



MEMBERSHIP CHANGES

New Members

D.H. Green, 29 Dorchester Gardens, Worthing BN11 5AY (Worthing 501633)
Mrs. M. Webb, 36 Saltings Way, Upper Beeding, BN4 3JH (Steyning 613612)
Mr. & Mrs. M.H. Tadd, 65 Trindles Road, South Nutfield Ridge, Redhill, Surrey RH1 4JL
(Nutfield 3456)
Mrs. J. Shelley, 4 Norwood Hill Road, Charlwood, Horley, Surrey RH6 0FP
(Crawley 862646)
D. Parsons, 36 Morton Road, East Grinstead, RH19 4AG
L.F. Martin, 20 Kings Close, Lancing BN15 8DB (Lancing 750587)
Mrs. J.M. Henbery, 10 Mole Close, Langley Green, Crawley (Crawley 23481)

Deceased

P. Huggett, 13 Rotunda Road, Eastbourne.

Resigned

J.M. Hoare, The Old Granary, Merriot, Somerset.
R.S. Burley, Apple Tree Cottage, Haywards Heath Road, North Chailey

Change of Address

A.W. Payle, c/o Brickell's Farm, Horam, East Sussex

OFFICERS

Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll,
Uckfield
Vice Chairman J.S.F. Blackwell, 21 Hythe Road, Brighton, BN1 6JR
(0273 557674)
General Secretary R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton, BN2 8FG
(Office 0273 28479, Home 0273 33805)
Treasurer & Membership Secretary J.M.H. Bevan, 12 Charmandean Road, Worthing, BN14 9LB
(0903 35421)
Editor B. Austen, 1 Mercedes Cottages, St. Johns Road, Haywards
Heath, RH16 4EH (H.H. 413845)
Programme Secretary D.H. Cox, 3 Middle Road, Partridge Green, Horsham, RH13 8JA
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Central Sussex Secretary J.S.F. Blackwell, 21 Hythe Road, Brighton, BN1 6JR
(0273 557674)
North Sussex Secretary E.W. Henbery, 10 Mole Close, Langley Green, Crawley
(0293 23481)

COMMITTEE MEMBERS

A.G. Allnutt	B. Austen	D.H. Cox	F.W. Gregory	E.W. Henbery
P.J. Holtham	E.W. O'Shea	R.M. Palmer	G.G. Thomerson	M.F. Tighe

PLEASE NOTE: Latest acceptance date for copy for the October Newsletter is
15th SEPTEMBER

CHIEF CONTENTS

Area Secretaries' Reports
A Horizontal Windmill
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FORTHCOMING EVENTS

Visits 1985

20th July, Saturday 2.00 p.m. (as visits card).
A walk around Storrington Mill Sites.
Meet in shopping precinct car park TQ 087143. Mrs. Joan Ham will lead this walk to the sites/remains of six mills in the area. The actual number visited will depend upon how far members can walk.

10th August. This visit has been CANCELLED.
Don Cox has approached several people for assistance/guidance but has had no positive response and has not had time to organise it personally for which he offers his apologies.

21st September. Cranbrook Windmill TQ 778360.
Joint meeting with East Kent Mills Group.
3.00 p.m. Tour of Mill. 6.00 p.m. Talk on Restoration of High Salvington Windmill by P.G. Casebow. The talk will include film and slides.
Please make an effort to come on this short excursion into Kent. Bring picnic tea or there are several eating places in Cranbrook.

12th October, 10.30 a.m. Visit to Harvey's Brewery, Lewes.
Numbers are limited. You MUST WRITE to me if you want to come. Already half the places are taken. Members only.

16th November, A.G.M. This will be followed by a talk. Not finalised but probably on the Railways of Sussex.

Events organised by other Societies:

31st August - 30th September - Exhibition "Cast in Iron" at the Weald & Downland Open Air Museum, Singleton.

6th - 8th September - Industrial Heritage Weekend at Aberdulais, Neath, South Wales.
Organised by the National Trust in conjunction with the Vale of Neath Tourist Association. Priced package at £33.00 per person includes accommodation, meals, entrance fees to sites and local transport. Book early to avoid disappointment. Details from: Industrial Heritage, Tourist Information Centre, Aberdulais, Neath, 0639-53531

17th September - Lecture - "Bricks" - Mrs. M. Holt at 8 p.m., Copt Oak, Maresfield Park. Details from Mr. B. Porter, Treetops, Maresfield Road, Maresfield.

