



SUSSEX INDUSTRIAL
ARCHAEOLOGY SOCIETY

Registered Charity No. 267159

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PROGRAMME OF VISITS FOR 1990

13th May Sunday is National Mills Day. If you are not helping at a mill why not volunteer to assist at your local mill?

22nd June Friday 7.00 p.m. Members' Evening at Horsham Town Hall and Museum, The Causeway, Horsham. Joint meeting with Horsham Museum Society. Assembly in Horsham Town Hall. Talk, Tea & Tour. Contact D. Cox 0403 711137.

11th July 2.00 p.m. Wednesday. Visit to Ironworks North Park Furnace. Meet at SU 885288 $\frac{1}{2}$ mile west of Fernhurst. Afterwards to Pitsham Brickworks off A286 between Midhurst and Cocking SU 878199. Contact C. Bryan 0243 789587.

18th August Saturday 2.00 p.m. Visit to Hastings. A Tour led by Barry Funnell. Meet at Glyne Gap Shopping Centre Car Park (site of old gasworks) TQ 765080. Contact J. Blackwell 0273 557674.

23rd September Saturday 10.30 a.m. All day Mystery Tour of Mills led by Mills Group Secretary. Meet at Bartley Watermill just off B2169 Lamberhurst. Contact D. Cox 0403 711137.

21st October 2.30 p.m. Sunday. Mills Group Get Together. See next newsletter for subject and details or contact D. Cox 0403 711137.

24th November 2.30 p.m. Saturday. Annual General Meeting followed by a talk. Friends' Meeting House, Friars Walk, Lewes.

For all visits it is IMPORTANT to know how many people are coming. Please let the contact person know of your intention to attend at least seven days before the visit.

Programme Co-ordinator D.H. Cox,
3 Middle Road,
Partridge Green,
Horsham.
Tel:- 0403 711137

Geoff Mead has submitted this supplementary list of activities that may be of interest to members.

The Centre for Continuing Education at Sussex University (Brighton 678025) is running day-schools on the growth of Brighton 1700-1900 and the history of Hove. Both are conducted by Dr Sue Berry at the Lewis Cohen Urban Studies Centre. The Brighton event is on Saturday 26 May and the Hove one on Saturday 23 June.

On 30 June I will be taking a day-school on the physical background of Sussex landscapes, the raw material of so much of our industry; and on 14 July Dr Graham Mayhew will be "Exploring Lewes".

Dr Berry is leading a stroll through Regency Brighton and Hove on Sunday 20th May at 2.30 and I will be taking a group around the Level and London Road areas of Brighton on Sunday 17th June again at 2.30. Both events are part of the Local History Group programme of the Brighton and Hove Archaeological Society and details can be had by phoning Douglas Betchley on Brighton 556392.

No peace for the wicked ... as a member of the Historical Association I will be taking a walk at 7.15 p.m. on Tuesday 5th June through "North Laine: Brighton's old industrial quarter". As I am never available on the phone I can tell you we are meeting outside the Midland Bank on the corner of Bond St. and North St. Brighton.

The Worthing W.E.A. is arranging a course on "Sussex Industrial Archaeology" on Wednesday afternoons at 2.30 from 2nd May to 6th June at the Adult Education Centre, Union Place, Worthing at a cost of £13 for 6 meetings. Tutor: Geoff Mead.

I hope to see S.I.A.S. members at all these cross-society gatherings!

GEOFFREY MEAD

BIRTH ANNOUNCEMENT

To Don (our Programme Secretary and Mills Group Secretary) and Lynn Cox a charming grandson, Robert, born on Valentine's Day 14th February 1990 by courtesy of their daughter Elizabeth and her husband. Many of us know Elizabeth for her work behind the scenes at the AGM producing excellent tea and cakes. Congratulations and best wishes!

AREA SECRETARIES' REPORTS

WESTERN AREA

Coultershaw Pump

Basic maintenance and minor repairs have been done on the pump and wheel, which we hope will carry us through the coming season.

A site meeting was held on 9 January with Mr Hurley, of the National Rivers Authority (now hived off from Southern Water), to discuss the new side-weir. The site of this new weir is 6 inches lower than the main sill of the old weir (which however also had a small notch). Mr Hurley has agreed that if we find it necessary he will raise the sill level.

We had a good turn-out in lovely weather for the working party on 18th March. As a result the whole place looks ship-shape for opening on 1st April. So thank you, all you volunteer and press-ganged helpers.

MIKE PALMER

NORTHERN AREA

At Ifield Mill the layout of the new spur wheel has been drawn full size (9 ft dia) and the tooth pitch verified. The rim sections are now to final size and a radial arm circular saw has been acquired and this will be modified and used to generate the

tapered mortices for the 136 teeth. We shall fabricate the complete wheel on the top floor during the year and then dismantle and reassemble it in its working position on the ground floor. We will not know if all our efforts have been successful until then, so watch this space!

The Crawley Museum Society are in process of acquiring additional premises at Goffs Park House on the outskirts of the town and later in the year some exhibits may be moved from the mill to the new premises. It is likely that Ifield Mill will become the focus of exhibits on milling and rural activities and crafts. Open days at Ifield will be May 13th (National Mills Open Day), May 27th and the last Sunday of each month until September 23rd (incl), 2.30 p.m. till 5.00 p.m.

