

## MEMBERSHIP CHANGES

### New Members

A.R. Brown 9 Downside Close, Shoreham-by-Sea, W. Sussex BN43 6AF 0273-452170  
B.J.H. Cave 9 Maytree Close, Sompting, Lancing, W. Sussex  
BN15 0ER 0903-762491  
M. Harverson 125 Parkside Drive, Watford, Herts WD1 3BA 0923-32980  
N. Hill 170 Buckswood Drive, Gossops Green, Crawley, W. Sussex  
RH11 8JF 0293-512803  
J. Minns c/o British Engineering, (off) Neville Road, Hove,  
E. Sussex BN3 7QA 0273-559583  
D. Stidder 8 Charm Close, Horley, Surrey RH6 8DG 0293-773071  
A.C. Windeatt 24 Anson Road, Goring-by-Sea, Worthing, W. Sussex  
BN12 6JB 0903-502211

### Change of address

M.P.M. Nimmo 16 Letchworth Close, Bromley, Kent BR2 9BD 081-460-0185  
Rt.Hon. Lord Strauss 1 Palace Gardens, London W1

### OFFICERS

President A.J. Haselfoot  
Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll, Uckfield  
Vice Chairman J.S.F. Blackwell, 21 Hythe Rd, Brighton BN1 6JR (0273) 557674  
General Sec: R.G. Martin, 42 Falmer Ave, Saltdean, Brighton BN2 8FG  
Office (0273) 28479, Home (0273) 303805  
Treasurer & J.M.H. Bevan, 12 Charmandean Rd, Worthing BN14 9LB  
Membership Sec: (0903) 35421  
Editor B. Austen, 1 Mercedes Cottages, St.John's Rd, Haywards Heath  
RH16 4EH (0444) 413845  
Programme D.H. Cox, 3 Middle Road, Partridge Green, Horsham RH13 8JA  
Secretary (0403) 711137  
Archivist P.J. Holtham, 12 St. Helen's Crescent, Hove BN3 8EP  
(0273) 413790  
Publicity G.E.F. Mead, 17 Hollingbury Park Avenue, Brighton BN1 7JG  
(0273) 501590

### Area Secretaries

Eastern Area -  
Western Area R.M. Palmer, 11 Arlington Close, Goring by Sea, Worthing BN12 4ST  
(0903) 505626  
Central Area J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273) 557674  
Northern Area E.W. Henbery, 10 Mole Close, Langley Green, Crawley (0293) 23481

### COMMITTEE MEMBERS

B.Austen, Brig.A.E.Baxter, Mrs.P.M.Bracher, D.H.Cox, Mrs. D.Durden, F.W.Gregory,  
E.W.Henbery, P.J.Holtham, G.E.F.Mead, R.M.Palmer, G.G.Thomerson, M.F.Tighe.  
Copy for the Newsletter should be sent to:  
G.G. Thomerson, 42 Gander Hill, Haywards Heath, West Sussex RH16 1RD (0444) 450722

Copy for Mills Group section should be sent to D.H. Cox whose address is above.

LATEST DATE FOR COPY FOR JANUARY NEWSLETTER IS 10th DECEMBER.



## SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

Registered Charity No. 267159

NEWSLETTER No. 68

ISSN 0263 516X

Price 25p to non-Members

October 1990

### CHIEF CONTENTS

Industrial Theory and Brighton  
Sussex Canal Tales  
Manufactories - Sussex 1826 and 1989  
Terra-cotta dragons and wyverns  
Sussex Mills Group news

### PROGRAMME OF VISITS FOR 1990

21st October 2.30 p.m. Sunday. Mills Group Get Together at Polegate Windmill  
with talk on the mill and a guided tour, plus time for social chat.

24th November 2.30 p.m. Saturday. Annual General Meeting.

Friends' Meeting House, Friars Walk, Lewes. The A.G.M. is to be followed by  
an illustrated talk on "The Development of Oast Houses in Kent and Sussex" by  
Gwen Jones who is a considerable authority on the subject and is the authoress  
of a contribution in Volume 126 of the Sussex Archaeological Collections,  
1988 entitled "Oasthouses in Ewhurst Parish: Evidence for the History of an  
Industry".

1st February 1991 Mills Group A.G.M. at Friends' Meeting House, Friars Walk,  
Lewes. Plenty of parking space behind building. Start 8 p.m. Report on  
activities, election of committee, talk on mills. All welcome.

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

Further dates of interest from Geoffrey Mead:

Wednesday 7 November at 7.30 p.m. in Booth Museum, Dyke Road, Brighton, a joint  
meeting of Brighton & Hove Geological Society and Stanmer Preservation Trust  
when I will give an illustrated talk on the 'Building materials of Stanmer  
House 1722-1727'.

Saturday 17th November 1990 commencing at 2.15 p.m. The Council for Kentish  
Archaeology have arranged a half-day conference on The Battle of Britain which  
will be held at Christ Church College, North Holmes Road, Canterbury.  
Tickets price £1 available from C.K.A., 5 Harvest Bank Road, West Wickham,  
Kent BR4 9DL.

Saturday 26th January 1991 there is a University based school on a subject dear to our soul - "Sussex Industrial History". This is still in the planning stage but the outline is for there to be sessions on (1) the natural background of Sussex industry, (2) the range of industry, historical and contemporary in the county, (3) the various stages of industry Primary, Secondary etc and their impact on Sussex.

More information - cost, times etc - can be had by phoning the Centre for Continuing Education at Sussex, on Brighton 678025 or 678040. If enough members join the class it would be like a second Members Evening.

Tuesday 12th March. Annual joint meeting with Chichester Museum Society.

