

## HORLEY LOCAL HISTORY SOCIETY

# A LOOK AROUND HORLEY

**1. THE PARISH CHURCH** of St. Bartholomew, originally dedicated to St. Mary the Virgin, probably dates from the early 14th century, but the list of Vicars shows that there was a church, possibly of wood, at least 100 years before. The oldest part of the church now forms the north aisle; the chancel and nave were added in the mid-14th century. The wooden bell-tower—much of the wood is still original—is supported by four large posts inside the church. It was built to house four bells; two were added in 1673 and two more in 1839. The weight of the eight bells eventually made the tower unsafe for ringing until it was strengthened by a steel frame in 1970. The church was restored in the 19th century and was enlarged by the addition of the south aisle in 1900.

All that remains of the medieval glass are some fragments in the trefoils of the windows of the north aisle, showing the leopard motif of the Salamon family. This is also seen on the shield of the stone figure of a knight in chain mail lying on a tomb in the chapel of the north aisle. He is thought to have been Ralph Salamon who died in 1315. The rest of the glass in the church was renewed following bomb damage during the second World War. The west window was given in 1957 by Dr. and Mrs. Samuel Milbank of New York in memory of Constable forebears who were millers at Horley Mill. On the north wall of the chancel is a brass showing a lady in 15th-century costume. The plate below commemorates Joan Fenner 1518 so must be a later addition. On the opposite wall is a smaller brass of a man in civilian dress of the late 15th or early 16th century.

**2. THE SIX BELLS INN**, the oldest in Horley, dates from the 15th century and took its name from the peal of six bells of the nearby church. It has a roof of Horsham stone slabs and the upper storey is hung with red diamond-shaped tiles, similar to those on the wall of the old house opposite. A barn with a Horsham slab roof stands nearby.

**3.** The 12th century **MANOR HOUSE** once stood on the site now occupied by Horley Swimming Pool. Throughout the centuries it was altered, rebuilt, and finally demolished in 1968.

**4. HORLEY MILL.** Records show that a mill existed in the early 13th century. Its site can be traced from the remains of the mill race which can be seen from Lee Street. Milling ceased in 1896 as the owners (Christ's Hospital) were not prepared to install modern machinery; it fell into decay and was demolished in 1924.

Adjacent to the mill, the Old Mill House, formerly known as Theodoms, housed the original of Horley's Department Store. The business, dating from the 18th century, manufactured and sold clothing, footwear, furnishings and ironmongery and also provided a funeral service. One of the apprentices was John Maple, founder of the London store.

**5. HORLEY ROW** (as already mentioned) had the only close-knit group of dwellings. Most of the old settlement still survives in the 15th and 16th century buildings that lie back from the road; the modern houses have been built on the strip of common that was between the old houses and the road, properly called Horley Mill Road. The first building on that part of the common was Horley's first school, opened in 1834.

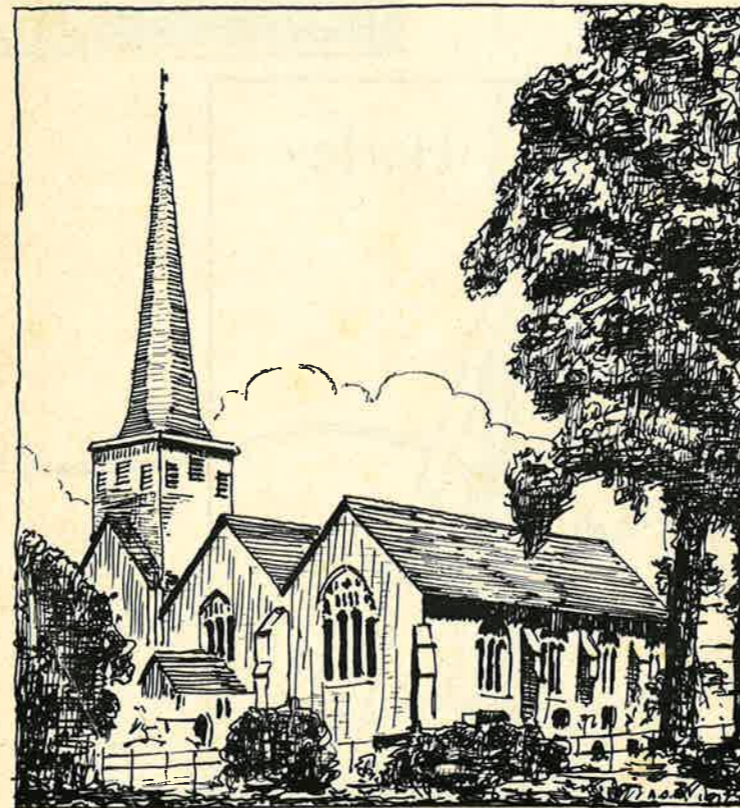
**6. THE CHEQUERS HOTEL**, at the junction of Horley Row and the Brighton Road, was originally a house known as Bolters. With the turnpiking of the road from the Chequers to Povey Cross in 1816 it became a coaching inn where the Brighton Mail changed horses, until the coming of the railway in 1841. The Balcombe Road, running SSE, was turnpiked in 1809 as far as Cuckfield in Sussex. The only toll-gate in the Horley section was on the south side of the Victoria Road/Balcombe Road junction until it was removed in 1829.