The Lowfield Heath windmill restoration has progressed steadily and full credit is due to the small band of volunteers organised by Peter James. It is hoped to have one pair of new sweeps in position by the 10th April '90 when the project will be graced by the presence of H.R.H. Princess Alexandra at an official 'topping out' ceremony.

TED HENBERY

TOUR OF BRIGHTON'S NORTH LAINE

On Sunday 18th February Geoff Mead conducted a party around Brighton's North Laine under the auspices of the East Sussex County Council. This was one of a series of walks from which the proceeds of donations by participants are given to selected charitable organisations, and the proceeds of this one being allocated to our Society. We apologise for not publicising this walk in our previous Newsletter No. 65, but ESCC did not fix the date with Geoff until after our publication date. Fortunately Geoff was interviewed on Radio Sussex a few days beforehand and this achieved excellent publicity demonstrated by the fact that there were 90 participants resulting in a collection of £85.91 which has been passed to our treasurer. Well done Geoff! It was a lovely morning with, unusually, hardly a breath of wind, so we were able to hear all that Geoff had to say and as his knowledge of Brighton is encyclopedic, that was quite a lot. Geoff explained that the "Laines" of Brighton are different from the famous "Lanes". The word "laine" is derived from an old word meaning "field".

Old Brighton town was bounded by East street, West street, North street, and to the south by the sea. As the town became more popular in the eighteenth century, influenced largely by the visits of the Prince of Wales, (later George IV), the "quality" wished to live centrally pushing up property prices (what's new?) thereby squeezing the small businesses to the northward of North street which was farmland or "laines".

This was happening before the advent of the railway, when the town's visitors came by coach to the various hotels such as the Clarence in North street (see Geoff's article in Newsletter No. 64 October 1989). After a long journey over indifferent roads, apart from the needs of the human travellers, the equine ones required fodder from the local farms and stabling close to the hotels, and the coaches and harnesses needed repair. Therefore the North Laine became the home of many small industries: coachbuilders, wheelwrights, harnessmakers, foundries, and various metal works. The human travellers required chairs and tables at which to eat, and beds to sleep in, hence carpenters and cabinet makers also became part of the community. The humans also needed food and drink so there were bakeries, butcheries, bacon curers, dairies (particularly associated with the farms), and breweries. A number of the public houses in the area still have names which bear witness to these activities.

If the foregoing has whetted your appetite as to what the North Laine is today, please re-read Geoff's article "Brighton's North Laine - continuity or change?" in Newsletter No. 63 July 1989.

It was a fascinating and absorbing morning. Many thanks to Geoff for giving his time and imparting to us in two and a half hours what he has learned from a number of years of detailed study and research, and for the magnificent financial reward for the Society.

GORDON THOMERSON

This year's conference was hosted by Medway I.A. Society at the Royal School of Military Engineering, with the theme "War and Peace - Military Engineering in the 19th century".

In his address of welcome the chairman Jim Preston of MIAS pointed out that the Royal Engineers had been part of the town for about 200 years, and made a contribution to the re-building of Chatham dockyard 1860-80.

The first lecture was by R.J.M. Sutherland on "Ship Sheds". Between 1814 and 1856 almost all ship-building slips and docks in the naval dockyards were covered with wide span roofs in an effort to prevent wet and dry rot which affected vessels under construction as they were on the slips for about eight years. These wide span roofs were later copied by the railway companies for their larger stations.

This was followed by Brigadier J.R.E. Hamilton-Baillie who spoke for well over an hour without notes on "Concrete and the Royal Engineers". He turned an apparently dull subject into a most interesting one. Of local interest was his knowledge of the Newhaven fort built in 1866.

A propaganda silent film made in 1917 of Woolwich Arsenal was shown and commented upon by Wesley Harry the Official Historian of the Arsenal. Just as well it was a silent film as the machinery noise would have been almost unbearable, and a lot of the moving parts unguarded, all quite illegal today.

The next item was a talk by Colonel G. Napier on "Royal Engineer Architects". The major domestic structure for which they were responsible was the Royal Albert Hall, and their legacy includes many government buildings in this country and throughout the old Empire.

Ron Crowdy then spoke of the achievements of Louis Brennan a nineteenth century inventor who was responsible for inventing a torpedo controlled by wire stationed at strategic points in estuaries and harbours. Ron produced a model of the torpedo found recently in a local dustbin and fortunately rescued. Brennan was also involved in gyroscopically stabilised monorail systems, and an early helicopter.

The day concluded by an interesting and amusing talk by Keith Catchpole on the Longmoor Military Railway. Many slides were shown of the early days in this century including a series of postcards starting with one in which a Private Day appeared and concluding with one showing Lt.Col. Day with intermediate ones showing him in most of the ranks between.

Visits to military and naval establishments in the area were made on the Sunday.

A very interesting SERIAC and our thanks are due to Medway I.A.S. for the excellent organisation.

