

MEMBERSHIP CHANGES

New Members

ELFORD, W.E. 56 Sheepdown Drive, Petworth GU28 0BX  
 GARLAND, G.E. 29 Hollingbury Park Avenue, Brighton BN1 7JG  
 GILLETT, R.E. 1A Rose Hill, Brighton BN2 3FA  
 MULLINS, Mrs. M.F. 1 St Michael's Road, Farnborough GU14 8ND  
 PEAK, S. 30 Plynlimon Road, Hastings TN34 3CT  
 QUICK, J. 43 Eridge Drive, Crowborough TN6 2TJ  
 TADD, M.H. 65 Trindles Road, South Nutfield, Redhill RH1 4JL  
 WHITE, Mr & Mrs H. 16 Cuckoo Hill Way, Bransgore, Christchurch BH23 8LF  
 YATES, M.H. "Tanglewood", Mill Way, Reigate RH2 0RH

Changes of address

BURTON, D.P. 1 Lime Kiln Cottages, Coddanham, Ipswich IP6 9UB  
 HILL, N. 170 Buckswood Drive, Gossops Green, Crawley RH11 8JF  
 HORSFIELD, T.J. 14 London Road, Westerham TN16 1BD  
 PRESTON, K.M. 85 Spencer Road, Shelton, Stoke-on-Trent ST4 2BE  
 THOMAS, I.E. Kensington Flat, Lowther Road, Brighton BN1 6LF

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 (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  
 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  
 Mills Group:  
 Chairman E. Pike, Stream Cottage, Coggins Mill, Mayfield, East Sussex  
 TN20 6UP (0435) 873367  
 Secretary D.H. Cox, 3 Middle Road, Partridge Green, Horsham RH13 8JA  
 (0403) 711137  
 Committee F. Gregory, P. Hill, J. Muddle, P. Pearce, S. Potter, T. Martin

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 Mile Close, Langley Green, Crawley (0293) 23481

COMMITTEE MEMBERS

B. Austen, Brig.A.E. Baxter, Mrs.P.M. Bracher, C.Bryan, 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 OCTOBER NEWSLETTER IS 10th SEPTEMBER 1991.



SUSSEX INDUSTRIAL  
ARCHAEOLOGY SOCIETY

Registered Charity No. 267159

NEWSLETTER No. 71  
 Price 25p to non-Members

ISSN 0263 516X  
 JULY 1991

CHIEF CONTENTS

Brighton 150 - part II  
 Sources of history of Sussex extractive industries  
 Foredown Water Tower  
 More Blue Flint  
 Sussex County Magazine  
 Sussex Mills Group news

PROGRAMME OF VISITS FOR 1991

Saturday 20 July	6.30 pm	Members' Meeting at Steyning. Meet at Steyning Museum, Vicarage Lane, Steyning (TQ179112). Visit to the museum's new building, followed by video of Blaber's Foundry, Brighton. Contact Diana Durden (0903 813603)
Saturday 17 August	11 am	Mills Mystery Tour. Meet at Woods Mill, Henfield (TQ 218137). Contact D.H. Cox (0403 711137)
Sunday 22 September	2 pm	Visit to Hastings led by Steve Peak. Meet at the big anchor adjacent to the Fisherman's Museum, Rock-a-Nore Road. Car park is at end of road at TQ828094. Numbers restricted to 30. Contact J.S.F. Blackwell (0273 557674)
Sunday 6 October		Mills Group Meeting. For details see later Newsletter
Saturday 19 October	2.30 pm	Visit to Brighton Railway Museum, off Highcroft Villas (TQ302060), followed by talk on the L.B.S.C.R. to commemorate the 150th Anniversary of the opening of the London to Brighton railway line. Contact R.G. Martin (0273 303805)
Saturday 23 November	2.30 pm	A.G.M. at Friends Meeting House, Friars Walk, Lewes (TQ428200), followed by a talk

For all visits it is IMPORTANT that the contact person knows how many people are coming, so please let him know at least 7 days before the visit of your intention to attend.

Education Classes

This autumn I am running (hopefully!) three classes that members may find of interest.

Horsham - Tuesdays commencing 10 September 3 pm - 10 weeks  
 Sussex Industrial Landscapes  
 Telephone 0293-851400 for details.

Newhaven - Wednesdays commencing 18 September 2 pm - 11 weeks  
 Sussex Industrial History  
 Telephone Newhaven 513319 for details.

Henfield - Thursdays commencing 12 September 7.30 pm - 11 weeks  
 Sussex Industrial History  
 Telephone 0293-851400 for details.

I am also doing a course over two days 17/18 July at Brighton Library on the areas 'townscape' - lectures and fieldwalks.

### Brighton and Hove Geological Society

There is a 'car-ramble' starting 10.30 on 21st July from outside Berwick church. This will take a cross section across eastern Sussex looking at sites of geological (and some industrial) interests.

SIAS members welcome to join us.

GEOFFREY MEAD

### BRICK DISPLAY AT THE WEALD AND DOWNLAND MUSEUM

The brick exhibition at the Weald and Downland Museum at Singleton has recently been renovated and considerably improved. This is housed in an old brick drying shed which has been re-erected. Any members who have not been to see this are well advised to make an effort to visit Singleton this Summer. To advertise this new attraction, Richard Harris the Technical Director of the Museum was recently invited to speak on Radio Sussex and the writer was also asked to add his contribution on the general subject of bricks and mathematical tiles.

Reprints of the articles on Ashburnham brickworks in Sussex Industrial History Nos. 1 & 11 are available from the Gen. Hon. Secretary at £1.50 plus postage.

