

MEMBERSHIP CHANGES

New Member

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Deceased

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Change of Address

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G.E.F. Mead, 47 Hartfield Avenue, Hollingbury, Brighton BN1 8AD 0273-501590 (unchanged)
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Mrs. D. Meades, Brackenside, Normansland, Fairwarp, Uckfield TN22 3BS 0825-71-2307

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

LATEST DATE FOR COPY FOR JULY NEWSLETTER IS 10th JUNE 1992

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SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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APRIL 1992

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PROGRAMME OF ACTIVITIES FOR 1992

Saturday 2 May 11.30 a.m. Meet at Tenterden Town Station TQ882335 11.30 a.m. to catch 12.00 (noon) train to Rolvenden and Northiam. A guided tour of Rolvenden locomotive works has been arranged where those wishing to visit will be dropped for collection on the return journey. Others will remain on train to Northiam and return to Tenterden where there will be a tour of the carriage works. This will be followed by a conducted tour of Tenterden by Tenterden Local History Society.
Contact G.G. Thomerson (0444-450722)

Sunday 10 May National Mills Day. Contact D.H. Cox (0403-711137)

Sunday, 21 June 2.00 p.m. Walk along the Chichester Canal, 3 miles. Meet at the Sea Lock at Birdham Marina (SU827011).
Contact C. Bryan (0243-773158)

Saturday, 18 July 6.30 p.m. Members' Evening at Seaford Museum, Martello Tower, The Esplanade, Seaford (TQ484984).
Contact R.G. Martin (0273-303805)

Sunday, 16 August, 11.00 a.m. Mills Tour. Meet at Michelham Priory Watermill, Upper Dicker, Hailsham (TQ557094).
Contact D.H. Cox (0403-711137)

SPOONER AND GORDON'S WHEELWRIGHT'S SHOP

Amberley Chalk Pits Museum have re-erected Spooner and Gordon's wheelwright's shop which was dismantled from 54 London Road, Horsham in 1984 and it is hoped that this will be open to the public during the 1992 season. This also incorporates a carriage hoist, more properly called a "hoisting crab", which was removed with the help of various members of the Society from Wadhurst Forge in 1988. An article in Sussex Industrial History No.19 described this apparatus.

The Museum would be interested to hear from any member who has knowledge of Spooner and Gordon's premises and can come forward with any information on the buildings and the work that was carried on there, particularly up to 1919. If there are any photographs or articles in existence the Museum would like to borrow them in order to take a photocopy. Does anyone

know when electricity came to the London Road area? If you have information please contact John D. Land, at Amberley Chalk Pits Museum, Houghton Bridge, Amberley, Arundel, West Sussex, BN18 9LT, telephone 0798-831370. All material borrowed will be returned to the owners.

RON MARTIN

RAPID SURVEY OF ARCHAEOLOGICAL ARCHIVES

The Royal Commission on the Historical Monuments of England is currently undertaking a rapid survey of archive material relating to archaeology material. One of the areas of interest is Industrial Archaeology and it is in this field that I am requesting Members to come forward to provide the necessary information to enable me to complete the relevant returns. Any collection of material should be included whether complete or incomplete. If any member have such archive material would they please get in touch with me.

RON MARTIN

SHRIPNEY LANE BRIDGE

West Sussex County Council as part of their programme to check the strength of all road bridges in their area have replaced the bridge in Shripney Lane over the Aldingbourne Rife at NGR SU 929017.

This bridge was erected in 1859 and comprised five cast iron tee beams spanning 4.7 metres between brick abutments. The bottom flanges are 6" wide and the depth of the outer beams varies from 13" at the bearing to 15" at the centre span. The three inner beams are 8" and 10" deep respectively. Both webs and flanges of all five beams are about 35 mm thick, the inner beams being symmetrical but the two outer beams with the web nearer to the outer edge of the flange. Brick vaults 330 mm thick were used to span between the bottom flanges of the beam to support the carriageway. The beams are braced by ten 32 mm diameter wrought iron bars which pass through all the beams and are secured by large nuts at each end. These are part of the original structure as the beams are stooled to receive them.

The parapets are 330 mm thick and finished with 450 x 450 mm piers. The western parapet was probably the original one and is rendered all over but the southern one has been replaced in faced brickwork.