**7. THE CATHOLIC CHURCH.** The Church of the English Martyrs, Horley, was built in 1962 on land fronting Vicarage Lane. Designed by J. H. Alleyn in a modern style, it is octagonal with an ambulatory and four wings, making a cruciform plan. The free-standing bell tower of two yellow brick slabs is linked to the porch by a covered walk. The stained glass in the slender windows is by P. Fourmaitreux.

**8. THE FORESTERS ARMS**, Victoria Road, is probably one of the first houses to be built on land enclosed from the common after the Act of 1812. A weather-boarded building, it is in a style long traditional to the area.

**9. THE ARCHWAY THEATRE**, built in the arches which support the railway hill, is the home of the Central Players who began in 1949 in the Community Association Hall. The Players were prepared for closure when the lease of the hall was due to expire in 1956, but the arches became available in 1952. With much ingenuity the work of equipping the new theatre was achieved at a cost of £150 including £50 for seats from London's Gaiety Theatre. The Central Players were joined by the Barts Players and stage about ten productions a year.

**10. THE RAILWAY.** After the opening of the railway in 1841, Horley developed into a unified town; the population rose from 1,583 in 1841 to its present figure of about 20,000. The London to Brighton railway, designed by Sir John Rennie, was divided into sections, each allocated to a contractor. Section No. 6 (the two and a half miles passing through Horley) was begun in December 1838 and finished in January 1841. 158 men and 10 horses were employed.



**HORLEY** is a parish of about 7,500 acres, situated on the once densely-forested clay belt which extends from Kent through Surrey to Hampshire and was known to the Romans as Sylva Anderida and to the Saxons as An'tresweald. The name "Horley" means a clearing in the forest of Horne. From the late Saxon period until the dissolution of the monasteries under Henry VIII, Horley was held by Chertsey Abbey. In 1602 the land was given to Christ's Hospital. In 1801 its 145 dwellings were spread throughout the parish, the only group being along Horley Row, facing onto the 700-acre common which, until its enclosure in 1812, covered the area on which the present town centre stands. Horley was never a compact village of closely-grouped dwellings until after the coming of the railway in 1841.

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The original station was opposite the Railway Tavern in the middle of what had been Horley Common. The roads crossing the railway were controlled by level crossings, replaced in 1905 by a subway and a bridge at Station Road, and by the hill on which the new station was built. The Quarry Line was built as the fast line in 1901. The line from London to Three Bridges was electrified in 1932, the remainder to Brighton in 1933.

**11. THUNDERFIELD CASTLE.** At the end of Haroldlea Drive is a double-moated site, listed as an Ancient Monument and taking its name from the Thundresfelde granted to Chertsey Abbey by King Athelstan in 933. There is no castle and no evidence of any building has been found; possibly a wooden fortification was erected by the de Clares of Bletchingley, who would then have controlled three fortified places a few miles apart—Bletchingley, Thunderfield and Colley—commanding roads running south from Surrey into Sussex. Investigations have shown that it was also the site of a bloomery for the smelting of iron in the 13th century.