RON MARTIN

### BLAGER'S FOUNDRY BRIGHTON

The Hanover Video Club have produced a video of Blager's Foundry and are willing to sell professional copies to our members at £12 per copy. They are available from 21 Ppynter Road, Brighton BN3 7AH.

### I.A. RECORDER

After holding interviews with five applicants, the Society has now appointed Don Cox to the post of Recorder of Industrial Archaeology Sites in Sussex. This appointment is for a period of two years during which time it is hoped to have achieved a complete coverage of all the parishes of East and West Sussex. This post is being funded by the Leverhulme Trust and the Society is extremely grateful to them for this generous grant.

Don Cox is well known to most members, is a qualified mechanical engineer and has been involved with Industrial Archaeology since 1970. He had been on the Committee since 1978 and was for many years the Programme Secretary. He has run several courses on Industrial Archaeology, was joint editor of "Sussex Industrial Archaeology - a Field Guide" which was published by Phillimore in 1985 and has written various articles for Sussex Industrial History. He is currently the Hon. Secretary of the Mills Group.

He will need all the help he can get to complete his task and members are asked to cooperate and contribute any items of local knowledge if they are approached.

The Society is also to acquire shortly a powerful computer which will be compatible with those used by the County Archaeologists and it is anticipated that the records created by the I.A. Recorder will be incorporated in the Sites and Monuments Records of the two Counties.

RON MARTIN

### SUSSEX SURVEY OF INDUSTRIAL ARCHAEOLOGY

Aims of the survey.

Perhaps it would be appropriate to remind members of the aims of the survey. The objective is to survey the visible remains of Industrial Archaeology in East and West Sussex. The range of sites involved covers all industries and includes educational establishments, hospitals, municipal undertakings, retail outlets and public houses. It does not include domestic, ecclesiastical, agricultural or military subjects.

This present survey is stage one of the project which is:-

"the location and brief recording on a standard sheet of the site together with a black and white photograph(s)."

Please do not think that just because I have been given the job of carrying out this survey that the rest of you can sit back and say "good, now we have somebody to do that I need not do anything."

First my main brief is to cover the rural areas. For this I shall need the local knowledge that I have already found is essential if a complete survey is to be made. While I shall be making contact with local history groups I shall also be approaching all members who live in the far rural areas of Sussex for assistance on their parish. If any member has knowledge also of a parish outside that in which they live, I shall be glad to pick their brains.

All that this could mean is spending an hour or so with me checking what I have found out; I would welcome additional time being shown local sites if possible.

The division between rural and town is a bit vague so if any of you are "doing" town areas, please let me or Ron Martin know. I hope that for the larger villages/small towns I can persuade a group of people to get together either with or without me to complete the survey for that parish.

At the time of writing this, I have only been going for one week, but I shall be able to in later newsletters how the survey is progressing.

DON COX

### BRIGHTON WALK

On Sunday, 21st April, Geoff Mead led about 20 members for a most enjoyable walk around part of Brighton, starting at the Station where we were given a short history of the station by John Blackwell and were able to see the various phases of building starting off with the original Mocatta building which has now been largely obscured at the front by the later cast iron canopy. The walk continued down Trafalgar Street, along Foundry Street and Spring Gardens. Crossing Queens Road we went up church Street to the old Parish Church of St. Nicholas and down past Wykeham Terrace, the attractive Regency Gothick style houses which form such an attractive row at the North side of Dyke Street. We then looked at the area where the old chalk pit shown on the Yeakel and Gardner map of 1779 existed and which subsequently was the site of one of the Prince Regent's Ice Houses. Passing through Regent Arcade we finished our brief tour of Brighton in Western Road. The whole trip was enlivened by Geoff Mead's continuous commentary punctuated with anecdotes and asides and laced with a plentiful supply of facts and figures.

RON MARTIN

### MARCEL DESOUTTER, Visionary of Gatwick

It cannot be easy for a son to talk to a learned audience about one's father. But for ninety minutes Denis Desoutter spoke about his father, Marcel, to an enthralled audience of members of the Croydon Airport Society and of neighbouring societies in Surrey and Sussex. Appropriately the society's annual Gatwick meeting on 23rd April was held in the Desoutter Suite of Gatwick's Sterling Hotel.

Denis succeeded in presenting his father's life in an objective way by quoting from the statements of others over a period of fifty years. Interspersed with the quotes were personal memories of a great man who was both a pioneer airman before the Great War, an aircraft manufacturer and an airport manager for nearly twenty years.

The meeting which was also attended by thirteen members of the Desoutter family of whom some had journeyed from the West Country, was sponsored by the BAA company, Lynton, and BAA Hotels. Others in the audience included Alan Munds, Managing Director of Gatwick Airport Ltd, Jack Gordon who after the war was Commandant of Gatwick and later Director of Birmingham International Airport and Air Marshal Sir Frederick Sowrey, chairman of the Sussex Industrial Archaeology Society, who learnt to fly on a RAF Link Trainer at Gatwick in the war. The meeting was chaired by the society's President, Sir Peter Masefield, who through various high offices during a forty year period, had himself had a profound influence on Gatwick's development. Votes of thanks were moved by Richard Watkins on behalf of BAA and Tom Linton on behalf of the society.

JOHN KING  
CROYDON AIRPORT SOCIETY

Continuing from Newsletter No. 70 the extracts from the Brighton Gazette for 1841.