"Industrial Archaeology in the Chichester Area" given by Dr. Ray Riley who is one of our members, at 7.30 p.m. in Chichester District Council offices, East Pallant House, downstairs in one of the big committee rooms.

#### AREA REPORT WESTERN AREA Coultershaw Pump

We have had a gratifying number of visitors this season, and thanks are due to all our volunteers who keep the wheels turning and stimulate the visitors' interest. In spite of the long dry spells, and in contrast to last year, there has always been sufficient water to operate the pump.

But this is no time to sit back until next season; there is a considerable maintenance programme to be carried out - replacement of rotten timbers on the wheel, attention to bearings, moving earth and rubble round the building, painting, improvements to the displays, etc, etc. Any help would be most welcome, on the first and third Sundays in the month. In particular we want to freshen up the board displays. Has anyone a flair for this sort of thing and time to spare?

Also we would like to expand our water-pumping repertoire, so to speak. Does anyone know the whereabouts of a small hydraulic ram? Please contact Michael Palmer on Worthing 505626.

#### Poyntz Bridge

Chris Bryan writes:-

"The fine weather has enabled a major re-painting operation to be carried out. Extensive rusting had appeared on the longitudinal RSJ's inserted in the centre of the bridge. These have been cleaned back to bare metal and suitably reprimed. The handrails have been similarly treated, and also given a top coat. More treatment is required before the bridge is lowered onto its ball-race.

Very little is known of the firm C & H Tickell who cast Poyntz Bridge. It was set up in 1810 by Charles Tickell, with considerable financial help from his mother and established in Southampton. The Foundry was advertised for sale by Joseph Tickell (administering for Charles and Hugh) in the Hampshire Telegraph of 31 May 1824. The only other example of Tickell's work so far found is a bollard in Arundel." Does anyone know of any further products from the Tickell Foundry? If so, please contact Chris Bryan on Chichester 789587.

MICHAEL PALMER

#### VISIT TO FERNHURST IRON WORKS, AND THE BRICKWORKS NEAR COCKING

On Wednesday 12th July 1990, 16 members of the society gathered about 1 mile west of the Fernhurst village led by Chris Bryan.

John Wildman, a supervisor of the Chichester District Archaeology Unit, gave us a talk on the site. We saw the excavations that had taken place last year, and the furnace pond they revealed. We walked a few yards and looked down on where the furnace, and its bellows, and a gun casting pit had been, but we were told that the bank retaining the pond had burst through before the war, and had been repaired with concrete.

We were told that there was evidence that the furnace had been on that site over 300 years, and had been improved by the various owners. The workers had lived nearby in hovels but the village that we saw was quite some distance away. Nature has now taken over this industrial site.

We then walked along the trackway to the northern end of the furnace pond, and looked at the sluice that was still in situ, and wondered how the water must have roared over the spillways in wintertime.

Members took photographs to record the well-cut ashlar stones of the bridge over the culvert.

The site abounded in slag which was used as road metal, as is the case elsewhere in Sussex.

It was almost 4pm as we moved to the next venue, a hand-made brickworks near Cocking. We were greeted by the manager, who took us on another longish walk to the 'summer sheds' where we saw bricks being hand-made, and I was told up to 1,300 a day were moulded when in a hurry.

All those present are grateful to Chris Bryan for organising this interesting visit and to our guides at both sites.

LESLIE MARTIN

#### A.I.A. CONFERENCE REPORT

Several Members of the Society attended the Annual Conference of the Association for Industrial Archaeology which was held this year at Guildford. As usual the programme was packed full of interesting events.

Talks on the first evening were devoted to Surrey in general, Francis Haveron on its I.A. and Peter Brandon on the effect of industry on the landscape. The talk on Saturday morning by Morag Barton was followed by a visit to the Brooklands Museum where the Museum Trust are renovating many of the buildings associated with the early days of the Race Track and restoring various aircraft including the Vickers Wellington which was recovered from Loch Ness. Paul Sowan also spoke most entertainingly on Surrey underground as an introduction for a visit to the Godstone hearthstone mines, which have only recently been properly surveyed and where some 18 km of workings have been plotted. Gerry Moss also spoke on the Gunpowder Industry as an introduction to the visit to the Chilworth site.

After the dinner on Saturday evening members contributions included the I.A. of Lancaster, St. Pauls Presbyterian Church, West Ferry Road, London, Ravenscar Salum Works, Colliery Headframes, Brisbane Tower Mill, Lion Salt Works, The Beddingham Lime Kiln (by the writer), a trip on a "Puffer" to Holland and a Sugar Mill on Nevis.

Sunday morning was devoted to business and to the Rolt Memorial lecture which was this year given by Kenneth Major on the subject of "Wind Machines". These are normally known as wind pumps and are the steel structures which at one time dotted the rural countryside and are now rapidly disappearing. In particular one very interesting one at Cowfold in West Sussex was mentioned built, by the French firm of Bollee - a braced structure with a spiral staircase.

The visits on Sunday afternoon were to the 17th century treadmill crane in Guildford and to Painshill Park, an 18th century landscape garden containing many follies including a horsepump and an interesting water pump with a 35 foot diameter single rim undershot wheel built to pump water from the lake up to the lake. Although an interesting I.A. relic it is apparently a totally illogical solution to the requirements and also unnecessary now as the lake will fill quite satisfactorily from ground water although it was originally intended to pump water to the house as well as the lake.

Other talks and visits were to the Dapdune Wharf on the Wey Navigation, operated by the National Trust and to the Basingstoke Canal, a quite remarkable co-operation between the local authorities, (Surrey and Hampshire County Councils jointly own it) and the Canal Trust who are clearing out some 32 miles of canal and rebuilding 29 locks. It is hoped that it will be open next year from the River Wey as far as the Greywell tunnel.