LESLIE MARTIN

CAST IRON DEADBOARDS

Most people have seen wooden Deadboards in Churchyards. These consist of a post at each end of the grave, with a board between them bearing the details of the deceased written on it. They are sometimes called Bedboards or Leapingboards for a very obvious visual reason, and they were used where stone was too expensive or unsuitable, but had the great disadvantage that timber rots and their life does not usually exceed half a century.

To find them made in cast iron is most unusual and Sussex possesses 15 of them, all of which are in Lewes. The only other three we have found are in Berkshire and Oxfordshire.

Twelve are in a line at the top end of the churchyard of St. Anne's Church, Western Road, all of which are to members of the Medhurst family. This puzzled us for a few years until last year when "The Windmills and Millers of Brighton" was published. Then we found out that Samuel Medhurst was a Millwright of repute who is listed in the Post Office Directory of 1845 as operating from premises in the High Street Lewes, which is in St. Anne's parish.

Samuel who was born in 1799, began work as a millwright when he was about 20 and in 1850 at the age of 50 took over the millwright business of Hubbard's which was based at Cliffe in Lewes, after Edward Hubbard died following an accident at Hodson's Windmill.

Samuel was a great believer in the use of cast iron in the mill machinery, using it to replace many of the shafts and gears for which timber had always previously been used. Most of these were cast at the Phoenix Iron Works in Lewes which was owned by his friend John Every. His belief in cast iron obviously extended beyond life as he had the family deadboards made of the same material. They came in two sizes, 45 and 70 inches long, and it was intended from the start that no one would use them to rest upon, because there are spikes all along the top.

The letters on the memorials are interesting because they are all from the same patterns, so one can certainly assume they were made at the same foundry, and it seems fairly safe to assume that this was the Phoenix Foundry. As they are all so similar it could be that they were cast over a much shorter period, long after some of the occupants of the graves had died.

Seven of his ten children had died before they were four years old, and their deadboards are easily spotted because they are the shorter ones. All of the children died before Samuel and his wife, and it could have been then that most of the memorials were cast, but this is only supposition.

Boaz who took over the millwrighting business when his father retired was aged 36 when he departed leaving a widow and four daughters.

MEDHURST FAMILY GRAVES

Elizabeth	17 May 1835	75 yrs	wife of William of Medhurst
Beddington			(mother of Samuel senr)
Samuel	14 Jun 1828	9m	
Philadelphia	12 Apr 1831	4m	daughter
Margaret	2 Mar 1834	10m	daughter
Benjamin	22 Feb 1838	6m	son
Naomi	26 Jan 1839	3y 8m	daughter
Reuben	1 May 1840	8m	son
Frank	1 Apr 1846	18m	son
Ruth	7 Dec 1863	22	daughter
Boaz	28 Feb 1878	36	son Millwright (widow and 4 daughters)
Mark	6 Jul 1881	38	son
Samuel	30 Sep 1887	88	Millwright
Philadelphia	3 May 1884	79	wife of Samuel

The other three cast iron deadboards are in St. John the Baptist churchyard at Southover, Lewes, one of which is to Frank Medhurst who died in 1843. Was he a brother of Samuel? The other two are for Reuben Ashly 1844 and George Kemp 1850. As with all research, one is left with more queries at the end than at the start and if anyone can offer any further information we should be delighted to receive it.

So we offer our thanks to John Haslefoot, John Upton and H.T. Dawes who have helped by providing much of the information so far.

TONY & MARY YOWARD

EVEN MORE ON GALLETING

The article in the Oct. 89 Newsletter prompted me to consult a volume recently acquired, entitled "Dictionary of Archaic Words", which was reprinted in 1989 by Bracken Books. It was originally compiled in 1850 by James Orchard Halliwell and contains over 50,000 words gleaned from many sources and dialects countrywide and going back to the fourteenth century. Galleting does not appear but two other variations do! We have - "GARRETTED" - having small splinters of stone inserted in the joints of masonry of flintwork (Britton p.263), and "GILLETING" - wedging the interstices of ashlar work with small flint. Perhaps these were the earlier spellings and "GALLETING" a more recent derivation? I am sorry to have created more confusion and meanwhile I will return to my volume from "AAC" (an oak) to "ZWOODDER" (drowsy, dull)!

E.W. HENBERY

MEDIEVAL POST-MILL POST

Thanks to the generosity of BP Chemicals International, long-term restoration work is well underway at Polegate Windmill Milling Museum, near Eastbourne, where part of the foot of an early post-mill is being conserved. The lower portion of the wooden supporting post of a post-mill, upon which the body of a post-mill turns, was uncovered by workmen at Polegate in June 1987. Archaeological excavation of the water-logged site, under the direction of Lawrence Stevens, revealed the remains of yet another and later post-mill, the dating of which suggested a medieval date for the earlier surviving part of the post.

This ancient post, which may be unique, was donated to Polegate Mill by Mr. A.J. Hassell, the developer of the site, who arranged the delivery of the near half-ton post to the mill. Once at the mill, the wood was transferred to a tank of water so that it would not dry out. The tank, measuring 1.88 x 0.73 x 0.88m high, was constructed from old pallets and lined with plastic sheeting with old carpet forming a cushion between the plastic lining and the wooden box. Once safely immersed in water, attention turned to the long-term conservation of the wood and in this matter the museum has been advised by Jacqui Watson of the Ancient Monuments Laboratory, who recommended the method of conservation adopted.