March 25th "This brings us to Hassocks station where the Messrs Thornton have erected workshops and a temporary foundry. Here they cast all their iron and brasswork and here, also, any repairs that may be required to the locomotive engines which are used for removing the earth, are executed." (Messrs Thornton a Brighton contractor, had been awarded two civil engineering contracts from Haywards Heath to Hassocks and from Hassocks to Clayton. Has any member further information concerning this contractor?). "A second class station is to be constructed here for the convenience of the inhabitants of Lewes, Ditchling, Hurst and the neighbouring country; and we understand that the Messrs Wigney, brewers of Brighton, have in contemplation the erection of a large hotel near the spot."

Work obviously progressed with little of newsworthy note, the pages being taken over by the General Election, with the policies and arguments of the Whigs and Tories making interesting reading, until July 8th when it was reported that on the previous Monday (July 5th) the Directors and Friends had travelled by train from London Bridge as "fa the cutting north of Haywards Heath tunnel" then by stage coaches to the southern part of Clayton tunnel where "another train was in waiting and the passengers were whisked down the remainder of the distance, six miles, to the Brighton Terminus. Crowds of spectators here welcomed the first railway visitors to Brighton."

The Railway Magazine of July 10th recorded the same event and gave details of the terminus: "At this station is a shed for the arrival and departure of the carriages of great extent and peculiar lightness and neatness. It averages 294 feet long, in a curve, and is 166 feet broad in three roofs, two each 52 feet span and one 62 feet supported upon iron pillars, the roof being strongly braced and trussed with round rods of iron which give it an air of great lightness and elegance." This roof was replaced in 1882 by the present structure, the building fronting the train shed "in the Grecian style of Architecture" remains minus the colonnade round the southern elevation.

On Monday 12th July the railway opened from London Bridge to Haywards Heath and a notice published in that week's Brighton Gazette stated that the fourteen miles to Brighton "will be performed by coaches and omnibuses for which the company have entered into contracts with Messrs Strevans, Capps and Goodman. By this means the journey will be shortened to four hours and the fares will be 15 shillings for the first class and 11 shillings for the second class carriages."

The first timetable showed weekday trains leaving Haywards Heath at 9.00 am, 11.00 am, 2.30 pm and 5.30 pm, arriving at London Bridge two hours later. The coach connections left Brighton two hours before departure. Sunday trains left Haywards Heath at 10.00 am and 5.00 pm.

The experience had to be sampled by the Gazette reporter who writes in the 22nd July edition as follows:-

"The first part of the journey as they are aware is performed by coaches which run from Castle Square to Haywards Heath, a distance of about 15 miles. Here, a station is in course of construction containing a booking office and passengers waiting sheds. It is already roofed in, and some progress has been made in the internal fittings. Here are also on either side of the railway, two sheds for the conveyance of passengers entering or leaving the trains, so as to avoid the necessity of an intermixture of the "up" and the "down" trains. Within a few yards of the station some commodious coach houses and stables have been erected for the stages which convey the company's passengers between Brighton and Haywards Heath and also between the latter place and Lewes, Maresfield, Uckfield and Eastbourne from all of which towns a communication has been formed with the railway by means of branch coaches. Leaving the station the train passes over two embankments and through many cuttings all of considerable magnitude before it arrives at the magnificent Viaduct which spans the valley of the Ouse. This stupendous structure which is said to be the finest piece of brickwork in the Kingdom measures 480 yards in length; it consists of 37 semi-circular arches each of 30 feet span the highest being 95 feet above the surface of the valley. The parapet, which is very beautiful, is in the course of construction ..... Only one (the "up") line of permanent rails is yet

laid across the Viaduct ..... the Balcombe station at which there is a temporary wooden building with some substantial coke houses and a water tank. Passing these (trains only stopped at Balcombe on request) we enter the deep cuttings which lead to Balcombe tunnel all of which are quite finished and cleared out and the slopes earthed. The tunnel is 1122 yards long and is lighted with gas.

We next arrive at the Three Bridges and Crawley station, 8½ miles from Haywards Heath. A handsome station house is here building with projecting roof supported by pillars and forming a colonnade round the building, and there is also an engine house and a coke warehouse and water tank." (To be continued)

JOHN BLACKWELL

#### LONDON BRIDGE TO BRIGHTON

To commemorate the 150th anniversary of the opening of the London Bridge to Brighton railway a limited edition of 100 copies of "London Bridge to Brighton" by Vic Mitchell and Keith Smith is available bound in a special leather style case to mark this historic t. Each will have a gold blocked spine title and will be authenticated with the number and signatures of both authors.

This collectable volume is only available direct from the publishers, Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ 0730-813169 at the special pre-publication price of £20 until 31st July. After this date the full price will be £25, if stocks remain. Postage £1 extra. Books may be collected from the publisher's stand at the 150th Anniversary Gala at Brighton Station on 21-22 September.

#### TRADE JOURNALS AS SOURCES FOR THE HISTORY OF EXTRACTIVE INDUSTRIES IN SUSSEX

Some years ago in Sussex Industrial History 14 (1985) I reviewed some of the historical, rather than field, evidence for the history of opencast and underground mineral working in Sussex. One of my purposes was to stimulate further field research, and it is good to note that as a result Adrian Pearce and Laurie Done have carried out intensive research into the East Sussex limestone mining industry, both on the ground and in the East Sussex Record Office.