We also visited the Chatley Heath Semaphore Tower, built in 1822, which has just been restored by Surrey County Council and is a fascinating reminder of the difficulties of communication before the days of wireless. This system enabled messages to be transmitted from London to Portsmouth in 15 minutes.

Another quite bizarre talk was entitled "Woking - the dead centre of England". This is not a geographical inexactitude but referred to the London Necropolis which was built in 1854 to provide cemetery facilities for London and to which a branch line was laid to provide direct access for coffins and mourners from Waterloo to Brookwood. The surplus land purchased by the Necropolis Company was eventually sold to form the basis of the modern Woking which also boasted the country's first Crematorium and the Royal Naval Hospital Prison.

Other visits throughout the week were made to Suggs Lighting at Crawley, Lowfield Heath Windmill, Gatwick Beehive Terminal, Swallow Tile Works at Cranleigh, the Westcott Stationary Engine Museum, Betchworth Chalk Pits, Outwood Windmill and the Royal Aerospace Establishment at Farnborough.

There was too much happening to describe everything but as usual those who attended found it a worth-while experience and all members are urged to come next year when the venue will be Dudley in the Black Country.

RON MARTIN

#### MEDHURSTS OF LEWES

Following the article in Newsletter No. 67 a letter has been received from Mr. L.A.J. Medhurst of Hailsham stating that he does not know who the Frank Medhurst who died in 1843 and was buried in St. John the Baptist at Southover was, but Samuel senior's mother was Emmy Crouch of Mayfield. Elizabeth could have been a second wife. He also enclosed a Medhurst 'family tree' which is too large to reproduce here, but is available to interested parties. Mr. Medhurst would be glad to hear from any Medhurst living in Lewes. His address is 3 Carriers Path, Hailsham BN27 1AP.

#### AIRFIELD PHOTOGRAPHS WANTED

The following letter appeared in the West Sussex Gazette dated 17th January 1990:

I am in the process of compiling a photographic history of the R.A.F. airfield at Tangmere, from its beginnings in 1917 to its closure in 1970.

All proceeds from the resulting book (if any!) will go to the existing Tangmere Military Aviation Museum, situated on the old airfield perimeter.

May I appeal to your readers for any photographs they might have depicting Tangmere during any stage of its existence. I would then copy them and return the originals as promptly as possible. If anyone would like to contact me at the address below I would be very grateful.

RICHARD DYER

Holdens Nursery, Shipton Green, Itchenor  
Near Chichester, West Sussex PO20 7BZ

#### UCKFIELD AND DISTRICT PRESERVATION SOCIETY

In the Newsletters of the above Society, articles have appeared which may be of interest to our members:

April 1990 - Report of Listed Buildings Workshop 27.1.90

July 1990 - p. 4 Nutley Windmill

p.10 Iron furnaces at Buxted and Maresfield

p.11 Shops and shopkeepers in the nineteenth century

Newsletters are available at 25p each from the Secretary of the Society Anita Long, The Mustard Pot, Fairwarp, E. Sussex TN22 3BT. Uckfield 769129.

#### PROJECTS REQUIRING FINANCIAL SUPPORT

The Society has an obligation to restore and record and it may be that some members have ideas for projects that deserve financial support, where perhaps pump priming could lead to valuable results. The Society has some funds available for this purpose, necessarily limited, and the General Secretary would be glad to hear from any members who have suggestions for their use.

#### INDUSTRIAL THEORY AND BRIGHTON : THE SHAPE OF THINGS TO COME?

One method of classifying industrial development in a given area is to sort the economic factors into four stages to see where contraction and expansion have taken place. Very broadly, the primary stage is basic raw material supply, e.g. farming, forestry, fishing, mining and quarrying; the secondary stage is the transformation of these raw materials into usable products, e.g. sawmills, tanneries, corn mills, iron foundries. These materials may go on to a further secondary stage where more processing or manufacture takes place, e.g. furniture workshops, shoemakers, bakeries, engineering shops. The third or tertiary stage is the service sector, retailing these goods, transporting them or providing back-up services to first and second stage industries. Some analysts recognise a fourth or quaternary stage which is one of information provision, computing, finance analysis, planning management consultancy.

The primary stage is characteristic of less developed countries (LDCs) which provide the raw material essential to production in more technologically advanced countries. An increase in secondary sector industry means added value and more income for that

country and is seen as a requirement of an advancing economy. Thus cotton producing areas making their own garments are more advanced than those that send that cotton to other countries for production of cloth.

The increase in industrial production requires a wide range of transport, banking and service facilities, which add value and provide "invisible sector" services which bring in valuable foreign exchange. This growth stimulates yet more sophisticated Hi-Tech and computer-based services and is usually carried on from a few established centres such as London, New York, Hong Kong.

How does this all apply to the economy of Brighton? During the seventeenth century, fishing was the town's major employer with probably one in nine of all employable males working the boats with a large number of spin-off trades taking up much of the rest - rope making, fish processing, boat repairs, basket makers. This primary stage declined rapidly with natural and social changes and by the early nineteenth century, the largest single employer was the Regent Iron Foundry in North Road (then North Lane). The arrival of the railway stimulated further growth, and by the 1840s, the railway workshops of the LBSCR had taken the employment lead, sophisticated engineering replacing straight foundry techniques. The inter-war period which saw the decline of primary and secondary industries throughout Britain, saw an increase in the light manufactures and tertiary stage service industry of the South-East. In Brighton the G.P.O. based on the old Regent Foundry site was the town's major employer. War-time expansion of industry saw a rise in production in the country, and the 1940s and 50s with their post war boom, were echoed in Brighton where Allen West, the electrical engineers, moved to the employment lead.

