of John's Cross on 3 Jan and Battle Level gate on 25 November 1875 by the Sedlescombe Trust. These two locations had prior to 1839 been operated by the Flimwell to Hastings Trust¹⁷.



Fig 8. Compasses tollhouse

Flyover TQ 798132

At the Harrow the new Sedlescombe Trust passed under the existing Flimwell and Hastings Trust by means of a flyover. The masonry Harrow arch was at the top of a steep hill on the A21 and was only 16 feet wide, with limited visibility. Prior to its replacement in 1971, peak traffic of 1,000 vehicles per hour was using this main approach to Hastings. The old flyover was demolished and a new one built to



Fig 9. Flyover at the Harrow

replace it at a cost of £104,000. The cutting was widened, a new roadway built above it and approach roads to the Harrow provided. The new flyover was opened on 21 October 1971¹⁸.

The Hollington and Hastings Trust 1838

In its struggle with the new Sedlescombe Trust to provide a more effective route from Hastings to London, the Flimwell and Hastings Trust raised the necessary finance to improve the road from Battle, Watch Oak to John's Cross but with some difficulty. Existing mortgage holders were reluctant to put their interest income at risk by taking on the project, further the Sedlescombe trust was constructing a rival turnpike from St. Leonards to Beauport Park on the Harrow. The Hollington road therefore had to be financed by gaining parliamentary approval for an entirely new turnpike. When in March 1836 the attempt to get support in parliament was first sought, an optimistic pamphlet was produced. This prospectus envisaged a road 5 miles 2 furlongs in length which, to placate James Burton and the promoters of the rival Sedlescombe scheme, was also to provide connections to the North Lodge at St. Leonards and the South Saxon Hotel on the coast road. The total cost was estimated to be £6,204 of which it was stated £4,500 had already been subscribed. Income to pay interest to the mortgage holders, set up a sinking fund to pay off the mortgagees, and maintain and administer the road, was calculated at £800 per annum, which could be raised by a single toll gate collecting 6d from each pleasure carriage horse and 2d from each riding horse. Compromise with the promoters of the Sedlescombe road proved to be impossible to achieve and the connections to St. Leonards were

dropped from the final Act reducing the length of the turnpike to 3 miles and 731 yards. It might have been thought that this would reduce the cost, but the new trust found it necessary to issue mortgage bonds to the extent of £11,890 carrying an interest of 5% per annum. The number of toll gates necessary rose eventually to three. King & Brown of "Tunbridge" were appointed engineers to the Trustees and in December 1836 details of the work to be undertaken were issued and tenders were invited. The Act was passed (6 & 7 Wm IV c 46 with powers to expire in 1868. Almost immediately after opening the turnpike on 3 August 1838 the Trust was in financial difficulty. The enraged mortgage holders, who had not been paid the interest due, seized the Tivoli gate and put their own collectors in place. Soon thereafter, in the face of almost imminent railway competition, the Trust found itself with unpaid interest of £3,796 4s (£3,796.20) and total debt of £15,522 19s 3d (£15,522.96). Toll income was falling short of expectations and in 1845 was only £488 15s 8d (£488.79). By 1855 toll income had fallen to £259 18s 11d (£259.95) and the amounts of unpaid interest and general debts were still rising. In 1867 it was reported that interest was 13 years in arrears and the rate of interest on mortgages was reduced to 1% and arrears of interest wiped off. Better fortune followed with toll income rising to a peak of £745.5s (£745.25) in 1871 with unpaid interest being reduced to £673 10s 3d (£673.51) and debt reduced to £6,291 1s (6,291.05). In the last period of operation from 1875 to 29 February 1876 tolls raised £539, the toll houses were sold for £331.10s (£331.50) and a balance of £864 11s 5d (£864.57) of unpaid interest settled. It needs to be pointed out that the mortgages were settled at sums below their face value, a practice not uncommon with Trusts with high level of debt and insufficient toll income¹⁹.

Tollhouses

Despite the assurance in the prospectus to parliament in 1836 that only one toll would need to be established, this short turnpike ended up with three gates.