The purpose of this supplementary note is to indicate further sources of historical information, in particular trade directories and journals, with some examples of the kinds of information they can yield. One of the earlier relevant trade journals is The Quarry (later The Quarry and Builders' Merchant) which was established in 1896 and continued publishing until at least 1937, despite the existence of the Quarry Managers' Journal from 1918 onwards. The earlier issues of The Quarry are, to my mind, easily the most interesting. By the time of the First World War it was largely preoccupied with the roadstone industry, whereas in its first year it proclaimed itself as 'The illustrated monthly journal of the stone, marble, slate, lime, clay and cement trades.'

At time to time, its pages contain feature articles on particular works, of which two noted to date are of particular Sussex interest - volume 6 (1901) carries an illustrated article on Mr R. Gunter's quarry at Selsfield Common, near East Grinstead (pages 289 - 294); and volume 12 (1907) another such, entitled "The white chalk as an architectural stone." Chalk freestone in Messrs. Pepper and Son's Quarry, Amberley, Sussex (pages 175 - 179). Volume 4 (1899) had already carried a general survey of the mineral industry of the United Kingdom with Sussex featured on pages 360 - 372. This notes, inter alia, that the Wadhurst Clay has, associated with the iron ore, 'thin beds of fossiliferous limestone, which were worked with the ironstone to serve as flux', an assertion which might be doubted.

Then there are shorter items, including accident reports, notices of litigation, the registration of new companies, abstracts of proceedings at company meetings, and miscellaneous matters including the bankruptcy of builders and building firms. A selection follows:

The Mines and Quarries Act (Vol. I, p.237) deals with a case heard at Lewes, in which the Newhaven Harbour and Duse Lower Navigation Trustees were summoned for neglecting to fence a quarry. The Newhaven Cement Co. (Vol. I, p.259) reports the Company's 15th meeting, and Parish Councils and chalk pits (Vol. I, p.146) relates to Sussex.

1897

An earth slip in a Battle quarry is recorded (Vol. II, p.269). A fatal accident at Portslade (Vol. II, p.226) describes how on 31 August 'a workman named Gibbons was almost buried alive. He was employed digging flints at Hudson's Flint quarry in Victoria Road, Portslade, and had been undermining for the stone. The cavity was of some size, and Gibbons was inside when suddenly a portion of this overburden fell, enveloping the poor fellow ere he had time to escape. A man named Shepherd working with Gibbons, managed to spring aside... Several tons of stone and earth fell upon Gibbons ...'. The case of Foster v. Trustees of Newhaven Harbour is recorded (Vol. II, 120 - 121), the hire of a stone pit for Sussex appears in Vol. II, p.72); new companies registered (Vol. II, p.205) reports the formation of Elliott's Patent Stone Co. Ltd., registered 21 July ... to acquire and carry on the business of manufacturers of artificial stone for paving, kerfing, and channelling, carried on by P. and G.T. Jenkins at Rye, Hastings, and St. Leonards-on-Sea ... Directors: G.F. Fry, G.T. Jenkins and Sir W.H. Crundall.

1901

Vol. VI, p.739 reports on the new parish church at Hove to the designs of the late Mr. Pearson ... to be built of Sussex sandstone, and with stone from the quarries of Sir Weetman Pearson, M.P.

1902

Steyning Lime Works Ltd (Vol. VII, p.725) was registered 13 September. Capital is £1,000 in £1 shares and the Registered Office: Railway Station Yard, Wimbledon. The Sussex Brick Company (Vol. VII, pp.465 - 466) and the Sussex Portland Cement Company (Vol. VII, p.786) are mentioned.

1903

A blasting fatality at Winfield (Vol. VIII, pp.301 - 302) reports on the inquest on John Eldridge 'who met his death after an accident at Moor Hall Quarry ...'. The Coroner had been in communication with the Explosives and Quarries Inspectorates, both of which government bodies had decided not to be represented. The quarry (being under 20 ft. deep) was 'not a quarry within the meaning of the Act (i.e. The Quarries Act, 1894)'. Eldridge had worked at the Black Horse, Netherfield, and Hollington quarries. George Shoesmith, a contractor, of Bexhill, said the deceased was a labourer, working at Moor Hall Quarry, Ninfield. He was engaged in quarrying stone. It was 'not a quarry; simply a hole in the bank ...'. Witness saw the stone in the bank and tried to get it out. The situation of the digging was in a wood, ten minutes' walk from Moor Hall. There were only two men working there, the deceased and Alfred Coleman ... There was no blasting in the bank until the morning when the accident took place ... He secured the explosive (tonite) from Playford, a workman on the De La Warr estate. It had been used for sewage works on the estate and witness got it from him as Playford was about to destroy it. ...'

PAUL W. SOWAN

#### FROG-MARKED BRICKS

Following my appeal for information about 'frog-marked' bricks in Newsletter 70, I have had a response from several members. Two of the contributions were accompanied by excellent photographs and one by drawings showing not only the position of the lettering and the shape of the frog but its profile as well. I am very grateful for all of these offerings. One member, who lives in Worthing, preferred to remain anonymous, so the only way I can thank him/her is through the medium of the Newsletter - and would appreciate any further information on this subject.

MOLLY BESWICK

Turners House, Turners Green, Heathfield, E. Sussex TN21 9PB]

#### NEWS FROM AMBERLEY CHALK PITS MUSEUM

The new season has brought a number of changes in personnel at the Museum. John Warren, one of the founders of the Museum, has retired as a Trustee. He has been Chairman of the Museum's Trustees since the beginning and his vision has guided the successful development of the Museum. Although he has retired from the Trustees, John will not be leaving the Museum totally as he has accepted the position as the second Vice-President of the Museum.