Automation and the influence of multi-national cutbacks brought about a decline in Brighton's industry during the 1960s and 70s which was compensated for by an increase in the tertiary field of retailing, finance and service trades. This period brought the University of Sussex to Greater Brighton which was the town's leading employer by the late 1970s. As with all the major employers, the allied trades and spin-off jobs greatly increased the employment base, the University itself generated accommodation needs for its 5,000 students as well as requirements in maintenance, catering and technical services. The current situation in the country where credit and financial news is ever more required, is that American Express in Edward Street has taken on the mantle of leading employer.

Brighton over 300 years thus mirrors largely the national economic and industrial picture, but where does this lead us to in the coming decades? If social indicators are correct, the boom in leisure services should see a further shift in the moveable job 'centre'. Already the major employer world-wide is tourism and it would seem logical for Brighton to build on its international reputation and two centuries of tourism. Can we utilise the resources of the town to move the local economy into this coming stage? The possible creation of the South Downs National Park would give the area what many see to be the future in tourism, i.e. an enormous theme park incorporating rural scenery with sophisticated urban facilities close at hand. The past-in-the-present is a big money spinner elsewhere, it requires expertise, knowledge and organisation. We in S.I.A.S. should clear up!

GEOFFREY MEAD

SUSSEX CANAL TALES No. 1 "River piracy ...!"

Sussex Weekly Advertiser 14 April 1823

"Goods conveyed from London to the western part of Sussex by Canal. Messrs Henley Seward & Co proprietors of the Arundel, Petworth and Midhurst lighters beg leave to return their sincere thanks to their friends and the Public in general, for the encouragement they have hitherto experienced to assure them that a strict attention shall be paid to their interest and accommodation which they flatter themselves will entitle them to a continuance of their favours and support.

The above lighters continue to load at Randall & Sons wharf, Queenhithe every Friday and Goss & Sons, Bull Wharf on Saturday and leave London the same evening, arriving at Guildford on Monday and Arundel on Friday following. Take in goods for Arundel, Petworth, Midhurst, Chichester, Bognor, Worthing and all places adjacent.

All orders and applications made to Mr Samuel Tibitt, Arundel, clerk to the company will be immediately attended to.

.B. Not accountable for loss or damage by fire or water or from River Piracy."

Arundel February 1823

The trade that the canal generated was noted by the traveller and radical, William Cobbett who rode down the Arun valley in August 1823 -

"Soon after quitting Billingshurst I crossed the river Arun which has a canal running alongside of it. At this there are large timber and coal yards and kilns for lime. This appears to be a grand receiving and distributing place."

The next day Cobbett left his quarters at Petworth and rode south to Donnington (Duncton?) where his journey passed over the Rother and he noted that:- "... here was another place of deposit for timber lime coals and other things." Cobbett thought that he had "crossed the Arun and its canal again" but his route seems to indicate he was actually at Coultershaw on the Rother. Cobbett was seeing the two canals at the peak of their activity. The River Arun was made navigable up to Pallingham in 1575 and the Arun Canal to Newbridge was opened in 1727. The Wey-Arun Junction Canal from Newbridge to the Wey was opened in 1816 and closed in 1868. The Midhurst Navigation opened in 1794 to link Midhurst and Petworth with the sea; it was abandoned in 1888.

G.E.F. MEAD

References:- SWA 14 April 1823  
William Cobbett, Rural Rides (1830) Penguin  
Austen, Cox, Upton edition Sussex Industrial Archaeology :  
A Field Guide pbl. Philimore 1985

SUSSEX CANAL TALES No. 2 "An aquatic procession ..."

Sussex Weekly Advertiser 2 June 1823

"The opening of the Portsmouth and Arundel Canal took place this day se'nnight agreeably to the notice given in our Journal of the last and preceding week. A procession was formed of vessels of various descriptions decorated with gay streamers and colours which had previously assembled at Ford near the entrance of the Canal; and at about half past eleven the flotilla began to glide upon its bosom, preceded by a boat with a band of music.

The Earl of Egremont's pleasure barge in which were his Lordship and a large party of friends, took the lead followed by those of the Mayors of Arundel and Guildford who were numerously accompanied by gentlemen from their respective neighbourhoods and by six other barges filled with gay parties of ladies and gentlemen attended by

another band of music, rear was brought up by eight barges laden with goods of various descriptions (one of which had previously arrived at Ford from London in three days) all bound for Chichester; the loveliness of the day heightened the rich and varied chorus of the highly cultivated country through which the aquatic procession passed. At Hunston Common a schooner of 80 tons burthen and 5 sloops joined and shortly afterwards the whole line entered the basin of the Canal at Chichester, amidst the firing of cannon and cheers of an immense body of spectators who had assembled to greet their arrival. No accident or untoward circumstance of any kind occurred to interrupt the harmony and pleasure of the day. At 5 o'clock upwards of 70 gentlemen, friends and promoters of the undertaking, sat down to an excellent dinner at the Swan Inn, Chichester, the Earl of Chichester in the chair to whose patronage and exertions the public are principally indebted for this truly national and long wished for undertaking.

The following morning the Earl of Egremont and about 50 gentlemen embarked in the Company's steam vessel at Chichester Harbour and after a passage of 5 hours reached the Basin at Portsmouth where they were received with the firing of cannon and the acclamation of the spectators.

The arrival of the barge above stated at Ford from London in 3 days has proved the practicability of transporting goods from the Metropolis to Portsmouth in 4, as a barge can conveniently navigate from Ford to Portsmouth (which has been ascertained by repeated trials) in one day.