It was decided to treat the wood with a solution of Breox PRG.550. Ideally in a heated environment a 60% to 70% solution would be aimed for, but in the unheated conditions of Polegate Windmill, it was felt that a 50% to 60% solution was a more realistic target. A suitable source of PEG.550 was sought, and BP Chemicals International generously donated an adequate quantity to complete the conservation programme.

The semi-solid glycol is dissolved in warm water and introduced to the tank where an electric powered fluid pump, connected to a pipe running into the centre of the wood, is used to circulate the introduced glycol. The glycol is being introduced during the warmer months in ten equal increments over a two year period and the conservation programme which began in June 1989 is expected to be completed in June 1991.

LAWRENCE STEVENS

AMBERLEY CHALK PITS MUSEUM - WINTER REPORT

Steady progress has been made with a very ambitious winter work programme. The main objects have been to consolidate projects already in hand whilst maintaining already existing exhibits.

Major moves have been made to give much needed additional space to Alan Morris in our Printshop. This has involved transferring the Hurst Green Foundry collection to our main store. Our machine shop, under the auspices of Hugh Fermer and Ken Hobden, is in the long-term process of extending into the former general workshop. The massive Archdale radial drill and the late-nineteenth century planing machine are both now in place awaiting installation of framework for lineshafting.

John Land and Gordon Thomerson have continued with their millwrighting project to reconstruct the lime grinding installation beside No. 1 kiln.

The twelve-sided oil mill building from Penfold's old site at Arundel has now been rebuilt at Amberley by Wimpey Housing. Research is now in hand into the businesses of Penfolds, Carter Brothers and Albert Oakley for a display on those and other local country works. Any suitable archive photographs for loan and copying would be much appreciated. The Country Works Display will open later in the season.

Re-erection of the former Spooner and Gordon, Horsham Wheelwright's shop grows nearer with a planning application currently awaiting approval. A display on the firm itself and the reconstruction project will be open in the new season, and visitors will see many of the wheelwrighting artefacts in course of conservation. Any offers of specialised wheelwright's equipment would be most welcome, although we are well stocked with general carpentry tools.

A behind-the-scenes project which is expanding very well is that of oral history. Our volunteer Len Smith has well and truly got the bit between his teeth and has made weekly visits to former Pepper employees. These fascinating recordings are helping to produce a sound picture of working life at Amberley Chalk Pits. Len is also making a start on the Penfold story, following the recording of a recent talk on the firm by Frank Penfold.

Volunteers are as always very welcome for almost every aspect of running the museum and a telephone call to the Museum office 0798 831370 would give further details.

MIKE WALL
Curator

NEWHAVEN WAREHOUSES 1826

Port of Newhaven, Sussex. Important and valuable property for investment.

To be sold by auction at the Auction Mart, London, on Friday 8th December 1826 at 12 o'clock.

A highly valuable leasehold estate most advantageously situated at the port of Newhaven in the County of Sussex and a situation of great importance to the Shipping interest being the nearest Seaport to the capitals of England and France. The harbour is 23 feet deep at high water capable of receiving vessels of 300 tons burthen; it is now considered superior to any port between the Thames and Portsmouth.

The property comprises a spacious and substantial Bonded Warehouse of 3 floors, 62ft x 40ft; and 37'7" high, admirably calculated for storing dry goods and capital arched vaults, capable of receiving 250 pipes of wine - with a commodious waterway and every facility for landing and loading goods - large yard, about an acre in extent; and two handsome and convenient Dwelling Houses adjoining each containing one attic and 6 other apartments, cellaring, a range of dry sheds and eleven cottages for workmen.

The property is held on lease from Lord Sheffield for the residue of a term of 60 years from the 1st of May 1805 at a ground rent of £20.

The SIAS Field Guide comments on Newhaven:- "Adjoining the (Bridge) hotel is the only surviving warehouse of the pre-railway waterfront. It is a two storey yellow brick building under a low hipped roof of slate. It probably dates from the 1820's and was formerly part of a brewery." Although having two rather than three roofs these buildings may be part of the same complex, and it would be interesting to hear from any members who have an interest in the Harbour.

References:- Sussex Weekly Advertiser
20 Feb 1826 p.2

Sussex Industrial Archaeology:
A Field Guide
Austen, Cox & Upton, (1985) p.80

G.E.F. MEAD

INTERESTING FIND NEAR PYECOMBE

Remnants of what was very probably an old single-deck horse tram from the turn of the century have been found on private ground not far from the village of Pyecombe, north of Brighton.

Identifiable by its yellow roof and curved metal supports fore and aft plus its red woodwork, the 'tram' is in a very poor condition. The vehicle has collapsed on itself although the roof, the base and a side can be clearly determined. The wheels had long since gone.

Previously it had been used as a 'holiday home' by a family of Brighton solicitors and it came to light once again following the clearance of brambles and nettles in the area.