The new Chairman of the Trustees is Brian Johnson, the former Vice-Chairman. Brian has also been associated with the Museum since the beginning and has been actively involved in all aspects of the Museum's activities. Together with the new Vice-Chairman, Martin Rutt, Brian will be developing the strategy to guide the Museum into the next century.

The Museum has had a change in the Wireless Section. Ron Ham, who has been Honorary Curator of the Wireless and Communications exhibition for the past 12 years has decided to retire from this position to devote more time to his other interests. The collection built up by Ron and David Rudram formed the nucleus of the Museum's collection and Ron has put in an immense amount of work developing the collection over the years. David Rudram has agreed to take over as Honorary Curator of the collection and one of his first projects will be to develop a rural telephone exchange exhibit for the Museum.

This season will see the start of a formal relationship between the regional group of the Tools and Trades History Society and the Museum. TATHS members have been regular supporters of the Museum and its events for a number of years but under this new arrangement the Museum will become their regional base.

This Museum season has started successfully with the current visitor numbers being similar to last year. We have been particularly encouraged by the number of school groups using the Museum for project-based activities. The well established programme of events continues with the annual Cobweb run being well supported by exhibitors and visitors alike, while the event devoted to Stationary Engines concentrated on American makers which came from far and wide. Other events were Harrington Day on 23rd June, celebrating the famous coachworks at Hove with over 30 historic buses and coaches, and the annual Railway Weekend on 6th and 7th July.

The Leyland TD1 bus, owned by Michael Plunkett and on show at the Museum, successfully completed the London to Brighton Historic Commercial Run in May this year. This run was the culmination of many years careful restoration work by Michael and a team of volunteers.

The bus had been with Southdown Motor Services Limited from 1931 until 1939 and then operated in Saffron Walden until 1958. The following year it was purchased for preservation but it was not until May this year that it moved under its own power again!

Finally, as part of the longer term development planning, the Museum's Trustees have agreed a draft collecting policy to guide our activities during the next five years. This policy sets out to describe which subject areas the Museum will concentrate on and how the collection will be managed.

The Trustees will be seeking comments on this policy from other museums within our geographical area and other interested parties. If anyone would like to see a draft copy or make comments, please contact me at the Museum.

ROBERT S. TAYLOR  
DIRECTOR

MORE BLUE FLINT

Following up the articles in S.I.A.S. Newsletters 66 & 70 on the collection and transport of 'blue flint' from Sussex beaches, I have received a reply from Stoke-on-Trent City Museum Curator, Ann Nuttall. She thought the area received its flint supplies from Gravesend and Devon. As the latter area is not known for its extensive flint deposits, I thought it wise to check this out. A telephone call to Plymouth Museum's Dr Bishop revealed extensive coastal flint deposits along the Seaton and Axmouth beaches. These flints, after a journey around the coast and down the Trent and Mersey Canal, were calcined in a kiln at the Etruscan Bone and Flint Mill at Etruria, crushed in a mechanical jaw crusher until small enough to be ground to a slurry in the grinding pans of the mill.

The present mill on the site was built in 1856 and worked continuously until 1972. The pottery industry in Burslem was established from at least the mid-sixteenth century and by 1720 Devon flint was in use. Presumably the extensive coastal trade from Newhaven and Rye dates from this period also and the opening of the Trent & Mersey canal must have increased demand for the raw materials.

Contrary to the note from Major Goulden in the Newsletter, Ann Nuttall believes flint not used in bone china but in vitreous bodies and earthenware. The mill ceased burning flint in about 1930 although we know in Sussex it was collected by hand until 1955 so presumably the calcining was done elsewhere.

The geology guide to Hastings area 1928 notes:-

"At Rye there is a trade in hand picked flint cobbles from the beaches for use in the manufacture of china. The stones are collected in tray-baskets suspended from a wooden yoke and the same primitive appliance is employed in loading operations at Rye Harbour" (See S.I.A.S. Newsletter 66).

The Rye Harbour Commissioners discussed the problem of the flint boulders at a meeting in January 1853 where it was resolved that vessels loading the flint as ballast should pay harbour dues as they constituted merchandize (for resale).

So much attention paid to the humble beach cobble!

GEOFFREY MEAD

SUSSEX COUNTY MAGAZINE - HIDDEN ARTICLES

The celebrated SCM founded in 1927 ran for almost 30 years until its unfortunate demise in 1956; many members have had reason to delve into its treasure chest of highly informative articles. An index is available in main county libraries, but as with many such lists pressure of time, space and individual interests mean only titles of articles appear. A brief glance through any of the monthly magazines reveals letters from readers, advertisements large and small, and much information hidden beneath the main articles.

I have four bound volumes and many single magazines and it is these latter I have been trawling for fugitive I.A. material.

vol 20/6 June 1946 p147  
Tent peg making in Sussex beech woods, revived by recent military contracts - David Gunston.

vol 20/5 May 1946 p18-23  
Windmills - much information on mills in the Lewes area with illustrations - A. Millward Flack.

vol 20/2 Feb 1946 p29  
Jubilee of the cinema - editorial article on W. Friese Green.

The Steine Fountain - the 100th anniversary of Brighton's famous dolphin fountain designed by W. Pepper and manufactured by Messrs. Williams and Yearsley. Written by the late Lillian Candlin, a noted Brighton historian.

vol 30/7 July 1956 p298  
Brighton's Alhambra theatre - latterly the Palladium - being cleared for new entertainment complex on the seafront.

The era of the millstone - written by John Blaxland about Woods Mill.

By boat through Surrey and Sussex - the Wey and Arun canal story, by P.A.L. Vine.