Magdalen TQ 802101

Named after the parish of St Mary Magdalen in which the new turnpike originated. The gate was situated across what is now Bohemia Road, Hastings. The tollhouse was on the south side of the road just east of Newgate Road and before the intersection with Tower Road. Discussion for the provision of this

gate commenced at the meeting of the Trustees on 30 April 1842. Some of the mortgage holders had already seized the Tivoli gate on the Trust a short distance to the north. Authorisation for the new tollhouse was given on 19 May at a cost of £36. Part of the building was on ground belonging to a Mr Payne for which an annual rent of 5/- (£0.25) was agreed. This gate was not popular with Hastings residents and as early as February 1857 the Borough Council petitioned for the gates within its boundaries to be removed. They continued to agitate for this until 1875. The Magdalen house was demolished on the winding up of the Trust to improve road access.

Tivoli TQ 798111

Named after the Tivoli Tavern which was a short distance north of the tollhouse, which was on the east side of the road north of Wellington Road. The erection of the tollhouse was authorised on 31 May 1838 and the contract to build was agreed with a William Tester on 4 October at a cost of £139. The tollhouse was built on a plot "with abundant space for a garden". It faced immediately onto the road with the extensive garden on the other three sides. Soon after the gate opened an attempt was made to rob the keeper. For this a John Wood was convicted at the assizes and sentenced to transportation for 15 years. On 29 October 1875 the tollhouse and garden was sold to Charles Gilbert Eversfield of Denne Park, Horsham for £225, the high price paid no doubt reflecting its situation in a growing urban location and its large garden. The occupant at the date of sale was given as Joseph Bones.

Hollington TQ 792124

The tollhouse and gates were situated at the point that the road leading from Hollington Church joined the Turnpike. The erection of a gate and side bar here



Fig 10. Hollington tollhouse

was discussed at a meeting of the trustees on 14 August 1846. The railway station at Bo-peep was shortly to open and the Trust was concerned to intercept traffic from this source accessing the turnpike. By their meeting of 20 August in the following year they were noting the waggons of corn and hops accessing the railway without payment of toll. A side bar was put up but was shortly after burnt down. A permanent replacement was discussed by the trustees at their meeting of 21 March 1851 and subsequently built. Tolls paid at other gates on the Trust also cleared this one. A photograph of the tollhouse published in the *Hastings Advertiser* on 1 March 1917 shows a brick building with slate roof displaying a one bay frontage with a window to the turnpike and a two bay one with a door and a window to Hollington Lane. It was sold on the closure of the Trust to Thomas Gwinnell Johnston of Eltham and Henry Cornelius Pierson of Lee (both in Kent) for £100²⁰.

Cripp's Corner, Ewhurst and Gill Green, Hawkhurst Trust 1841

The St. Leonards and Sedlescombe Trust branched at Black Brookes, the western extension connecting with the Flimwell and Hastings Trust at John's Cross. The eastern branch, about three miles in length, terminated at Cripp's Corner, where it connected with the Vinehall Trust of 1771 and the Staplecross Turnpike of 1801, providing access to Northiam, Beckley, Rye, Bodiam and Salehurst. The aim of the St. Leonards and Sedlescombe was however to extend this branch northwards to Hawkhurst (now the A229) to meet the Flimwell and Rye Trust. In 1838 resources did not allow this, but in 1841 powers were sought by means of a new Act to set up a separate turnpike. The Act (4-5 Vict, c10) was the last turnpike Act for Sussex. Much of the finance came from Sir Charles Lamb of Beauport Park an important supporter of the Sedlescombe Trust. The Act was passed in the same year as the opening of the London and Brighton Railway's main line, but as yet no railway was close to Hastings and it was hoped that the town might be served from the South Eastern Railway's station at Staplehurst opened in August 1842. The road to Hawkhurst was about seven miles in length and was built over land that was relatively level. The road was open by 1843 and in 1851 was described as being "in good repair, no part under indictment". By this date however Hastings had direct rail communication with London and the Turnpike had to content itself with

limited local traffic. There were no villages in its direct path. When the powers given in the 1841 Act expired in November 1873 no attempt was made to extend them and the road reverted to local parish and highway board control.

Tollhouse—Uden TQ 771239

Situated just south of the border between Sussex and Kent, which at this point was the River Rother (the Kentish Ditch). No illustrations of the tollhouse and gate have been found and it is possible that a simple wooden structure was provided for the toll collector.

Flyover TQ 776212

At Cripp's Corner the Hawkhurst Turnpike was at a lower level than the Staplecross and Vinehall roads and an arch was necessary to carry the Broad Oak Road (B2089) over the Hawkhurst Turnpike. The original sandstone arch survives in use but the parapets have been replaced by metal railings and the road now has a concrete base with railings²¹.