On the exposed faces of the outer beams is cast the legend:-

"AS

ERECTED 1859"

Does any Member know who or what "AS" was? There are also two cast iron plates one on each side, on which is cast the legend:-

"JAMES SMITH
WAYWARDENS"

THOMAS SPARKES

The County, realising that the bridge was of considerable historic interest had arranged for the ironworks to be carefully removed. The Society was instrumental in arranging for this to be collected by the Wey and Arun Canal Trust who hope to be able to re-use the beams in the construction of a lock bridge. The cast iron name plates are to be donated, one to the Amberley Chalk Pits Museum and the other to the Bognor Regis Museum.

On behalf of the Society I would like to thank the County for their initiative in ensuring that the ironwork has been preserved and to the Canal Trust for their part in the effort.

RON MARTIN

MEMBERS' LOCAL KNOWLEDGE

The process of recording the industrial history of Sussex is proceeding apace but there is still much information which has still to be unearthed. The I.A. Recorder, Don Cox, will be approaching members who live in areas where help is needed but it may be that members have knowledge of areas other than those in which they currently live. If anyone has such information would they please get in touch with Don Cox on Partridge Green 71137.

RON MARTIN

CLIFF LIFTS AND RAILWAYS

After the AGM in November Mike Tighe, who has now moved to Wiltshire, gave an interesting talk on the above subject. He was asked by several members if a list could be published. Subsequently he has submitted the following list showing the overall length, means of operation and power.

CHRONOLOGICAL INDEX				UD 27.12.91	
OPENED	SITE		LENGTH	CLOSED	
I - FUNICULARS & INCLINED LIFTS					
1876	TA045877	SCARBOROUGH, SOUTH CLIFF [or SPA]	W/G, Now E	284'	OPEN
1878	TA044892	SCARBOROUGH, QUEENS PDE.	W/unknown	unknown	1887
1880	TA045884	SCARBOROUGH, CENTRAL	S, Now E	234'	OPEN
1884	NZ666217	SALTBURN	W/G, Now W/E	207'	OPEN
1885	TR238357	FOLKESTONE, LEAS I	W/W, Then W/G	164'	OPEN
1890	TR238357	FOLKESTONE, LEAS II	W/G, Then W/E	155'	1967
1890	SS722496	LYNTON/LYNMOUTH	W/W	900'	OPEN
1891	TQ824094	HASTINGS, WEST HILL	G Then D, Now E	500'	OPEN
1891	S0929718	BRIDGNORTH	W/G, Now E	201'	OPEN
1893	TR205352	FOLKESTONE, SANDGATE	W/G	670'	1918
1893	ST556730	BRISTOL, CLIFTON ROCKS	W/G	450'	1934
1895	SE137385	SALTAIRE, SHIPLEY GLEN	G Then O	1152'	OPEN
1896	SN584826	ABERYSTWYTH	W/S, Now E	778'	OPEN
1897	TQ258112	DEVILS DYKE STEEP GRADE	O	840'	1908
1897	NX340775	DOUGLAS IOM, FALCON CLIFF	O	unknown	1927
1898	????	SWANSEA, CONSTITUTION HILL	G	924'	1903
1902	SH770830	LLANDUDNO, GREAT ORME	S, Now E	1 mile	OPEN
1903	TQ829096	HASTINGS, EAST HILL	W/E, Now E	267'	OPEN
1903	TR222357	FOLKESTONE, METROPOLE	W/G	96'	1940
1908	SZ095908	BOURNEMOUTH, EAST CLIFF	E	170'	OPEN

1908	SZ083905	BOURNEMOUTH, WEST CLIFF	E	145'	OPEN
1910	TR398667	BROADSTAIRS	E	150'	OPEN
1912	TR360714	CLIFTONVILLE, LIDO	* E	69'	1975 [?]
1912	TQ878852	SOUTHEND	* E	130'	OPEN
1926	SX655926	TORQUAY, BABBACOMBE	* E	716'	OPEN
1927	NX340775	DOUGLAS IOM, FALCON CLIFF II	* E	unknown	OPEN
1927	NX365740	DOUGLAS, PORT SODERICK	O (ex FALCON CLIFF)	unknown	1959
???		Do. DOUGLAS HEAD INCLINE	unknown	unknown	1953
1929	TA043881	SCARBOROUGH, ST. NICHOLAS	E	110'	OPEN
1930	TA037896	SCARBOROUGH, NORTH CLIFF	E	165'	OPEN
1935	SZ135913	BOURNEMOUTH, FISHERMANS WALK	E	128'	OPEN
???	SJ242043	WELSHPOOL, LEIGHTON HALL	Estate Lift		