21st September - Horsham Museum Agricultural Open Day. Details from the Curator, Horsham 54959.

7th October - Lecture - "The Farmer Brickmakers of the Weald" by Mrs. M. Beswick at 7.30 p.m. Weald and Downland Open Air Museum, Singleton.

10th - 13th October - Field Recording Techniques Course organised by the Mills Research Group of the Society for the Protection of Ancient Building. Details: Mr. J. Spencer, 7 Coleridge Way, Crewe, Cheshire CW1 1JW.

Report on Visit.

Frank Gregory's Mystery Tour of Mills. 18th May 1985.

We all assembled at High Salvington windmill just behind Worthing. There some 35 members and guests learnt from Mr. Casebow of the work that he and the Friends of High Salvington Mill are doing to get the post mill back to full working order. The cover around the support trestle of this mill is interesting in that is a very early example of cast concrete walls. Whether to preserve or rebuild as the original structure is an interesting subject for debate for those concerned in the restoration of the mill. There has been a lot of work done on the mill but there is still a lot to be done. Thence on to Rackham Water Mill situated between Amberley and Parham. With no stream to supply water to the mill and the original supply from springs from the nearby Downs cut off by the neighbouring farmer, there is little hope of the mill ever working again. However as most of the machinery is still there the present owner, who lives in the adjacent house, told us that he intends to restore the mill to a working condition. Very little has been done to date except to have a good tidy up. So let us hope and wish the owner success in his venture.

Finally to West Chilmington Windmill to see a mill that has been a residence since about 1922. Some machinery remains in the cap and two sails are fitted although they cannot rotate. A very interesting conversion and we were made extremely welcome by the owner and his wife even to the extent of providing some appreciated refreshments.

So thank you very much Frank for another very enjoyable mystery tour.

Don Cox

WEST SUSSEX AREA SECRETARY'S REPORT

Coultershaw Pump

Open Days are being well attended by visitors, probably due in part to publicity in the Field Guide and West Sussex pamphlets.

Installation of the new sluice-gates will require the organisation of a sufficient work-force.

Poyntz Bridge (Chichester Canal)

Replacement inner main girders for the bridge have been ordered. Application has been made to the Ancient Monuments Board for a grant towards the cost of repairs.

Recording of I.A. sites

Four members are recording sites in the Worthing area. If anyone has information on little known or suspected sites please get in touch with the undersigned (Tel: Worthing 505626).

R.M. PALMER

CENTRAL SUSSEX AREA SECRETARY'S REPORT

Contrary to expectations and against all known precedents of B.R. the New England Railway Bridge of 1841 was not demolished over the Easter weekend. In fact only the decking of the later Victorian extension was replaced, the brickwork of the original bridge being restored. Your reporter obtained an excellent set of photographs of a routine procedure of little interest. In contrast to this exercise the original 1841 station house together with the remaining portion of the later overall roof, erected by the Horseley Iron Co. in 1860, at Three Bridges has now been demolished. With the completion of the main line re-signalling the remaining signal boxes and associated equipment are likely to disappear over the next few months.

Finally closure of the Eridge - Tunbridge Wells line has been announced, the last passenger services running on 6th July.

An "out of town" railway note concerns Broad Street Station, city terminus of the North London Railway. With the termination of the last remaining shop lease on Friday 22nd June and the expected completion of the steps from Sun Street Passage to board the rush hour only service to Richmond, which departs halfway along the existing platforms outside the overall roof, expect demolition of the buildings and roof very shortly.

J.F.S.B.

NORTH SUSSEX SECRETARY'S REPORT

Lowfield Heath Windmill

Contact is being made with other organisations etc. concerning the Mill and a reply is awaited from the owners regarding urgent repairs. It is hoped to arrange a meeting during July at which all responses can be considered.

Ifield Water Mill

The exterior painting is now completed and the floodlighting is now operational. Security alarms are being installed during July and at a later date smoke detectors will be linked to the system. The cost is being borne by Crawley Museum Society who lease the property.