Goods with the exception of a few articles of especial value will now be conveyed by the Arundel Lighter Co from Randall & Co's wharf, Queenhithe, Upper Thames St, and J.W. Halls wharf near the Custom House, Lower Thames St, London, to the Canal Company's basin at Chichester, at one shilling and a ½d per cwt or to their wharf at the Half Way House, Portsea for 1s ½d per cwt including the expenses of shipping and landing. And arrangements are making by which goods destined for the Western ports in the British Channel and for the Islands of Guernsey and Jersey will be received and forwarded by vessels belonging to those places."

The SIAS Field Guide gives no closing date for the canal but an idea of its economic decline can be judged from the Chichester entry in an 1867 volume:- "The port of Chichester is at Dell Quay about 1½ miles from the city; a short canal which joins the Arundel canal as it passes to the south of the city connects it with the sea at Chichester harbour. This canal is chiefly used to convey coals, but since the opening of the South Coast railway it has been of much less importance."

G.E.F. MEAD

References:- SWA 2 June 1823 p.3  
National Gazetteer of G. Bond Ireland Div III (1867) p.559

#### MANUFACTORIES ... are miserably deficient - Sussex 1826 and 1989

The local press always gives a good indication of an area's industrial economy and a single issue of a local paper gives an insight of many aspects to current employments. One copy of the Brighton Evening Argus had in news items and adverts the following, all of which show Sussex industry in 1989:-

Gatwick airport and accompanying services  
Computer services, microprocessor manufacture  
University research companies

These show the influence of the so called "hi-tech" industries, the quaternary sector of the economy. Tertiary sector industry - services, entertainments, retailing was seen in the following:-

Brighton hotels and restaurants  
Banking and finance services  
Office developments  
Entertainment provision, restaurants, cinemas, ice rink  
Wide range of shopping facilities including building materials

The secondary sector of industry, that of manufacture and the primary sector - provision of raw materials - were non-existent.

Of course one issue of a paper, especially near Xmas, misses much; there was no mention of farming or quarrying, brickmaking or timber cutting, but a good stab at guessing the county has a narrow industrial manufacturing base could be made from this.

How different then, to compare this to items in the Sussex Weekly Advertiser of 1826; with limited transport facilities the local economy was much stronger with a wide range of manufactures and services supplying the booming coastal towns and the rural areas not yet depopulated by urban growth.

The basic extraction of raw materials gave rise to much employment as did the transformation of stone clay and timber to finished articles. January issues show:-

"Jesse Goldsmith brickmaker and potter ... pottery ware, trunking tiles, chimney pots, Tilley Brickyard Worthing"

"Theophilus Pollard Brewery, Bond St. Brighton" (bankrupt!)

"Best Bangor slates ... arrived this day ... best Memel timber, Swedish Petersburg, American white and yellow deals ... at the yard, Copperas Gap

February gives:-

"Old established Crock Kilns, Dicker, Hellingly - chimney pots, underground pipes, bricks and trunking tiles. Wanted at the above kilns three good workmen in the pottery business, viz. a burner and two spinners who may have constant employment if approved"

Similar emphasis on use of raw materials continues through March and April with notices containing a wealth of detail on the dissolving partnership of the Hillman Brothers Lime works in the Cliffe, Lewes:-

"John Hillman ... has opened a New Pit called Malling Pit (which with) his Southerham Pit ... he will have a constant supply of excellent chalk and well burnt lime ... hop pole faggots taken in exchange for lime and coals"

Brighton's weak manufacturing base in 1989 is eerily foreseen in 1826 where a leading article states in April:-

"a lace manufactury it appears is about to be established in this town, there are many openings of a similar nature within our limits for industry to thrive in. At present in manufactories of almost every kind we are miserably deficient"

An "eligible situated brick kiln" at Worth and "a capital brick business" at Hastings "the earth is very superior and inexhaustible" both show the widespread nature of rick manufacture; its importance being seen where a location at Eastbourne not only has "good brickearth" but has "an uninterrupted frontage to the sea of about 320 ft". This latter would no doubt benefit from a later notice in June where the Board of Ordnance at Eastbourne required:-

"12,000 bricks, hard burnt, picked, red. 400 bushels of white lime"

Spin-off industry was catered for at Hove where:-

"The Brighton General Gas Light and Coke Co. have constantly on sale a large quantity of coke for limeburners, coke merchants and others"

In July 1 million bricks were on sale at Toddington, Littlehampton in lots of 10,000, but as the kiln, mill, pumps, barrows and implements were also for sale it indicates that all too familiar business threat - bankruptcy!

The impression from the 1826 papers was one of hundreds of very small concerns, often linked to other businesses, e.g. farming and brickmaking, limeburning and goods haulage and all very locally based on raw materials and fuel supplies. 1826 marked the end of the ancient iron industry and 20 years on would see the county linked by railways to the manufacturing Midlands and North and thus the start of a continuing decline in basic industry. It was a year that marked the end of the county's most famous industry and presaged through the press a newer service based employment, one that is strikingly evident in Sussex 1989.

GEOFFREY MEAD

References:- Evening Argus 21 December 1989  
Sussex Weekly Advertiser 1826. Held at Brighton Ref: Library

TERRA-COTTA DRAGONS AND WYVERNS

Terra-cotta "dragons" were very popular at the closing years of the nineteenth century used as roof finials. They were probably intended to afford some protection to the building and its occupants and were frequently placed on the most prominent house on the estate. They were made in various places and locally in Burgess Hill and Ditchling to standard designs. Most of these designs are in fact wyverns: that is a beast with a dragon's head, wings and one pair of legs and a long forked tail. In addition there were various other beasts, mythical and otherwise, many of which were individually sculpted.