The car was probably one of three double-deck cars ordered around 1900 by the Brighton & Shoreham Tramways Company which ran a service along the front from Shoreham to the Hove boundary at Westbourne Villas, Hove. The tramcars never reached Brighton since Hove had always resisted tramcars coming into its territory.

By 1908 the Brighton & Shoreham Tramway suffered badly from motor bus competition and at least one of the three cars was cut down to single deck for economy. On June 6th 1913 the last car ran and the vehicles were sold off for various uses.

Only one other Brighton tram has survived, electric car no 53 located on a farm near Steyning awaiting possible restoration. Much would need to be done to restore the horse tram to anything like its original appearance.

LESLIE OPPITZ

THE BLUE FLINT

In The Sussex County Magazine Vol. 29 No. 8 the following report was published in August 1955:-

When George Mills, now aged seventy-two, finishes collecting blue flints at Rye Harbour for the Staffordshire potteries, what will happen to this old and once important industry? Fifty years ago it was a flourishing business, with thirty to forty men from the little village of Rye Harbour, alone, spending all the winter collecting the stone travelling along the coast from Dungeness to Pett. For the flint they were paid 3s. a ton, and boats transported it to the Staffordshire potteries, where it is used in the glazing process.

Now Mr. Mills is the only one left, enjoying the sole monopoly of his very lonely trade. In the coldest weather George walks the two miles from his home to the only point on the beach where the flint is now found, shoulders his yoke with the two buckets attached, and laboriously sorts out the flint from the thousands of other stones on the beach.

But if anyone is thinking of a nice quiet job when George gives up, he does not recommend collecting blue flint (at 25s. a yard) - it's a back breaking job in heat or an icy cold wind - and anyway you have to have a special licence.

The report almost certainly marks the end of a hidden Sussex industry. By its very nature the study of Industrial Archaeology seems to gravitate to tangible items - windmills, locks, factories - yet much employment and industry was concerned with materials and products that do not lend themselves to preservation or recording.

Sussex was, and still is, a supplier of raw materials to county, national or international manufacturers and the extraction, preparation and transport of these gave employment to many; George Mills above brings us in touch with one such trade. The Sussex Weekly Advertiser in November 1826 lists among the sailings from Newhaven, the ships "Active" and "Dove", captains Davis and Barrow, bound for Runcorn with boulder flints. George Mills' predecessors 'crop' was likewise bound for Staffordshire via the Mersey where Runcorn gave access to the Midlands canal system. Earlier in 1823 the Sussex Weekly Advertiser had stated of Newhaven that "there has been exported from the port...upwards of 4,000 tons of boulders flints for the use of the potteries in Staffordshire. Newhaven ships a larger quantity it is supposed than any other Port in the Kingdom, the article being more abundant and of superior quality to that of any other Port."

Almost 50 years later the census return for Portslade shows James and George (born in Seaford, listed as "collectors of boulders from seashore for glass making". In 1871 they were living at Crown Cottages right on the canal side at Copperas Gap opposite the vast shingle bank facing Portslade and Southwick.

Short of finding George Mills's yoke and buckets there would be little industrial plant to record or preserve yet this trade was as distinctly a Sussex industry as lime or iron production.

As a postscript to this it is noteworthy that George mentions the cold weather. The Newhaven sailings in November could possibly mean that the effect of the autumn gales in sorting the pebbles was important. It is one of the rigours of industrial life that we in the thermal-vested, central heated late twentieth century can all too easily forget.

GEOFFREY MEAD

References:- Sussex Weekly Advertiser 7 July 1823 p3, 6 November 1826 p3
Sussex County Magazine August 1955 p356
Census return Portslade RG10.1093 1871

HUDSON'S FURNITURE BUSINESS - BRIGHTON AND EASTBOURNE

A small private museum of "The Working Horse" in the northern part of Essex has acquired two horse drawn furniture vans which were owned by Hudson's whose business operated close to Victoria station in London, and from premises close to both Brighton and Eastbourne stations. The two vans were rescued after a chequered history from Bromley in Kent and were therefore presumed to have been working out of the Victoria depot. However it is believed that they were probably built in Brighton. If anyone has any information regarding the vans or of Hudson's business in Brighton or Eastbourne will they kindly contact me. My address and telephone number appear on the back page of this Newsletter.

GORDON THOMERSON

PHOTOGRAPHIC ARCHIVES

The Committee wishes to encourage members to take more photographs for SIAS archives. The guide lines were laid down in Newsletter No. 55 July 1987 and for convenience are repeated below:-

The Committee has been concerned for some time that there has been no direction about the taking of photographs for record and archive purposes. It is felt necessary to lay down some guide lines about this and to make certain conditions for a trial period and subject to sufficient finance being available.

Photographs, normally black and white prints, may be taken with the prior authorisation of a Committee Member and the cost of the film and processing (or pro rata if only part of the film is on I.A. subjects) may be recovered from the Society, on production of receipts for the expenditure. One copy of each print of an I.A. subject will be supplied free of charge, if requested by the member and if printed at the same time as the developing.