The installation of the vertical main shaft will be the next major activity, together with alignment with the Pitwheel.

Local Note

A property in Three Bridges, possibly the oldest habitation, is possibly to be demolished for redevelopment. The owner has donated a hand operated water pump which is being removed for safe keeping. Should the demolition not take place the pump would be replaced.

E.W. HENBERY

CHALK PITS MUSEUM - AMBERLEY

An Iron Yard is being established behind the cobbler's shop display shed. Over the years the Museum has collected a number of iron objects which will eventually come together in a display of iron, iron founding, and metal working. Several have now been restored and placed on show and others are soon to join them in the Iron Yard.

Hugh Fermer who has recently retired, has taken on the task of completing the metal working machine shop. He has already sorted out the mountains of accumulated tools and materials, started to clean up and check over each of the machines, and he plans to have the milling machine operational very soon.

The premiere of the James Bond Film "A View to Kill" recently took place in the presence of Their Royal Highnesses the Prince & Princess of Wales. The Museum provided the railway equipment for the final scenes of the film, both on location at Amberley, and at Pinewood studios.

19th CENTURY SLUICE-GATE AT BOGNOR REGIS

One of our members Miss Barbara Glaisyer reports that she has been told that "... a few yards down the Upper Bognor Road near Butlin's Holiday Camp is an early 19th century sluice-gate with its wooden shutters and cable drums still in working order". She believes the site is at map reference SZ 946 992 (Sheet 197) and hopes it is still there. Is anyone able to confirm this for her?

PETWORTH STATION

From my notes for the SIH Field Guide it could be assumed, as several members have pointed out, that the present Petworth Station is the original built for when the line opened on October 10th, 1859. This is not so as the "Engineering Committee

Minutes of the LBSC & R Board" relate (PRO Rail 414). On the 29th July 1890 it was minuted that the station buildings were worn out and that the original building had sunk below the level of the platform. Chief Engineer F.D. Banister was instructed to submit plans for a new station. On the 10th February 1891 the successful tender submitted by R. Cook & Sons was accepted at a cost of £1,265.

On the 26th January 1892 the erection of a verandah and paving at the front is recorded.

I am grateful to John Minnis for supplying the above information. The following points are of interest:

- i) Were R. Cook & Sons local builders?
- ii) Perhaps a W. Sussex member with access to the local papers could find the opening day report for the new station to complete the story.

J.S.F.B.

NINFIELD INDUSTRIES IN THE NINETIES - PART 2

The Tanyard

Occasionally one might see, and smell, a van loaded with raw hides, complete with heads and horns, making its way slowly down the Hooe Road to the Tanyard just inside the Ninfield parish boundary.

The load had been collected by Amos Russell and his son, Jack, from various slaughter houses in the neighbourhood. A visit from Amos was a noisome forerunner of our present day cesspool emptier.

Another sight which turned our thoughts to the Tanyard in the 'flawing' season would be a waggon piled high with oak bark to be used in the tannery pits.

The Tanyard then was a going concern, our only light industry, and managed by Gideon Noakes, who with his brother owned both the Battle and Ninfield tanneries.

Their tanyards were very well known for the excellent quality of the leather turned out. Those for whom waterproof and reliable boots were essential could not possibly do better than bespeak Battle or Ninfield leather. Even now it remains its excellent reputation, which of late years, since the closing of our Tanyard, has been confined to the Battle product.

The demand for speed of production and so-called cheapness has, by the use of synthetic agents, ousted the slower natural process of tanning. So the old Tanyard has gone.

Although in the parish of Ninfield, most of the employees at the Tanyard were Hooe men.

A visit to the yard, which at that time employed 16 or 18 men, would reveal the process of tanning which took place in a mixed atmosphere of acrid tan and putrefying flesh. The hides went into the scraping shed where Alf Poccock, Charles and Alf Vitler took charge. The hides, heads and horns removed, were placed over the scraping block, which was about 3'6" high and about 4'0" long, that is, about as far as a man could reach using both arms. They used a kind of blunt hop pole shaving knife and removed every bit of flesh and fat.

The scraped hides were hung in the drying shed. There was a bark barn for storing the bark before use.

At another part of the yard was the engine shed with a portable engine, in the charge of George Munn, assisted by his son, Will. There the 3'0" lengths of oak bark were crushed into flinger chips, ready for immersion in the tanning pits.