Fletching Mill by Helena Hall

Sullington Windmill letter and photo

vol 22/1 Jan 1948 p2  
Petworth editorial article on the town's clog and patten making.

vol 24/6 June 1950 p229  
Crawley - the early developments told by Mrs H.C. Carman.

Uckfield - new power station constructed.

vol 29/9 Sept 1955 p416  
By Pullman to Brighton - H.C.P. Smail, Part II, plus a letter commenting on Part I on page 454.

Cider from Sussex - start of Merrydown plant at Horam Manor by Frances Webber.

vol 15/6 June 1941 p189  
Charcoal burning - 'war revives ancient craft'. Helen Hinkley's article includes 3 illustrations.

vol 24/8 Aug 1950 p325  
Story of Sussex flax by H.E. Haarer. Sussex grew 1600 acres in WWII with Uckfield being a main centre.

p343

Sussex Craftsmanship - Norman Wymer visits the workshops of trugmaker R.W. Rich and Son in East Hoathly.

p360

The new S.S. "Brighton" a railway ferry of 2875 tons launched in 1949 for the cross-channel run.

p364

Editorial on new gates for Preston Manor made in Brighton Corporation Hollingdean yard.

vol 16/4 Apl 1942 p95  
The true "Pyecombe Hook" by Arthur Beckett.

A Sussex Dasthouse by J.A. Avery-Fowler. Ground plans and elevations with notes on hop-processing.

(to be continued)

GEOFFREY MEAD

FOREDDOWN WATER TOWER

In S.I.H. 20 there was an article by Hugh Fermer on the Foredown Isolation Hospital. All that is now left is the water tower which is being preserved as a Countryside Interpretation Centre.

The tower was built in 1909 to provide a supply of water to the hospital in case of fire as the mains pressure was inadequate. The rectangular brick building is two storeys high divided by a central spine wall. The external walls are 450 mm thick with the spine wall 615 mm thick for the lowest one-and-a-half storeys and reducing above this to 340 mm and 450 mm thick respectively. Above this was the water tank supported on 5" x 8" steel

joists at 19" centres resting on a continuous sandstone padstone 9" deep and finished externally as a moulded cornice. The tank was made by Everys of Lewes and is 2.00 m high comprising 20 mm thick cast iron panels 1.20 m x 1.00 m with flanged and bolted joints and was fitted with internal stays. There is a tank access shaft 750 mm diameter with vertical cat ladder and the whole was covered with a corrugated roof on steel trusses. The rising main is 8" diameter and is fitted with a ball valve and float and the supply pipe is 4" diameter. There is an external water level indicator which originally operated with a wooden float.

The building has recently been converted into a Countryside Interpretation Centre by the Hove Borough Council who have used the Conservation Practice to supervise the work of its own Direct Works Unit as contractors. The conversion involves a new external steel staircase up to first floor level and a spiral staircase up to the second floor level. Observation windows are being installed above tank level and a new roof on steel framing built which is welded to the inside of the tank. In the apex of the roof is being fitted a Camera Obscura which was previously installed in the Gateshead Garden Festival. This projects an image onto a concave screen situated in the centre of the tank. The inside of the tank has been fitted out with a timber floor on joists and with a platform and handrailing for viewing the screen and for direct observations through the windows.

This is a highly imaginative and successful conversion of an interesting industrial building and as a Society we must be grateful to Hove Borough Council for their initiative in steering this project through to this satisfactory conclusion and to the other sponsors, American Express, the Countryside Commission and East Sussex County Council. It will be open to the public in the Summer this year and a visit will be well worth while.

RON MARTIN

With acknowledgment to Archie Walls of the Conservation Practice



800h REVIEWS - Timothy Carder

The Encyclopaedia of Brighton (1990) E.Sussex County Libraries £11.95

Yet more confessions ... Tim Carder was an adult education student on one of my twenty weeks evening classes!

The question to be asked is "how did we do without it?" Tim has spent many many hours in the Brighton and Hove Reference Libraries, in East Sussex Record Office and five separate departments of Brighton Borough Council, and combed, collated, computed, written up and illustrated what must be an essential aid to any research on the town.

There are 216 entries covering the gamut of local topics. There are some obvious industrial items - banks, breweries, buses, through to water supply, West Pier and windmills but many of the other entries have IA associations, such as the areas of the town of North Laine or Moulscroomb which house industry.

Though titled as Brighton this covers the area out to Shoreham Airport, Patcham and Rottingdean. A good feature are the maps showing particular areas past and present, with many individual buildings, alleyways etc named - but maps without scales or north sections are not proper maps!

Though this is very well indexed and extensively sourced, there are no page numbers so that indication is by subject number. However, that is a small detraction as this is an invaluable book well illustrated and well written (an often ignored feature of factual books).

Edward Colquhoun

Around Old and New Shoreham Goldleaf Partnership Publishing  
1989 pp 63 £2.50

"Some of the lesser known pictures" is the sub-heading to this little book which is one of a flood of recently published books based on old postcard collections. Happily for SIAS members the pictures shown are rich in IA material. There are chapters covering the Shoreham bridges - toll, Norfolk, railway and foot, the harbour, the airport, the mystery towers and some composite chapters of local disasters and local occasions. Of peripheral interest are the sections on Bungalow Town and Southlands Hospital.

This is an interesting collection of pictures with some early aerial views and some interesting items in the text, generally one page of the A5 format heading most of the chapters. Unfortunately the captions to the illustrations are woefully thin, and the chapter headings have been missed out on two chapters. This paucity of fact is prevalent in many of these old picture volumes, which is unfortunate as many of the illustrations contained here are unique historical views.