All material shall become the absolute property of the Society in whom all copyright, rights of reproduction etc. shall be vested. The Society may, where it considers it appropriate, acknowledge authorship in any publication in which deposited photographs are used. The Society will not unreasonably withhold the supply of additional reprints from the deposited material for personal use or for employment in any publication which may be undertaken subject to the member being responsible for any expenses in reproduction.

Payment for photography will only be made conditional on negatives and prints being deposited with the Society and on signing a receipt incorporating the above conditions.

R.G. MARTIN

UPFIELDS OF HASTINGS

One of our out-of-county Members, Dorothy Shrimpton, has written asking for information about the firm Upfields and Sons of High Street, Hastings which was owned by her father Henry Bertram Blackman who succeeded his father Alfred. Upfields were involved with work at Batemans and many other sites and it is possible they were employed at the Brede Pumping Station. The firm subsequently went into liquidation under Mr. Orr-Taylor who acquired the company from Mr. Blackman and most of the papers were lost. Mr. Henry Blackman was apprenticed at Tangyes in Birmingham and maintained an account with them after he took over the firm. There were two Tangye engines installed at Brede, one of which is still in situ and will be seen at our visit in April.

Mrs. Shrimpton would like to know if any Members have any information about Upfields and whether they installed any engines at Brede.

R.G. MARTIN

Peter H. Chaplin, Waterway Conservation (1989 Whittet Books, pp 96 £9.95)

For those concerned in the repair and maintenance of navigable waterways this book has a message. It is this, that maintenance must be carried out not only to a high standard but also with sensitivity. This must take into account aesthetic and environmental considerations. In keeping with the spirit of the age this is a "green" book. The advice that Mr Chaplin offers is based on an experience over many decades in a family firm involved in waterway maintenance.

A preliminary chapter covers the history of inland navigation but thereafter practical considerations prevail. There is advice on the avoidance of the erosion of banks and the way to effectively repair such damage when it occurs. The quality of water, the maintenance of towpaths, wildlife habitat and even environmentally friendly types of vessels are other subjects covered. In a chapter on waterway structures, the efforts of the SIAS at Coultershaw are acknowledged and praised. The book ends with a short bibliography and a list of addresses of firms able to supply wild flower seeds, wildfowl, suitable trees, aquatic plants and even wicker furniture.

A valuable addition to the bookshelf of any reader who wants practical advice on sympathetic waterway restoration or conservation.

Available from booksellers or direct from Biblios, Glenside Industrial Estate, Partridge Green, Horsham, Sussex £10.95 including post & packing.

BRIAN AUSTEN

Rachel Lickiss, Gillian Innes and Denise Francis, Out and About: Places to visit around Brighton Hove & Lewes
Published by Lewis Cohen Urban Studies Centre, Brighton 1989 pp 59 £3.00

This is a fine book that is of use to residents or visitors to the area, covering as it does a wide range of tourist attractions it is particularly of interest to those who have children to accommodate, those without their own transport and those who have some sort of mobility problem. Symbols on all the sections indicate which are suitable for wheelchairs or prams and information is given on provision of public transport.

Nineteen spots are listed including Lewes, Seaford Head and Devils Dyke amongst its more well known places, but also including the less well known Washbrooks Farm Centre or Wilderness Wood. Much detail is given on walks around the centres with notes of refreshment, transport and toilet facilities.

Whilst members will know plenty about Jack and Jill mills they may find that less well known spots such as Abbots Wood near Hailsham, will yield new pleasures. As the guide says, this is a working wood where both fencing wood and pulp wood is produced. Plenty of natural history is included but the geography is a little shaky! Glaciers mentioned in respect of Seaford Head's dry valleys, did not reach Sussex ... and are not frozen rivers!

All in all a very useful guide to have in knapsack or car pocket and even to an informed 'local' an informative booklet.

GEOFFREY MEAD

"A valuable copyhold investment, Nutfield, Surrey. Messuage, farm, cottage and Fullers Earth pits, 19 miles from London...extensive and very valuable Fullers Earth pits supplying a large connection which were let for 10 years from 25th March 1822 at a yearly rent of £50. The infinite quantity of Fullers Earth which it is supposed the property will produce makes it truly valuable." Sussex Weekly Advertiser 19 June 1826.

Fullers Earth is a deposit in the Sandgate Beds of the Lower Greensand; it is rich in the mineral montmorillonite and distinguishable from the surrounding sandstone by its lack of quartz. Its ability to absorb oil grease and colouring matter has made it valued, certainly since Roman times in the U.K. The geologist Topley noted in 1875 that there were... "red, white, blue and yellow "qualities" the manufacturers of fine cloth make use of the blue only...the yellow earth has a much wider distribution, being employed in the manufacture of every fabric of coarse woolen goods." In the past similar deposits, but not true Fullers Earth, were excavated from the Wadhurst and Atherfield Clays. The field-names Fulling Field in Fulking and Fulling Mill Field in Plumpton indicate that small localised deposits were used outside of the main deposits; these are to be found in the Sandgate Beds arc in Maidstone, Enocks, Redhill, Nutfield and Petworth. The National Gazetteer notes the parish of Tillington near Petworth as being "...productive of Fullers Earth and good building stone".