Fig 11. Cripp's Corner flyover

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HEMPSTEAD EARLY FULLING MILL

Bob Bonnett

Michael Grant, in June 2015, walking in his field along the banks of the River Uck, discovered a wooden frame in the bottom of the river and reported the find to the county archaeologist. He visited the site and thought it was connected with early sluices.

From the tapered shape of the frame, and the remains of four shaped oak uprights morticed into a substantial cross timber, it could be seen that it was constructed to channel the river to three sluices. The presence of the peg holes in the tie beams revealed that planks had once been pegged down onto the beams so that they ran in line with the river towards the main cross beam. This very much looked like a headrace structure to serve an undershot waterwheel (or possibly wheels).

Two years ago the weirs on the Uck were removed by the Environment Agency to encourage trout to return to the river from the sea. The river water level was lowered by 2m. Heavy rains had then caused the river bottom to be scoured so revealing the frame.

I was asked to have a look; I thought it to be a mill, possibly a fulling mill recorded in the 16th century. Archaeologists from Chris Butler Archaeological Services Ltd. surveyed and recorded the site. A second team carried out electrical resistance mapping in the field above the site. Unfortunately, nothing significant was found. Similarly, Dr Martin Bridge, from University College, London, could not date the oak timbers as they were cut from fast-growing oak with too few rings to be suitable for dendrochronological analysis.

Photographs were sent to Martin Watts, molinologist and millwright. He also thought the site to be an early mill. Martin, very kindly, travelled up from Devon to inspect the find. During his



Fig 1. Wooden frame as found in the River Uck



Fig 2. The frame and boards exposed to the first uprights



Fig 3a (above) Left hand side post and planks.
Fig 3b (below) Right hand side post and planks.
The planks can be seen disappearing into the river bank.



investigation he identified a plank of wood removed from next to the frame as a waterwheel paddle, suggesting that the site might be the remains of a mill.

The single paddle was worn and about 300mm. wide which would suggest that the wheel was 300mm. wide with a single ring carrying projecting starts to which the paddle was pegged. The width between the mortices in the main beam found in the river was also about 300mm. By the way the paddle board had been pegged, it could be seen to be a replacement.

A large oak beam, together with other oak timbers, were also recovered from the river. These were thought to have been exposed when the river was diverted down a straight channel to a new watermill (Hempstead Mill) further downstream or, perhaps more recently, after the weirs were removed, causing the banks to be eroded when the river

flooded. Signs of burning can be seen on the beam. The shape of the upright post was similar to the upright posts still in situ morticed into the crossbeam in the river. Its tenon matches the mortices in the beams. Each has grooves suitable for sluice gates.

The photograph of the frame shows the side planks and bottom boarding disappearing into the bank. A square 5m. trench, 4.5m. deep, was dug in the field to explore if there were other remains such as a tail race. Nothing was discovered except the detritus from two past river bottoms. It was, therefore, decided to dig into the river bank to expose if anything remained.

Natural river silt was found above what remains of a structure 3.33m. wide by 4.16m. long. Only the two 300mm. wide by between 20mm. and 34mm. side planks, their vertical supports and the bottom



Fig 4 (right).
Paddle
removed
from the
river



Fig 5. Photographs
(above and left) of
the beam, plank and
possible uprights
removed from the
river.

Note the four
mortices in the
picture below.



Fig 6 (above). The boarding, side planks and upright posts exposed. The centre bulk remains to hold the river back. Gordon Hall is seen sponge cleaning the boards with the writer looking after bailing out.

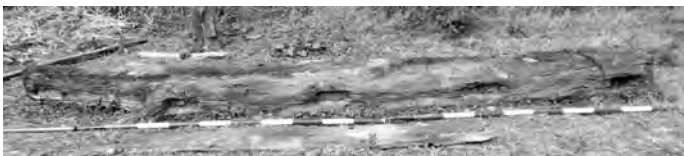




Fig 6a. East wall and floor boarding



Fig 6b. West wall and floor boarding

boarding remained, covered and protected by blue 'slipper' clay. The side planks were fixed to the uprights using metal nails. The large nails/bolts had washers. Blue clay was used as an infill between the planks. A line of charcoal and burnt clay was found above the top of the vertical posts which also showed signs of burning at their tops.

The bottom oak boards ran front to back and dropped towards the rear by 343mm. The downwards sloping floor was probably to give impetus to a waterwheel. No wear from the waterwheel was found. Also there was no evidence as to how a wheel was supported or positioned and if or where any driven machinery was located.