These pits (from memory) were in six rows, six pits in a row, about 9 or 10 ft. square and 7 ft. deep, and were situated behind the bark barn, with a space of about 18" to 2'0" between the pits.

The necessary cartage to and from and around these pits was done by means of a huge wheelbarrow with side boards. It was highly interesting to watch William Brooks deftly manipulating this barrow along the narrow pathway between the pits, turning and twisting and winding sharp corners without once coming to grief.

The hides, with oak bark chippings, were placed in the pits with water from the Tanyard well and left to soak for three months. They were then taken out, dressed once more and re-hung in the drying shed.

When the Vidlers cleaned out a pit, the used bark clippings or tan were carted away to a vast mound. This heap of tan formed an ideal breeding ground for rats attracted by the refuse, and justified the employment of an official rat-catcher, Dennis Mark Vidler, who was paid 2d. per rat killed.

A HORIZONTAL WINDMILL

The catalogue of the Shiffner MSS in ESRO, contains the following entry (MS.2837):

"Plan of an intended patent horizontal wind engine for Sir John Bridger, Coombe Place (Offham), Lewes. Drawing by Thomas Spencer showing elevation and ground plan 1" to 21½" (29" x 20)".

The date quoted is 1784 and it should be explained that Sir John Bridger owned Coombe Place prior to the marriage of George Shiffner to Sir John's daughter in or about the year 1800, when as J.P. and Deputy Lieutenant of the County, Captain of Lewes Yeomanry and Captain in the South Lewes Volunteer Battalion, George Shiffner took over the Bridger estates in England and America.

Later George Shiffner developed the Chalk Pits at Offham and had constructed between 1807-9 what is believed to be the first railway in Sussex, an "inclined" plateway to transport the chalk to barges at a "cut" from the then newly constructed Upper Ouse Navigation. (This will be the subject of a separate (future) article in S.I.H.)

The plan of the windmill is not very detailed but shows a timber framed structure about 8 ft. x 8 ft. in cross-section and 43 ft. in height, to be located above a well in the angle between the end wall of the "Brewhouses" and a wall of the "Greenhouse", the structure being also contained on two other sides by the walls of the "well house".

The "engine" some 24 ft. above the top of the well is not detailed, but appears to have a height of 11 ft. with an ornamental cap having an additional height of 8'6".

A vertical drive shaft with bevel gearing to provide a "step up" ratio appears to drive the usual horizontal windlass associated with a well.

Horizontal windmills were not new in Sussex at this time, several are listed by Lawrence Stevens* (Some Windmill sites at Friston and Eastbourne SAC Vol. 120 1982) but this one appears to have been overlooked, or was perhaps not considered of sufficient importance to mention.

Unfortunately the design of the engine remains something of a mystery because Thos. Spencer does not appear in the British Library records. However the Eastbourne mills are somewhat earlier and one can only assume a similar arrangement of fixed (inner) vertical shutters on the rotor with parallel swivelling outer shutters so that wind from any direction would drive the rotor and close the swivelling shutters on the remote side, presumably to avoid providing reverse drive.

The "engine" seems to be rather large for the duty of merely drawing water from a well, but no doubt operation in light winds is possible with a generous area presented to the wind.

*Acknowledgment is due to Lawrence Stevens for information from his SAC Article including the Battersea and Margate Mills.

There are several patents for horizontal wind mills prior to 1784. Typically a mill by Peter MacIntosh of Burr Street Wapping Co. Middx. in 1776 - Mariner, is described as "Horizontal Windmill with a multiplying power, which mill may be likewise worked by cattle and the wind power applied to a water mill - no specification enrolled".

Another design mentioned by Lawrence Stevens includes "articulated" shutters which are deflected on the windward side of the mill, from a horizontal (ineffective) position to the vertical, where they present their full area to the wind and provide the required drive force.

A very large horizontal mill 140 ft. high was erected at Battersea in 1788 and one is listed for Margate Kent in 1798. In general however, the horizontal mill failed to replace its more conventional rival with vertical sails or sweeps. Perhaps it was just not powerful enough unless built on a massive scale.