Betty Driver, one of the members of Stanmer Preservation Society was inspired by a talk she had attended about Burgess Hill brickworks, to collect sightings of these dragons. The attached list is mainly the result of her efforts and I acknowledge her help in compiling it.

I am defining the parameters of the search as terra-cotta beasts, whether mythical or otherwise and whether on roofs or on other parts of the building. Your help is requested to search for any further example and I would be grateful if you would let me know of any you locate.

RON MARTIN

<u>PARISH</u>	<u>ADDRESS</u>	<u>MAP REF.</u>	<u>DESCRIPTION</u>
BARCOMBE	Hillside, High Street, Barcombe Cross	TQ 418 158	4 Wyverns
BRIGHTON	3/5 and 7/9 Bellevue Gardens	TQ 3249 0401	2 Grotesques
	136 Dyke Road - Wiston's Nursing Home	TQ 303 054	4 Wyverns
	East Brighton Park - re-roofed	(Ex TQ 339 038)	
	26 and 29 East Drive, Queen's Park	TQ 3231 0454	2 Wyverns
	8 Harrington Road	TQ 3032 0673	1 Wyvern
	London Road - "Homeleigh" (now in Brighton Museum, Church Street)	(Ex TQ 300 080)	1 Wyvern
	59 North Street	TQ 3089 0429	1 Dragon
	261 Preston Drive	TQ 303 065	1 Wyvern
BURGESS HILL	45 Queen's Park Rise	TQ 3246 0476	1 Wyvern
	52, 56 and 58 Rugby Road	TQ 313 060	4 Tufted Eagles
	58 Rugby Road	TQ 313 060	1 Eagle
	22 Tongdean Lane	TQ 2964 0764	1 Wyvern
	(Ex) 23 Church Road - now in possession of F.W. Avery	TQ 315 299	1 Wyvern
	Grove House, Grove Road (Gone)		
Nye Road, Keymer Tile Co Ltd	TQ 321 192	3 Eagles	
54 St. Georges Road	TQ 304 192	1 Wyvern	

<u>PARISH</u>	<u>ADDRESS</u>	<u>MAP REF.</u>	<u>DESCRIPTION</u>
BUXTED	Lodge to Oldlands Hall, Heron's Ghyll - on A26	TQ 481 273	1 Wyvern
DITCHLING	(Ex) Beacon Road - now at Ditchling Museum	TQ 325 149	1 Wyvern
EAST GRINSTEAD	102 London Road	TQ 381 384	1 Wyvern
EASTBOURNE	78, 82 and 86 Victoria Drive	TQ 592 996	3 Eagles' heads
	84 Victoria Drive	TQ 592 996	1 Camel's head
	Hurst Arms P.H., 76 Willingdon Road	TQ 597 000	2 Wyverns
HASTINGS	5 Grosvenor Crescent, St. Leonards	TQ 789 089	1 Boar
	8 Grosvenor Crescent, St. Leonards	TQ 789 089	1 Grotesque
HOVE	73 The Drive	TQ 2913 0519	1 Bat
	77 The Drive	TQ 2913 0523	2 Dragons
	5 and 9 Sackville Road	TQ 283 048	2 Monkeys
	7 and 11 Sackville Road	TQ 283 048	2 Dragons
	56 Wilbury Crescent	TQ 2970 0557	1 Wyvern
KEYMER	9 Stanford Avenue, Hassocks	TQ 301 156	1 Wyvern
LEWES	King's Head P.H., 9 Southover High St.	TQ 413 097	1 Wyvern
PLUMPTON	"East View", Station Road, Plumpton Green	TQ 363 162	1 Wyvern
WADHURST	Tidebrook House, Coggin's Mill Road	TQ 609 292	6 Wyverns
WIVELSFIELD	"Jack of Clubs", Eastern Road	TQ 342 198	2 Wyverns
	Clef House, North Common Road	TQ 355 201	2 Wyverns
WORTHING	69 and 69A Grand Avenue	TQ 132 028	2 Wyverns
	(in addition one wyvern removed to garage of No.69A with one wing missing)		1 Eagle
			1 Dragon
	69B Grand Avenue		1 Sea Horse
	1 Heane Road	TQ 138 023	3 Wyverns
		1 Wyvern	
	212 Littlehampton Road - Gone	(Ex TQ 110 040)	1 Sea Horse
	349 Tarring Road	TQ 127 032	1 Wyvern

IRON AND COAL TRADES REVIEW 19 Jan 1870

The Corporation of the City of Chichester prepare to receive tenders for the supply of and erection of the wrought and cast iron work of the pens for the sheep and pigs and the standing of cattle together with the wrought iron tethering rings for horses and cattle required for market having an area of about six acres. Drawings may be seen and specifications for form of tender may be had on payment of the sum of ten shillings on application to the Council chambers in the City of Chichester or in London.

I came across the advertisement when researching a quite different subject at the Ironbridge Library. Chichester market is on a prime site near the centre of the city and there are plans to build a road across it or build houses on it.

TONY YOWARD



Batemans Watermill

SUSSEX MILLS GROUP



High Salvington Windmill

NATIONAL MILLS DAY IN SUSSEX

National Mills Day 1990 presented the Sussex Mills Group with the first major opportunity both to promote its aims and activities, and to publicize the mills of Sussex.

The first stage was to produce a comprehensive list of the mills that would be open to visitors on the day. We contacted Clare McLaren who kindly supplied details of those mills that had notified SPAB, and then set about contacting the remainder. This list formed the basis of a poster which was circulated around the mills and to the local press, radio and television.