The bibliography contains interesting titles especially on early air history but the volume by N.E.B. Wolters on Bungalow Town was published in 1985 not 1905!

GEOFFREY MEAD

#### PUBLICATIONS

The autumn 1989 Newsletter of the Ancient Monuments Society contains a useful listing of publications from which I have abstracted those with an obvious IA interest. What better way to start than with -

1. The Ice Houses of Britain by Susan Roaf and Sylvia Beamon. To be published by Routledge in January 1990. 448pp 66 half-tones. The second half of the book will constitute the first gazetteer of ice houses in Britain recording almost 3,000 of them. Cost £75!

2. Suspension Bridges - Their History and Development with Some Related Works by Julia Elton. Basically a catalogue of historic engineering drawings for sale bound together by a text. Available at £5.00 from Elton Engineering Books, 27 Mayfield Avenue, London W14 1PN.

GEOFFREY MEAD

SUSSEX MILLS GROUP



Ifield Watermill



Shipley Windmill

Meetings

The 6th October meeting will be at Ifield Watermill when the mill will be open at 2.00 pm for members to look around. I hope that we can provide a cup of tea and that there will be plenty of time for people to socialise. I think that a tour of the mill will be better than a formal talk on the restoration work. For members interested in making a day of it and seeing Lowfield windmill, this will be open at 11.00 am on that same morning. Please go and see the work that is going on there.

On 21 July 1991 Jack & Jill are holding the annual "Alternative Power" day (alternative means alternative to wind power). They hope to have various engines there as well as grinding with Jill on that day. Times 11.00 am to 5.00 pm.

3 August to 3 September 1991 - Exhibition of paintings on windmills by St John Childs at The Grange, Rottingdean. Mr Childs works full time on the Royal Pavillion and its restoration but in his spare time has caught the bug of drawing windmills. Here is a sample of his work:



National Mills Day 1991

This went off very well. Coultershaw reported a steady flow of people but no Mill Group members. Jack & Jill had a good crowd as usual. Nutley had a reasonable number of visitors who mostly appeared to be mill enthusiasts as opposed to the general public. Barnham reported 1,500 curious people, some prepared to wait up to 2 hours for a guided tour. It raised £500 towards restoration. More open days are planned. (If Vic May lets me know in time, I will get the dates into future newsletters.)

Salvington Windmill

With regard to the matter of the neighbour who wished to build an extension to his house, higher than the existing roof, I can report as follows.

The Planning Committee, on having the objection submitted to it, allowed a stay of one month, for the matter to be further investigated. This gave us time to translate the full report from the Dutch authority, and on the second meeting of the planning committee, a further stay of two weeks was granted.

At this point the owner of the house approached the "Friends of High Salvington Mill" and offered a compromise, whereby he would withdraw the existing plans, and substitute new ones in which the extension would not be any higher than the existing roof. After amicable discussion, this was felt to be a fair offer, which could be accepted, and would be unlikely to have any appreciable bad effect on the running of the mill.

At this point I feel that I must offer an apology if my words led you to believe that I am a member of the Salvington Mill Trust. This is not the case. I am a member of the committee of the "Friends of High Salvington Mill", but I cannot claim to be associated with the Trust!

Peter Pearce has also supplied a newspaper account of the first successful grinding of wheat since the mill's restoration. This appeared in the Worthing Herald of 12 April 1991:

"Historic Savlington windmill worked again at the weekend - and produced two hundred-weight of good fresh stoneground wholemeal flour!

Says ex-teacher Peter Casemore, antique furniture restorer and a stalwart volunteer who has been working on the mill's restoration for 15 years, 'It was a wonderful moment to see the first flour ground here in 94 years, running through my fingers.'

The mill, now the only working post mill in West Sussex, was built in 1700, around a centre post cut from an oak tree. The first miller was Daniel Redman and the last was William Coote, who gave up milling in 1897. His father was miller at Woods Mill, Henfield. Other members of his family were corn merchants, and his children and grandchildren were bakers locally.

With a good fresh wind in the three tons of sails on Thursday night, the mill went into test action and the huge grinding stones, four feet in diameter, started to turn once more. Working miller Charile Muddle of Ashington came over to get the grinding stones set in place and advise.

Says Peter, 'Unfortunately because of various regulations we can't sell our flour at the moment, but at least we have seen the first grind taking place.'

Another volunteer, Peter Pearce, who as a boy in 1937 helped at an old mill near Dover, baked two loaves with the flour, while Betty Potts, wife of Friends of Salvington Mill chairman Bob Potts, baked windmill biscuits. On Sunday, the two Peters, Betty and Bob and another dedicated volunteer Roger Ashton, had a ceremonial loaf tasting in the mill."

West Blatchington

The mill opened for the season on 5 May after a successful winter work programme by a small group of the 'Friends' involving further restoration to the wire machine, the construction of a stone-nut and the installation of one of the bed stones (the first time for over 50 years that one has been in position). Hove Borough Council, owners of the mill, also carried out two major tasks, namely the provision of toilet facilities which are suitable for the disabled, and the floodlighting of the exterior making it a very impressive sight during the long dreary nights of the winter. National Mills Day was celebrated by dressing the mill overall in traditional fashion. We now look forward to a successful 'open' season with a steady flow of visitors.

Peter Hill (Chairman)

Shipley Windmill

This has now had the remaining pair of sweeps fitted so should now be ready to be fully operational.