T.E. EVANS

MATHEMATICAL TILES ON THE ROYAL PAVILION, BRIGHTON

In 1787, His Royal Highness, the Prince of Wales employed Henry Holland to build the Marine Pavilion in Brighton. This was an enlargement of an earlier timber-framed structure, the extension also being timber-framed, the whole being covered externally with white Mathematical Tiles which were described as "Bath bricks" by George Thomas, Earl of Albemarle in his recollections of the Pavilion as it was in 1806.¹ All bricks of a white, cream or yellow colour were referred to as "whites".

Henry Holland had used white Mathematical Tiles on his own house in Sloane Place in Chelsea in 1777-8 and these were recorded as being manufactured in the New Forest in Hampshire.² In 1787, at about the same time as his work in Brighton, Holland was also working at Althorp Park in Northamptonshire, where an Elizabethan house was being covered externally with white Mathematical Tiles. These are still in position. They were possibly made in Essex and were known to have been sent by sea to (King's) Lynn.³ The tiles on the Pavilion are generally stated as coming from Hampshire but this would appear to be an assumption. In view of the similar construction dates, it seems possible that the source of the tiles on both Althorp Park and on the Marine Pavilion were the same. A comparison of the tiles may confirm this.

John Nash, in his work in 1815-22, in converting the building into the Royal Pavilion as we know it today, enlarged the old Holland building, covering all the external tiles with stucco. This work also involved the conversion of the Assembly Room of the old Castle Tavern into the Royal Chapel. Adjoining buildings were demolished in the process and some exposed walls of the Chapel were covered with Mathematical Tiles.⁴

During the renovation work currently being carried out by Messrs. G.J. King and Sons, Ltd., two areas of Mathematical Tiles have come to light. A section of the original external wall of the Henry Holland building, to the north side of the south wing, has been cut through exposing the Mathematical Tiles under a coating of stucco. These are of a warm yellow colour with a sand-faced surface and are of the standard section, bedded in lime mortar with thin joints and nailed to 20 mm plain-edged softwood boarding with the joints horizontal. The face bond is Flemish, the headers being formed by snapping stretcher tiles in half, the tiles having been scored whilst green. The course height is 70 mm.

The other small area that has been found is to one spandrel at the end of the south clerestory window to the Banqueting Room where John Nash used red Mathematical tiles as an infilling beneath a relieving arch to maintain conformity of background behind the stucco facing.

Both these areas of tiling have been seen by the writer and my thanks are due to Messrs. G.J. King & Sons for allowing me access.

RON MARTIN

References

1. Thomas, G., Fifty Years of my Life, 1876.
2. British Library, King's Topographical Collection Vol. XXVIII-4-dd-4. Exwood, M., Mathematical Tiles, notes of Ewell Symposium, 1981 p.28
3. Ibid, p.29.
4. Royal Archives, R.A. 34201.

NARROW GAUGE RAILWAY, ADAM'S FARM, CROWHURST

I have recently had an enquiry about the narrow gauge railway which formerly ran from Adam's Farm (TQ 761106) to Combe Haven (TQ 759104) about two miles south of Crowhurst. This was apparently built in the early 1900's to transport coal from the navigable channel at Combe Haven to a pump house at the farm. It was horse worked and ceased operation probably in the 1950's. If any members have any knowledge of this railway or the barge traffic on the Haven would they please let me know.

RON MARTIN

EAST GRINSTEAD TOWN MUSEUM , BRICKMAKING DISPLAY

Bricks form the latest addition to the permanent displays at East Grinstead Town Museum, but not as abstract modern art.

Instead they are the subject of a new section on the history of brickmaking in and around East Grinstead, illustrated by moulds and drawings as well as by bricks of different types and ages.

Particular attention is paid to the town's Hackenden Brickyard which operated from c.1900 to 1955 but there are also items from the Crawley Down and Rowfant yards.

Further information is available in articles on local brickmaking in back numbers of the East Grinstead Society's Bulletins on sale at the Museum: 26 (Hackenden), 27 (general article), 28 (supplementary notes), 30 (additional notes), 35 (further note), each 25 p.

As yet the display is a modest one but the Museum hopes it will stimulate offers of bricks and tiles, equipment, pictures and documents relevant to the study of local brickmaking.