At present it is used in a variety of forms in modern industry; as sodium montmorillonite or Bentonite it is used as a bonding agent in foundry moulding sands and as a suspension agent in oil well drilling muds. As acid-activated Fullers Earth it becomes a glyceride used in oil refining.

References:- Sussex Weekly Advertiser 19 June 1826 p2
1975 British Regional Geology: Wealden District. Gallois & Edmunds p16
Geology of the country around Brighton and Worthing 1988 p36
Proc.Geol.Assoc. v86 part 4. Geology of the Weald 1975 p465 p567
("Commemoration of W. Topley")
National Gazetteer of G.B. & Ireland. Div XI 1867 p660

GEOFFREY MEAD

RICKETY AND BEGRIMED - THE CHANNEL FERRIES 1826

Sussex Weekly Advertiser 24 April 1826 page 3

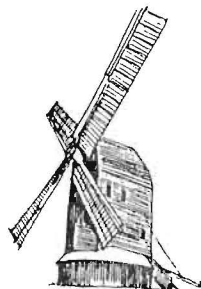
"Brightelmstone - Steam packets to reopen the intercourse between this port and that of Dieppe are now much wanted - it is to be regretted that among the divers speculations which at times have been entered into here, are that a packet company has not been established among the inhabitants, as the pecuniary advantages of it for good management could not fail to be considerable. We should then have safe sea boats with good and elegant accommodation on board - instead of the rickety and begrimed with pitch and tar vessels that at times have been anything but creditable to the station.

A long list of inconveniences and of irritating petty experiences to passengers in the multiplied embarks and debarks against which so many and just complaints have been made would also stand a fair chance of being reformed altogether".

G.E.F. MEAD



SUSSEX MILLS GROUP



Batemans Watermill

High Salvington Windmill

The first Annual Meeting of the Mills Group was held on Friday 12th January 1990 Uckfield. There was a good attendance for a winter's night with about 28 people braving the elements. The Secretary gave a brief summary of what had happened since the inaugural meeting.

The aims of the group were reaffirmed as:-

- (a) to promote the preservation and restoration of mills and related objects of historical or technical importance,
- (b) to record the physical remains of mills and their related activities in the counties of East Sussex and West Sussex,
- (c) to study and preserve documentary and other types of records relating to the milling history of East and West Sussex,
- (d) to publish the results of such recording and study,
- (e) to provide a forum for related societies,
- (f) to promote educational involvement with related projects before, during and after restoration.

The following were elected to serve on the committee. Really no surprises but we are no longer a steering committee and hope to provide a reason for the formation of a mills group. But we need ideas and support from members. We really do need an editor as it would take some of the load from me.

Chairman

F.W. Gregory, "Maldon", Maldon Road, Brighton,
East Sussex BN1 5BE 0273 505754

Secretary

D.H. Cox, 3 Middle Road, Partridge Green, Horsham,
West Sussex RH13 8JA 0403 711137

Committee

P.J. Hill, 97 Holmes Avenue, Hove
East Sussex BN3 7LE 0273 776017

J. Muddle, Upper Mill, Plumpton Lane, Plumpton,
Lewes, East Sussex BN7 3AH 0273 890418

P. Pearce, 24 Angus Road, Goring by Sea, Worthing,
West Sussex BN12 4BL 0903 41169

B. Pike, Stream Cottage, Coggins Mill, Mayfield,
East Sussex TN20 6UP 0435 873367

S. Potter, Clayton Holt Lodge, Clayton, Hassocks,
West Sussex BN6 9PL 0791 83297

With no volunteer for the position of editor for the mills group here goes again with yours truly having another go at putting together some news etc.

I managed to get our Chairman to sit down the other day for a few minutes and give me a round-up of the latest position of several mills.

King's Mill, Shipley.

Work by Hole and Son to renew several cant posts before the cap can be craned back into position is progressing slowly. At present the mill is not suitable for access by the public. However it is hoped that this will be possible by mid-summer and that milling will then soon be resumed.

Oldland Windmill.

Work by a small band of people is continuing slowly to prevent this mill from getting into further decay. A new trestle and crown tree is in place and work continues for the insertion of new side girts. Patching up of the weather boarding is ongoing in order to keep out the weather. More volunteers are urgently needed.

West Blatchington Windmill.

The Friends of the Mill have set in place a manual hoist in the granary barn. This was given by a farmer at Stone Cross. The sails dragged round in the January 5th storm but the mill was stopped and chocked by Friends. Luckily no damage was done.

Patcham Windmill.

The sails broke loose in the January gales due to the brake linkage snapping. Work is in hand by the Engineerium to repair this.

Windpump at Singleton.

Again the January storms caused damage by making the windpump revolve madly and mash the gears.

High Salvington Windmill.

Work is progressing in rebuilding the roundhouse to the original form. This is being organised by Worthing District Council.

Dean's Watermill, Lindfield.

Southern Water Authority or is it the National Rivers (?) have now agreed to repair the sluice which hopefully will enable the mill to work again.

Lowfield Windmill.

(Report from Ted Henbery appears in North Sussex Area Secretary's report).