The most enthusiastic response was from Tim Humphrey of BBC Radio Sussex who offered to preview National Mills Day in a three hour programme which would be broadcast on Saturday 12 May. With the help of our "mills open" poster he undertook to contact mill owners across the county and to arrange a number of live interviews.

The Radio-Car would visit two mills whilst a further four mill representatives would be interviewed over the telephone. I was invited to come along to the studio to talk on National Mills Day and to provide background information on the mills featured. To this end I prepared detailed notes on all of the sixteen mills that were to be open.

The first mill featured was Park Mill at Bateman's, Burwash. There has been a mill on this site since the thirteenth century. The current building dates from 1750. The mill stopped work in 1903, and was converted to power a turbine generating electricity which was fed to the house via a second-hand transatlantic telephone cable. David Fox, the Administrator, explained that the clay seal of the millpond had been repaired following the damage caused by a falling oak tree in the 1987 storm. They were currently repairing the brickwork of the undershot arch, this resulted in the mill being temporarily out of action.

The first call for Chris English in the Radio-Car was to be Polegate Tower Mill. Chris contacted the studio to say that he had arrived only to find the mill deserted. It then transpired that the white mill he was standing beside was in fact Stone Cross Mill and that Polegate was some three miles away! On arrival at Polegate Windmill, Chris spoke to Patricia Stevens who said that they were holding a "Windmill Fair" over the weekend. Their last fair was in 1964 when the mill was formally opened by the Duke of Devonshire. It was hoped that Polegate would be milling some time in 1991.

Ted Henbury from Ifield Watermill commented that the waterwheel was one of the largest in Sussex, being 13ft diameter and 12ft across. A new 9ft diameter gear wheel was under construction which will be installed next year. Their main problem was a shortage of volunteers on Open Days. Three floors are open to visitors and feature displays on the history of the mill and of iron working.

The new roundhouse at High Salvington Windmill, Worthing had just been completed. Bob Potts described to the radio audience how the mill body was balanced on a central post and could be rotated by means of the tailpole. A number of trees were brought down in the 1987 storm which had improved windflow to the mill. He said that there had been a

tremendous increase in the number of organised school visits to the mill this year. I commented that cogs and gears were included on the school curriculum.

On arrival at West Blatchington Windmill in Hove, Chris remarked on the magnificent views. Peter Hill said that although the height of the mill to the ridge of the roof was 60ft, the mill was small when compared to the 120ft mill at Great Yarmouth. Peter explained the differences between post, smock and tower mills and said that mills, like sailing ships were normally referred to in the female, Jack Windmill at Clayton being the exception that proves the rule. West Blatchington Mill is built over a square flint and brick stone tower which pre-dates the mill by about 100 years. The sweeps can now be turned by hand, as evidenced by the bunting across them. Hopefully in a year's time they will be turned by wind. Peter reckoned that this would bring Hove to a standstill.

Mary Emery, a listener, rang in to say that her grandmother Pat Elliott was born at West Blatchington Mill. She can remember the mill being used for fire watching over Hove during the war. I mentioned that the granary by Jack Windmill was used for the construction of tailplanes and that the blackouts remain to this day on Jack's bin floor.

My last interview was with Michael Palmer at Coultershaw Water Pump. The pump supplied water to Petworth House as the spring supply was insufficient. The Society had acquired the pump in 1975 and had restored it over the course of five years. A wagon shed was given to them by the Earl of March. This was dismantled, transported to Coultershaw and erected over the pump. The pump itself now powers a fountain and there are a number of other pumps on display.

Finally I was asked to read out a list of the nine Sussex windmills and seven Sussex watermills that were open to the public.

There is no doubt that the programme was a tremendous success. All the wind and water-mills that I contacted reported record crowds and increased takings, not only on the day itself but on subsequent open days.

SIMON POTTER

IFIELD MILL

The open days at Ifield Mill have been well attended, particularly on June 24th when in excess of 400 people passed through. This almost certainly was due to inviting 5 craft persons to exhibit their skills at various points throughout the mill. Wood-carving, lacemaking, wool spinning, miniature painting and violin making were represented and the interest was almost overwhelming with the building virtually bursting at the seams. It is certainly worth considering including this type of activity at open days to broaden the scope of interest.

During the past 3 months we have had very welcome support from the Reigate Area Conservation Volunteers who attended on three occasions to clear the millrace of reeds etc and removed a considerable amount of mud and silt from the tunnel and wheelbay.

This was a distinctly odourous task and they were literally up to their eyes in it! Three large drop-ended skips were eventually filled and we are extremely grateful for all their efforts.

The 30th September is our last open day of 1990 and we shall then be concentrating, during the winter, on completing the new spur wheel.

TED HENBURY

PROPOSED DEVELOPMENTS AT POLEGATE WINDMILL

Polegate Windmill in East Sussex consists of an early nineteenth century brick tower mill with its machinery intact and a recently restored cap and fanstage, a small museum of mills and milling items, a rubble flint malting house and a nineteenth century brick engine shed. The mill complex is owned by Eastbourne and District Preservation Trust.

The proposed development, shown in the plan, will double the display area and add much-needed toilet facilities. The mill and museum will be radically redisplayed and audio-

visual facilities introduced. A new entrance, built with a coursed flint facade, will be created joining the engine shed and malting house. This will provide an enlarged reception and sales area. The whole of the ground floor will be easily accessible to the disabled.

Work, which will be carried out mainly by volunteers, is expected to be phased over three years, subject to financial constraints and to obtaining the necessary planning permission.

In the first phase, beginning this autumn, the existing museum will be reroofed, a doorway created from the museum into the malthouse and the flooring of the mill repaired. On each floor a tape commentary will explain features of the mill to visitors.