The Museum, at East Court, East Grinstead, is open every Wednesday 2-4 p.m. and Saturday 2-5 p.m., admission free. (Strangers should follow signs to the police station).

M.J. LEPPARD, Hon. Curator, 20 St. George's Court, East Grinstead (22511); if no reply 'phone 25005 (Sackville School) and ask for a message to be given to Mr. Leppard to contact you as soon as convenient.

A PLEA FOR COBBS MILL

Cobbs Mill among the country watermills of Sussex is unusual in that the drive to the machinery is based on a horizontal main shaft design, and being the last one of this type is particularly interesting to the mill enthusiast - and who is not an enthusiast to some degree? - witness the many paintings by local artists.

Moreover Cobbs is also the last one to have its auxiliary gas engine and gas producer plant complete with belts, pulleys, clutch etc. The water courses and sluices remain intact and it is ideally situated for visitor access.

Prewetts Mill at Horsham was also of the horizontal main shaft design, but this one is now totally gutted and other mills with gas engines, notably Ruckford, upstream of Cobbs and Hailsham Town Mill are no longer more than shells, being converted for residential or other purposes.

Apart from The Deans Mill at Lindfield which is of the conventional vertical drive shaft type, with great spur wheel" (and not generally accessible to visitors) there is no remaining water mill in West Sussex comparable in scale with Cobbs as a potentially working (or workable) Mill occupying its original (Doomsday?) site and retaining most of its traditional character.

In the past, wind and watermills enlivened the country scene everywhere, what was once the ultimate technological achievement is now all but a silent relic. Commercial pressures at the end of the last century spelled the demise of the country mill, although Cobbs, fortunately managed somehow to struggle on into the 1960's (Only The Deans Mill exceeded this!). It will be a sad reflection on our present day regard for past achievements - and the picturesque remains of a once thriving industry, if we allow such an integral part of our heritage with an unbroken history of activity extending back more than 1000 years to disappear from the scene forever!

Obviously many mills must be lost to us because they are now too dilapidated and therefore too expensive to repair or preserve, but Cobbs is one of very few remaining which, with some effort and modest expense, can be saved and even made to work again.

It is ironical that in an age of expensive and diminishing energy resources, combined with an increasing appreciation of the true value of the ingredients of our "daily bread" as provided for centuries by the traditional country mill, that we should be contemplating its eventual disappearance from the industrial scene.

No demands are made on expensive fuel - if we continue to use the waterwheel for a modest milling programme and wholemeal flour is now more in demand than for many years, so there is once again a practical purpose for the mill, apart from the need to preserve it as part of our heritage. There are enough enthusiasts to run the few workable mills remaining - and old skills can be re-learned as the writer has discovered!

The immediate need sufficient to get one pair of stones back into working order is £2000. for the replacement of the 48 iron buckets and sole plate on the water wheel, together with nuts and bolts and paint for the wheel. Some work on the weatherboarding of the mill building is also urgently needed, but at present the cost will be small.

With rising material prices and an accelerating rate of decay, there is a rapidly escalating cost situation to be faced, as with all preservation schemes, so that the time to act is now!

T.E. EVANS

Editor's Note

Since Tom Evans composed this plea some action has been taken. The committee of our Society considered the matter on 27th April and Frank Gregory agreed to make contact with Mr. Jackson, the owner. Frank has established that he is interested in a scheme to conserve and possibly restore the mill under the direction of our Society. It is early days yet and further discussions are necessary. It may however be possible to carry out preliminary conservation and stabilisation work at a fairly early date. This will of course mean finding persons in our Society willing to give up some time to the project. Even a few hours would help. Those interested should phone Frank Gregory on Brighton 505754 or Tom Evans on Haywards Heath 412783.

THE EAST GRINSTEAD SOCIETY BULLETIN

The Society has so far produced 37 Bulletins from 1969 to date, of which seven are already out of print. Some of the remainder are in very short supply.

Each number contains original articles on aspects of the history of the ancient parish of East Grinstead (modern East Grinstead and Forest Row). Special attention has always been paid to the needs of other students of the area, for instance in printing lists of categories of sources (e.g. guide books, directories), in reviewing or noticing books and articles of local historical interest as they appear and in following up articles with notes of further relevant information as it comes to light. All issues include illustrations and there are some articles on aspects of the town today reflecting the Society's amenity interests. Trades and industries and public transport have been dealt with frequently.