I have received two letters. One from Brian Pike on his attendance at a SPAB meeting on listed buildings and the other letter from Mr Hawksley updating information in previous newsletters.

Report of Listed Buildings workshop held on 27 January 1990

I attended the above meeting organised by the Wind and Watermill Section of S.P.A.B.

It started with a talk given by Phillip Vennings, SPAB Secretary, dealing with the history of conservation and the planning system. SPAB was formed in 1877 and was responsible for the first conservation act in 1883, The Schedule Ancient Buildings Act. This protected the larger sites such as castles, earthworks etc. Recently one or two windmills have been added such as Saxted. This Act has strong powers administered by English Heritage but under that Act it is not required that the SPAB be informed of any proposed alterations. More recently buildings have been listed. There are three main lists Grade 1, Grade 2 with Stars and Grade 2 in reducing standard of protection. Grade 1 protects about 2% of the listing and is concerned with unique buildings of national importance. Saxted Mill is a Grade 2 listed building.

Under Circular 8/87 Local District Councils are obliged to notify five national amenity societies (SPAB, Georgian Group, Victorian Society, Ancient Monuments Society and the Council for British Archaeology) of all applications for DEMOLITION but not ALTERATION. There is some ambiguity over whether demolition means total demolition only or includes partial demolition. The SPAB believe that they should be notified of partial as well total demolition. Some local councils do, some do not. So therefore, it is up to small societies like ours to keep SPAB informed.

The above was followed by a discussion led by Roy Gregory of the Wind and Watermill Section dealing with planning committees. There are about 300 local planning authorities in England and Wales but one must always remember that the members and officers are people. We must also note that the councils, when making their decisions, must take into account the Government's views. These were most recently outlined in Circular 8/87. Therefore, any decision made not in line with this Circular will be lost on appeal to the Department of the Environment.

Objections to a planning proposal must be for planning reasons and not just that we object. Individual letters must be sent not duplicates, which would be discounted, or worse, antagonise the committee. Planning committees consist of about 18 members, approximately a third of the full council but five members can insist that the decision is taken by the full council. Also decision can be devolved to non elected officers of the council. Decisions should not be devolved to any small sub-committee making a site visit, which could be pressurised by applicant or pressure groups. Local societies should try to obtain the support of the local councillor but bear in mind that he or she must be on the planning committee. The Planning Officer will make a site visit so endeavour to get a letter to him or her before the visit so that the points to look at are known.

Agendas are sent to committee members three days before the planning meeting and should include objectors' letters. These can be inspected. Therefore, visit and inspect their accuracy. Your letter should not be more than a single A4 sheet and the facts must be correct, as letters may be used later at a planning appeal.

Do not treat the council members as idiots and do not go "over the top".

Ken Majors next dealt with the procedure after planning approval. Permission to demolish a listed building cannot proceed for one month, to allow the Department of the Environment to over-rule.

Martin Watts, Mills Group, made the point that Mills groups should introduce themselves to local planning authorities, cultivate personal contacts, invite council members to be honorary members or to attend meetings. Keep councils informed of mill happenings.

The meeting was very informative, with much useful discussion. It allowed the SPAB to have our views and us to see their problems, also that people from other parts of country have the same problems. Further workshops will be held.

BRIAN PIKE
Sussex Mills Group

10 Albion Road, Tunbridge Wells, Kent

Mr. Gregory has asked me to supplement the list of pumping watermills in SIH 19, and I wish to add comments about windmills in that and in Newsletter 62.

The list of pumping watermills is defective, particularly as to their present condition, which I give from the latest information (sometimes old) possessed by myself and Frank Gregory.

Westbourne Mill (had pumps) is SU 758079 - house.

Westbourne pumping mill SU 759080 - long gone.

Harting, Hurst Mill - unchanged.

Cocking. I was told of a vanished pumping mill, evidently at the foundry site SU 883185.

Heyshott SU 889194 - gone.

Duncton Mill has machinery, but pump gone.

Burton Park SU 966171 On Budgen's Sussex map of 1724. Evidently in Burton parish.

Bury. On site of corn mill TQ 007150, of small size (per F.W. Gregory).

Petworth upper pumping wheel. Wheel there without machinery. Is miniature (5 ft x 1 ft 2 with 1 ft fall).

Billingshurst canal-pumping mill TQ 058246 - gone.

Westbourne near Pulborough TQ 078183 - gone.

Shipley. Wheel rim gone.

Nuthurst, Birchen Bridge Mill. Simmons's accounts (the main one from my own visit) mention no pump, and it was latterly used for electricity only. Long demolished.

Warnham Mill - restored.

Lower Beeding - unchanged, except that the building is in a state of collapse. Dated 1926.

Hickstead TQ 268198 - gone (per F.W. Gregory)

Isfield - demolished, I hear.

Hellingly - unchanged.

Withyham - unchanged.

Bungehurst is Mayfield TQ 600243. Demolished 1976.

Mayfield electricity and pumping mill TQ 586244. Replaced by turbine for electricity and hydraulic ram.

Ashburnham - wheel there, but no machinery.

Ninfield pumping wheel - machinery there, but wheel gone.

H. S. R. HAWKSLEY

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