MILLS FOR SALE

The Old Mill, Chiddingly

The house with original windmill base 21'9" dia. providing studio/office space with shower bathroom is for sale by Strutt & Parker. Details from their Lewes office.

Balcombe Watermill

This is for sale with R H & R W Clutton of East Grinstead. They recently had an open morning for those interested and Peter Pearce went along and sent me this report.

I understand that this mill ceased working in 1937, and some ten years ago the machinery was removed to Isfield. I assume that this can be verified.

Two bed stones remain in position, one French Burr and the other Derby Peak. There is very little else.

On the stone floor there are a few timber constructions mounted from the ceiling which are difficult to identify. One looks like a sprattle beam, and one held a bearing for a horizontal driving shaft. This could have operated a vertical belt drive - the construction did not look robust enough to stand the torque involved with a bevel gear. Otherwise only the beginning of spouts from the bin floor remain.

The bin floor seems fairly complete and seems to have had eight bins. There did not appear to be any evidence of a sack hoist, although I am sure there must have been one.

As the flooding of the Ardingly reservoir has raised the level of the water above the foundations of the mill, there is now approximately 10 ft. of water under the stone floor, which level must have been somewhere about the height of the top of the pit wheel and waterwheel.

This, of course, makes any thought of restoration as a working mill quite out of the question, so, if the structure can be converted to a dwelling house, this would appear to be the best possible solution.

I saw the agents representative (or maybe it was the owner) at the mill, who promised to have the agents forward me the sale details. He said that they had had about 90 enquiries. The asking price is around the £100,000 mark, and he said it was reckoned that it would need another £100,000 to make it habitable.

Peter Pearce

#### Polegate Windmill

Polegate windmill has recently received the generous gift of a sixty year old diesel engine which it is hoped will drive both an oat crusher and on other occasions, the millstones in the mill.

This Ruston 10hp engine, capable of 1,000 r.p.m. has been given to the mill by Mrs. Audrey Wicks of Cowbeech, whose late husband maintained the engine for some years. The engine was originally used by Bexhill Borough water Company at Sweet Willow Wood, Ninfield where it drove a compressor to air-start larger Ruston engines.

Recently the engine has been overhauled.

Mrs. Wicks' generosity will enable the mill to extend its activities and enhance its educational value.

#### POLEGATE WINDMILL ENGINE RALLY

Polegate Windmill will be the venue for a Working Engine Rally on 18 August 1991, numerous engines will be demonstrated on the mill plat. The event, which begins at 10 am and closes at 5.00 pm, will include a number of milling processes including the production of flour and oat crushing.

Polegate Windmill has been the home of stone-ground flour for over 150 years and recently the mill has undergone extensive renovation which is nearing completion.

Stationary engines will include a 1956 600cc Coe bin engine driving a water pump and a 1940 Tripan Reg.No.215CL used during the 2nd World War on aircraft carriers for starting Swordfish fighter planes.

Vehicles include a 1958 600cc Norton Dominator motor-cycle and a 1953 B.M.B. President tractor which was found disused in a barn and restored to its former glory.

Visitors will also be able to purchase bags of stone-ground flour produced on the day on stones powered by one of the exhibitors.

Entrance is by programme costing £1.00 which will also entitle the purchaser to Honorary Membership of the Friends of Polegate Windmill until 1992. The Rally Secretary is Mrs Sam. Wells, 4 Heron Ridge, Polegate - 485208 or Eastbourne - 34496.

Lawrence Stevens

Finally a letter from Mr Hawksley:

Dear Mr Cox,

Further to my last letter, the remains of Northiam, High Park Mill have this month been reduced below the height of 2 ft which I consider as the minimum to list remains, though they are still well within Mr Brunnarius's category of obscure remains, under which he lists Glynde station pumping mill.

By "blown down" he must refer to Winchelsea, of which there are remains to a maximum height of 4½ ft, with a plaque saying it was built on that site in 1703. In fact it was moved a short distance in the early 19th century and, while Mr Brunnarius's 1760 is too late, 1703 is unlikely, as it is not on Budgen's map of Sussex 1724, though that has some omissions.

I have a correction to my list of pumping watermills:- Ashburnham is gone.

The letter I wrote at Frank Gregory's suggestion about Windmill Hill will no longer be needed, as I have shown the owner Cross-in-Hand and am hopeful of developments.

Yours sincerely,

R.S. Hawksley

D.H. COX  
Mills Group Secretary

BOOK REVIEW - Peter Brandon and Brian Short  
The South East from AD 1000 Longman (1990) pp 444 £14.95

I must confess an interest in reviewing this book, both the authors are personal friends of mine! - more - Brandon taught Short, and Short taught Mead. Any publication by one of the country's top geographers is welcome but by two, and both editors of Sussex Archaeological Collections, is more so.

This volume covers Surrey, Kent, East and West Sussex and Greater London south of the Thames, from late Anglo-Saxon times to the present. Its twin themes of physical change and the development of communities are woven into the fabric of our region and the problems of the present - overdevelopment, competition for land and erosion of countryside.

Our industrial history of our region has at last been given the due recognition it deserves reflected in the comprehensive index, with 41 classifications from armaments bleaching and brass, through felt, glue and gunpowder, to snuff soap and starch.

The wealth of information in this book is supplemented by 10 tables 47 plates and 31 figures. The index already referred to runs to 40 pages. All told this book deserves a place on bookshelves alongside earlier classics such as Wooldridge and Goldring's The Weald and Brandon's own Sussex Landscape.

GEOFFREY MEAD