As a special offer to members of the Sussex Industrial Archaeology Society, copies of all numbers of the East Grinstead Society's Bulletin still in print are offered at the special price of £6, post free.

Alternatively specific numbers can usually be supplied at 25 p. each, plus postage.

Orders should be sent to the Editor, Mr. M.J. Leppard, 20 St. George's Court, London Road, East Grinstead, who will be glad to supply further information on specific topics covered and the numbers in which they appear.

The Spring 1985 issue (No. 38) contains articles on the Garland Road bus garage (demolished recently), W.R. Pepper who provided the line drawings for the first East Grinstead guide of 1885, the business of W. Best & Son, coal merchants, P & P bus services and the recollections of B. Desmond a former reporter for the East Grinstead Observer. This number is available from Mr. M.J. Leppard at 25 p. if purchased from the East Grinstead Museum is 40 p. post paid.

SOUTH COAST RAILWAYS - BRIGHTON TO EASTBOURNE

The forthcoming golden jubilee of the electrification of the railways to Eastbourne is commemorated by the publication of "Brighton to Eastbourne" - the fourth album in the popular South Coast Railways Series from Middleton Press (£6.95), compiled by Vic Mitchell and Keith Smith. The first album "Brighton to Worthing" has been so popular with local residents and railway enthusiasts alike that it has just been reprinted for the second time.

The new book shows several interesting aspects of Brighton's history such as the tram terminus outside the station; the bombing of and the rebuilding of London Road viaduct and the branch line to Kemp Town.

The three successive stations at Lewes and the curious alterations to train services make a fascinating feature in this publication.

The exploits of a mischievous fireman who was mistaken for a poacher at Glynde in 1913 landed him in custody and now gives us an amusing story to read.

The fluctuating fortunes of Polegate as a junction town are revealed before the reader is taken leisurely into Eastbourne, whose development depended entirely on the railway expanding its facilities. These improvements are fully illustrated, with numerous photographs and maps.

The 120 photographs, with many tickets, labels and timetables from the past, combine together to make an important contribution to local history. It is available in hard covers from local booksellers or post free from the publishers Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ, at £6.95.

LIST OF MEMBERS

At the Annual General Meeting held in November, 1980 there was a request that a List of Members be made available. This has been produced since then and sent out to all members in April of each year. The Committee has decided that to provide this list annually for every members is an unnecessary expense in time and money and it is proposed that, in future the list will only be provided to new members and to members who specifically ask for a copy from the General Secretary.

R.G. MARTIN

INDEXING OF SOCIETY'S PUBLICATIONS

The Society has published 14 Volumes of Sussex Industrial History and 46 Issues of the Newsletter. There is no comprehensive index to these publications and this would be a very useful tool for the Society particularly as many members may not have any idea what has been covered by issues prior to their joining the Society.

If any member would be interested in compiling this index would they please get in touch with the General Secretary.

R.G. MARTIN

I.A. REVIEW

The Society now regularly receives copies of the Industrial Archaeology Review. Previously, the Review was only provided for members of the Association for Industrial Archaeology on payment of an additional subscription. Our Society has recently acquired all the back numbers of the Review and these are available for members to refer to and borrow on application to the General Secretary. It would be appreciated if borrowers would pay any postage cost. The list of contents of Volumes I & II is appended. There is not space here to list contents of all six volumes and this will be continued in the next Newsletter.

R.G. MARTIN

VOLUME I, NUMBER 1

- R.K. Dunham and R.J. Hobbs Burtree Pasture Lead Mine, Weardale
D.J. Viner The Marble Quarry, Iona, Inner Hebrides
Alex Grant The Cooper in Liverpool
Brian S. Osborne Patching, Scouring and Commoners: The Development of an Early Industrial Landscape
M. McCrinck Iceland: A Comment
M. Diane Freeman Assessing Potential Milling Capacity in Hampshire, c. 1750-1914
David and Marilyn Palmer Moira Furnace
Stuart T. Miller The Iron Bridge at Sunderland: A Revision
C.J. Johnson The Holberrow Green Windmill: An Attempt at the Interpretation of Visible Evidence
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