The floor boards were fixed to 305mm. by 305mm. joists in the bed of the river by 25mm. dowels. The joists were positioned between the upright posts. The side planks stood on a 305mm. square beam on the right (looking from the river) and a 381 mm. wide by 305mm. beam on the left. The left beam was rebated to accept the left-hand board. The side planks were fixed by nails to the nominal 127mm. square oak upright posts. Between the fourth uprights a row of nails remained.

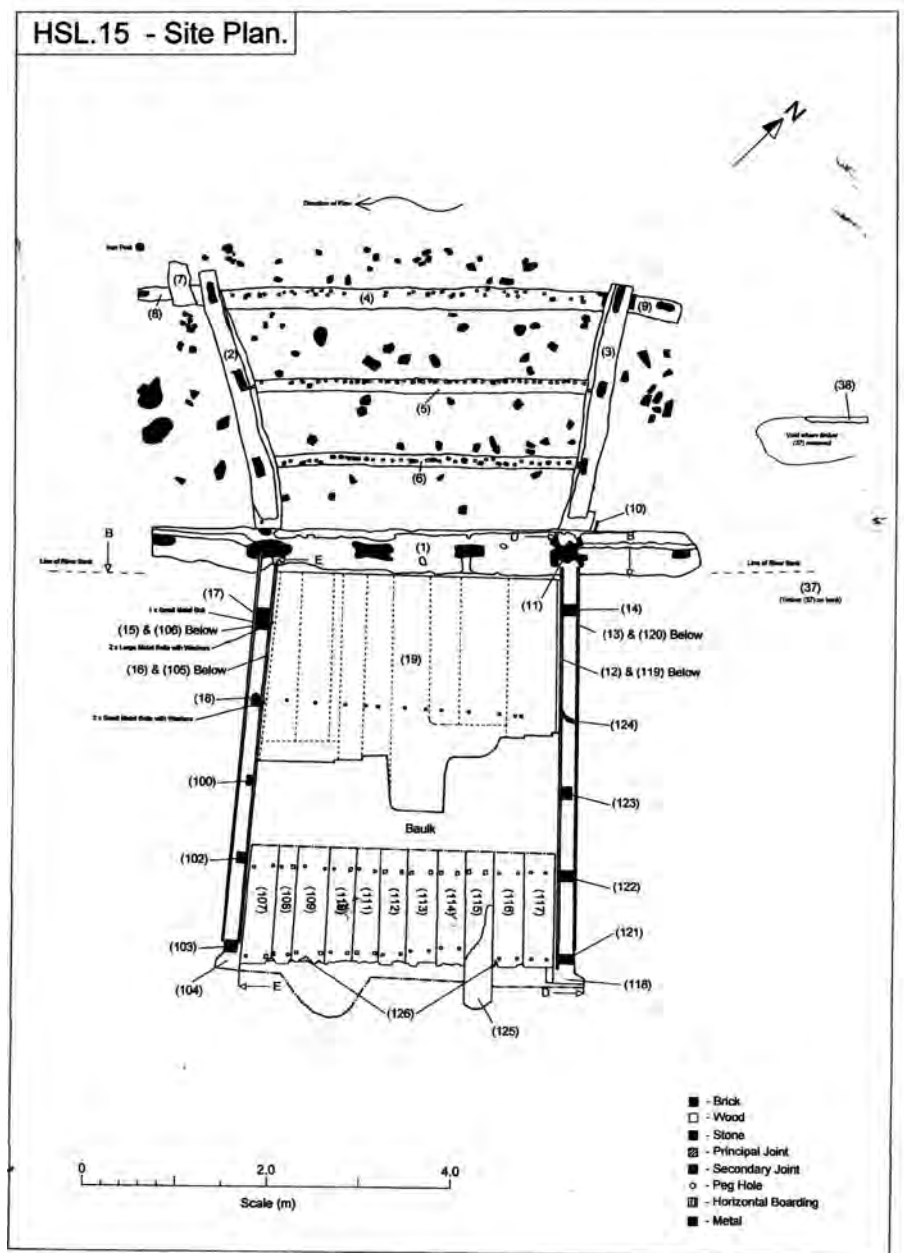


Fig 7. Archaeological survey plan of the site
(Chris Butler, Archaeological Services Ltd)

A layer of charcoal can be seen in the silt directly above the remains. It appears that a structure above burnt down either accidentally or, perhaps, on purpose to obtain the ironwork. The bottom was manually infilled with blue clay at some time before the river rose or changed course as there is a layer of river detritus above the clay.