Polegate Windmill welcomes volunteers to help with the maintenance work and proposed development plans. Contact Lawrence Stevens on Eastbourne (0323) 34496/27765 for details.

Donations and application forms for membership of the Friends of Polegate Windmill should be sent to Gladys Huggett, 23 Rotunda Road, Eastbourne (0323) 22400.

The original drawings are A.1 size and are held by the author.

TIM MARTIN

SUNDAY  
21<sup>st</sup> OCTOBER

AUTUMN MEETING OF THE  
SUSSEX MILLS GROUP

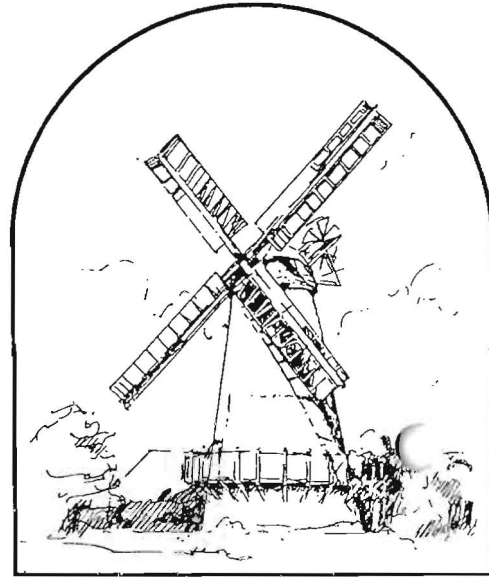
AT POLEGATE WINDMILL 2-30pm  
PROGRAM

SLIDE SHOW

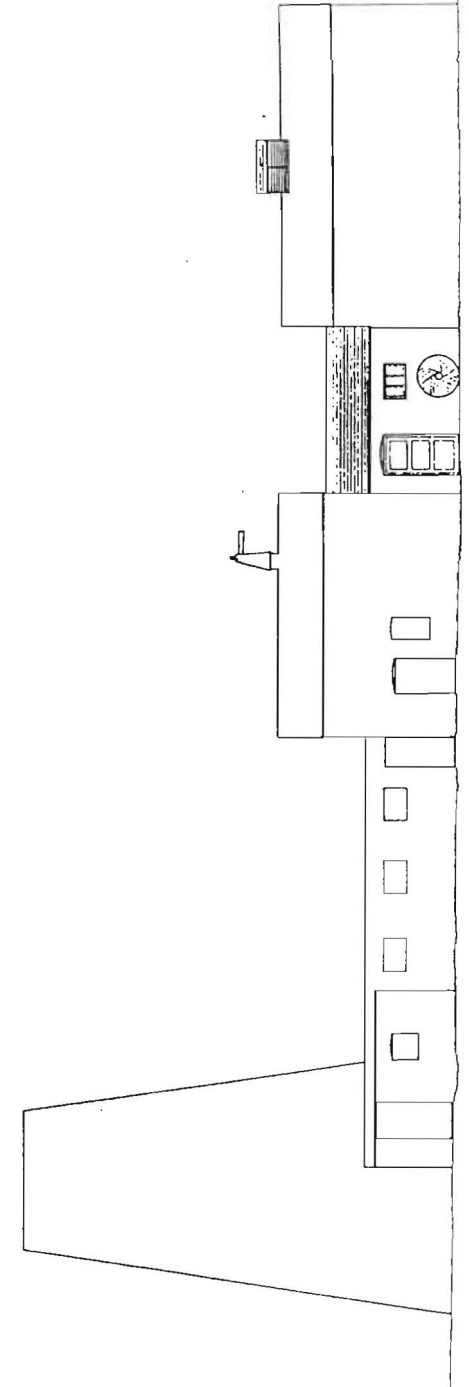
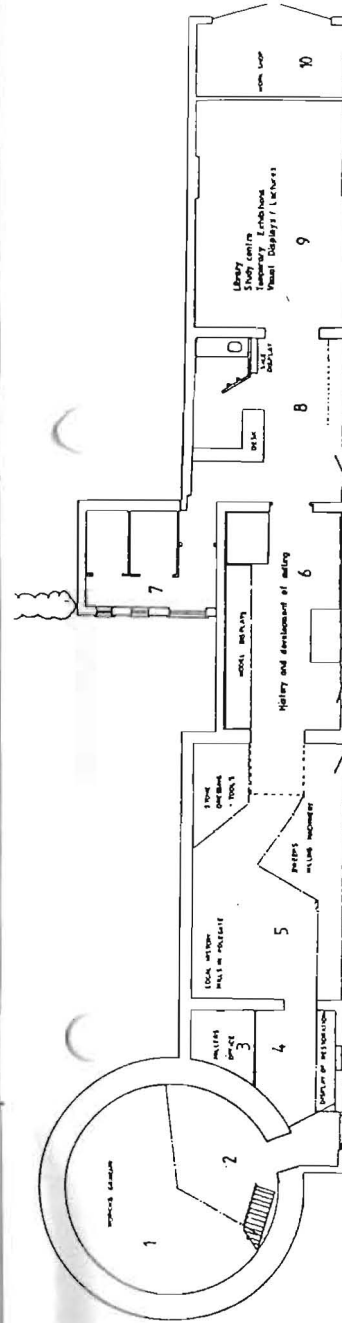
TEA

VINTAGE FILM TAKEN IN THE 1930'S  
INCLUDING FILM OF SOME SUSSEX MILLS

ALL MEMBERS OF THE SOCIETY AND  
FRIENDS WELCOME



POLEGATE  
WINDMILL



SOUTH ELEVATION Scale 1:75

POLEGATE WINDMILL AND MILLING MUSEUM

DATE 11/7/1988  
DRAWN BY  
CHECKED BY