**12. CHARLWOOD.** The 900th anniversary celebrations in 1980 remind us of the Norman origins of the church of St. Nicholas. The late 11th century church now forms the north aisle and the lower part of the tower. Its Norman arch and some windows show the great thickness of the walls. The south aisle, added in the 13th century, was enlarged in the 15th century to form the present nave and chancel. Paintings on the north wall, discovered in the 19th century, include the legend of St. Margaret (c 1350) and the story of the Three Living and the Three Dead (late 14th century). The carved and painted screen has a cresting of vines and dragons with the initials R.S. (Richard Sander—died 1480) and angels holding the initials IHS and a crowned M (for Mary). A brass on the south chancel wall shows Nicholas Sander (died 1553) and his wife Alice with four sons and five daughters.

Charlwood's "cage" or small overnight prison, recently restored, is in a road alongside the Rising Sun Inn. There are still many houses of the 15th and 16th centuries with garden paths made of the local Norwood Hill stone which was also used for the church, the "cage" and the village hall. This was built in 1852 as a school for infants and girls and used for this purpose until 1913 when the present school was built. **PROVIDENCE CHAPEL**, at the bottom of Chapel Road, Charlwood, is an all-wood building with a long wide verandah, in a style usually associated with Colonial America. Erected on its present site in 1816, it is probably older and may have been moved from Horsham.

**13. SALFORDS** grew up round the turnpike road and the toll-gate, which was the last to be closed on the London-Brighton road. The area served by Salfords Church, built in 1881, was created a separate ecclesiastical parish in 1952, at one of the first Privy Councils of the reign of Queen Elizabeth II. The present church of Christ the King, designed by David Nye, was built largely by local voluntary labour 1958-67 and has a steeply-pitched roof supported by laminated timbers.

The establishment in 1898 of the Monotype Corporation, manufacturers of type-composing and casting machines, began the industrialisation of the area.

**14. MILL HOUSE HOTEL, SALFORDS.** The Mill and its Mill House are known to have existed in the 16th century. In 1898 the mill was taken over by the Seventh Day Adventists for the production of whole meal flour and special cereal products. In 1900 the mill burnt down and although later reconstructed was finally pulled down in 1911. The Mill House became a private house and then in 1950 a cafe which has since been expanded as a hotel and restaurant.

**15. OUTWOOD MILL.** The oldest working post-mill in England was built in 1665 by Thomas Budgen of Nuffield. The wooden-framed upper part, including all the machinery, gears and sails, is supported on a strong oaken post around which the mill rotates into the wind. There is a local tradition that the smoke and glow of the Great Fire of London was visible from the top of the newly-completed mill in 1666. Until 1960 a larger smock mill stood nearby, built in 1750 as the result of a family quarrel with the idea of forcing the older mill out of business—but it was the later mill which collapsed in a storm. For 200 years five generations of the Jupp family ran the mill; it has now been repaired by the Thomas brothers, who welcome visitors on Sunday afternoons or by arrangement at other times.

**16. BURSTOW.** This parish to the south-east of Horley has not been influenced by the railway and remains largely rural. An outstanding feature of the parish church of St. Bartholomew is the timber tower, the framing of which is original and probably contemporary with a bell dated 1450. The lower part of the tower is timber-boarded, with lean-to roofs; the upper stage has four sloping sides with corner pinnacles and a slender broach spire, all shingled. The church itself is of stone and has two Norman windows; the rest is mainly in the Perpendicular style. The east window, inserted during the restoration of 1884, is a memorial to John Flamsteed, who held the living from 1684 until his death in 1719. He is buried in the chancel and a plaque commemorates the 300th anniversary of his appointment as the first Astronomer Royal.

**17. GATWICK AIRPORT.** Although no longer in Surrey, the airport is very close to Horley and has influenced its development. Flying started from a small field in the 1930s and during the war expanded north-west over the adjacent racecourse. The new airport, opened by the Queen in 1958, has become Britain's second international airport, linked by rail and road with London.