At the time the mill was built, the river flowed through from the north-west to the south-east. Over the centuries the River Uck has changed course many times as it meanders through the river valley. With the parish boundaries of Uckfield, Buxted and Framfield running along the river centre, they have consequently altered with the river over time. This has made it difficult to determine which mill is being referred to in old manuscripts. With the mill built across the river it could appear in either Buxted or Framfield parishes or both.

So what of a possible Buxted, Framfield, Uckfield Watermill? The first known reference (Listed under Uckfield EPNS Vol. VII p.397 in the Framfield Court Rolls.) is 'Hempstedmyll' belonging to the Manor of Hempstead in Framfield in 1543. Hempstead Manor, now Hempstead Farm, is 300m. to the east above the mill site. It was built in 1503 by John Warnett and stands on a Saxon site. The Saxon word 'haenep or hanep' is hemp and Saxon 'sted' is place. Records show that the Warnetts owned Hempstead Manor before 1486. A 16th century lead token was found near to the site with 'H' on the obverse and a waterwheel depicted on the reverse.

In the East Sussex Record Office an attested copy of a 1577 deed, ESRO ref. SAS/C 605, of Edward Warnett the elder includes:

'all that corn mill called Ramsleigh Mill and one acre of land adjoining or near the mill in Uckfield, thereto occupied by Henry Eves and then Robert

Colgate to toft or ground where on a fulling mill formally stood called Hempstead Mill, with the messuage, barn, stable and land (14 acres) in Buxted therefore occupied by Blunden and Ashdowne and then in the possession of Edward Warnett.'

Recorded (SRS Volume 3) in a post-mortem dated 1580 is:

'John Warnett, gentleman. Died; 21 April 22 Elizabeth. Son and heir; John Warnett; age 16. John Warnett was seized of the manor of Hemstead, and of a messuage, 40 acres of land, 10 acres of meadow, 20 acres of pasture, 20 acres of wood in Framfield; and of a water-mill in Uckfield.'

In the Sussex Record Society vol. 14 page 232 no. 1054:

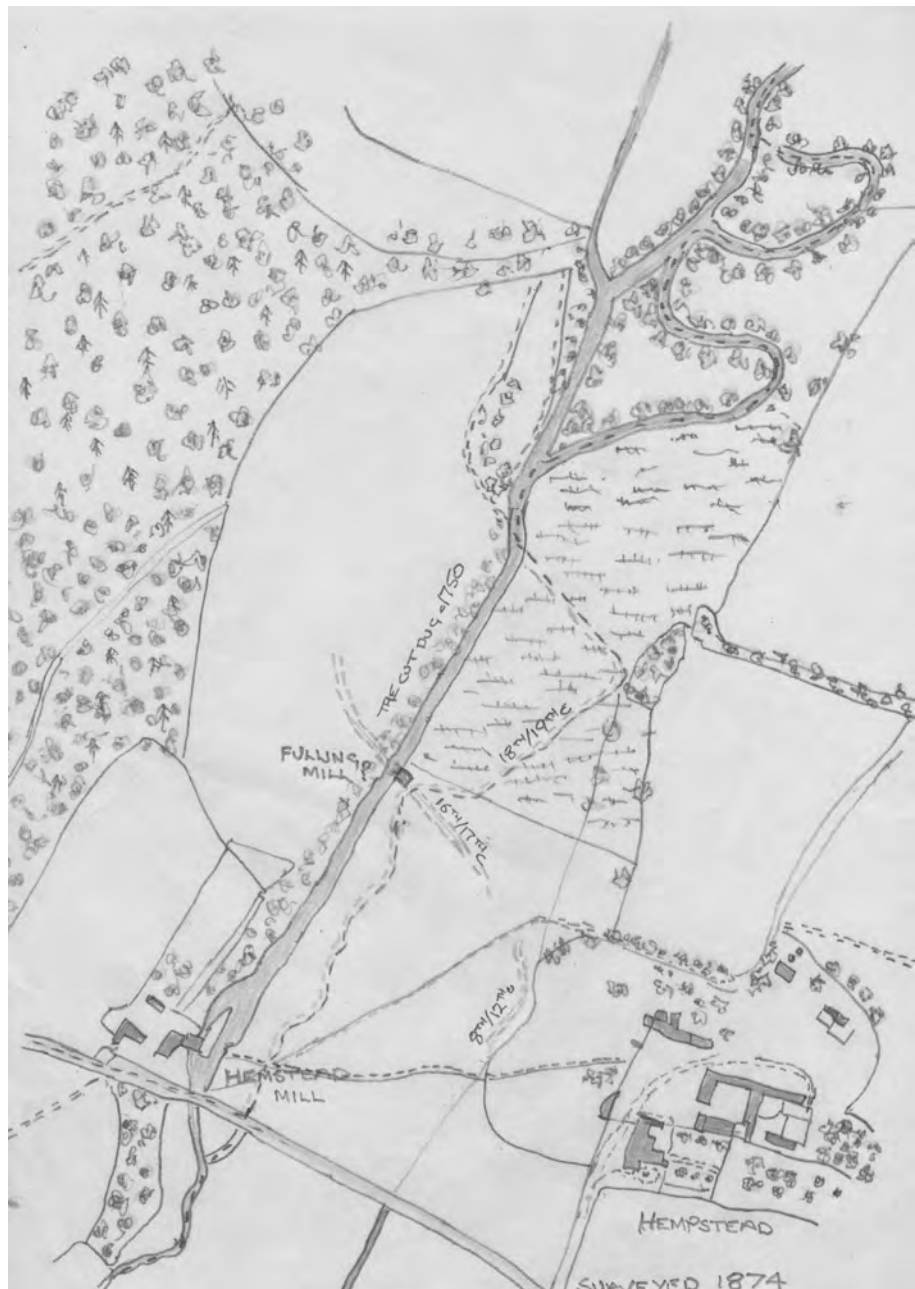


Fig 8. Changes in the course of the River Uck

'John Warnett, gent. Taken at Horsted 26 July, 22 Elizabeth (1580) watermill in Uckfield and of a mill and 14 acres of land in Buxted.'..... 'The watermill is held of the same fealty and a rent of 17s 3½d; and is worth 40s.'

'The mill &c. is held of Robert Welles gent. As of his manor of Buxted by rent of 14d but by what other services they do not know; and is worth £3.'

The mill is not shown on Budgen's large-scale map first issued in 1723 and it is not until 1756 we find the next reference where an entry in Buxted Parish Records refers to Hempstead Mill as a fulling mill. This appears in a perambulation of the parish boundary for 1756. However, this reference is not to the early mill, but most probably relates to a newly-built oil mill downstream shown as an 'Oil Mill' on William Gardner, Thomas Yeakell and Thomas Gream's large-scale map of Sussex issued in 1795. Neither documentary nor archaeological evidence has determined the fulling process carried out by the early mill. Therefore, the mill could have fullled wool or skins.

The large-scale Ordnance Survey map surveyed in 1874 shows the previous course of the river by the parish boundaries before the 'cut' was made to serve the new Hempstead Mill. The structure found in the river was not built on this river course, but on another much earlier one. With the evidence of the remains, of a river course above the structure and the height of the silt above that, it is probable that it was built in the 15th century.

Was the structure part of a watermill and was it the fulling mill recorded in the 16th century? The paddle may possibly have been carried down by the river, but it is the same width as the sluice. The large beam may also have originated elsewhere, but can the signs of burning and the matching mortices be coincidental? Why build sluices if not to control water onto a waterwheel(s)? What is the building over the river if not a mill? The wood frame shows some similarities to a planked timber structure excavated at Low Mill, Dewsbury, Yorkshire dated to the late 16th century. Martin Watts is certain that it is a mill and I agree.

The river bank was reinstated in November 2015. The wooden frame on the river bed can still be seen from the public footpath on the east bank. The footpath runs between Buxted Park and Hempstead Water Mill.

The Society for the Protection of Ancient Buildings and the Sussex Industrial Archaeological Society very kindly made donations towards the cost of the surveys.

I sincerely thank Martin Watts for his help in interpreting the site; also Chris Butler of Chris Butler Archaeological Service Ltd. for permission to use his photographs and the survey drawing in this article and Michael Grant and Gordon Hall for the pleasure of working with them, getting dirty and exhausted, digging out the site.



Fig 9. View of the site. The central bulk was left to hold the river back. The notch was cut to inspect the boards in the centre.

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A postcard view of the frontage of Ardingly station in pre-grouping days showing a T H Myres building in original condition with its mock timbering and pargetting which have since been lost. The exceptionally lofty chimney pot is worthy of note. (Alan Green collection)



Postcard showing an 'Aquarium' Tram Shelter in Old Steine, Brighton, c1935