KEY

* - Single carriage lift with counterpoise weight
W/ - Wafer balance operated; others are mechanically hauled
Power source:-
W - Water powered. G - Gas Engine. O - Oil engine. E - Electric. S - Steam. D - Diesel engine

II - VERTICAL LIFTS:-

1870	NZ666217	SALTBURN	W/W		1883
1890	TQ325034	BRIGHTON, MADEIRA DRIVE			OPEN
???	SZ584812	SHANKLIN, IOW	unknown	68'	OPEN
1908	TR383648	RAMSGATE MARINA	E	58'	OPEN
1910	TR382645	RAMSGATE HARBOUR	E	78'	OPEN
???	TR380643	RAMSGATE WEST CLIFF	E	120'	OPEN
1930	NZ895115	WHITBY	E		OPEN
1936	TR367714	MARGATE WALPOLE	E	112'	OPEN
1939	NZ398650	SOUTH SHIELDS, MARSDEN GROTTO	E		OPEN

FROM THE BRIGHTON GAZETTE, APRIL 22nd 1852

Brighton and District Association for Improving the condition of the Working Class.

"The unsightly yard and dilapidated old stables at the corner of Jew St., Church St., have given place to an attractive 5 story structure designed by Mr F.D. Banister and built by Mr G. Terry under the auspices of the above Association.

The building is intended as a model dwelling house for 15 families and contains 68 rooms, besides capacious cellars, the height from the basement to the roof is 80 feet. On the roof is a large square tank weighing 2 tons and upwards and capable of holding 1600 gallons of water. There is also water laid on to every apartment in the building. A handsome flight of Yorkshire stone steps forms the principal communication throughout from the ground floor to the uppermost story.

The expedition used by Mr Terry in erecting this substantial and important building reminds of the Magician's Palace in Aladdin, for on the 19th February last the workmen commenced getting out the ground for the foundations, and last week the roof was slated on, thus completing the erection of this lofty specimen of human industry in the almost incredibly short space of 7 weeks."

Although not strictly an industrial building, this imposing structure, which still survives, was an indicator of the industrial life of this North Laine site. Opposite the Model Dwellings were the Pimlico slums demolished over twenty years after and the paucity of good housing for workmen must have promoted the Association's project. Within a few hundred yards of the site were foundries, coach-works, shoe factories, brassworks, furniture assemblers, printers and a host of small industrial enterprises. The need for quality housing for skilled workers was chronic, as the main industries, apart from the new railway-based ones, were all surrounded by slum properties, these being in the Edward St. area on the east, behind West St. around Russell St. in the west and the previously indicated Pimlico off Church St.

It is some what ironic that this same area now contains a large number of the finance based and professional firms - Lloyds Bank International, various solicitors and accountants - that form Brighton's growing service sector role.

GEOFFREY MEAD

OVERSEAS ARMS TRADE - 1574

In a *Sussex Notes and Queries* of February 1928 the noted author of *Wealden Iron* - Ernest Straker wrote a short but interesting article on a perennial subject - the arms trade.

A petition to the Privy Council in February 1574 by Christopher Barker, stated "to divers and sundrie merchants and masters of merchante shippes that doe finde themselves marvailouslie molested and otherwhiles robbed by reason of the great stoare of ordenance that hath been conveyed and solde to strangers out of this Realme, whereby their shippes are so well appointed that no poore merchant shippe maie passe thorow the seas"
State Papers Domestic, Elizabeth Vol 95 Nos. 15, 16.

Straker put this down to the realm being at peace the principle market was abroad, it was a physical certainty that it was easier to ship ordnance pieces south via the Arun, Adur, Ouse, Rother and Pevensy level streams. Both legitimate and illicit trade with the Continent was more convenient than the long sea voyage to the navy yards on the Thames and Medway.

SUSSEX COUNTY MAGAZINE - gleanings (continued)

- Vol 16/4 April 1942 p.105-6 'Two modern blessings and some memories' – Maude Robinson. The making of rush lights, tallow candles and paraffin wax candles.
- Vol 26/2 Feb 1952 p.96 'Written by readers'. Pig iron for Every's. Photo of a sailing ship unloading pig iron at Piddinghoe for the Lewes foundry.
- p.97 'Written by readers' Various letters concerning stocks including the iron set at Ninfield.
- Vol 24/12 Dec 1950 p.543 'Village signs in Sussex' – E.J. Elphick. A selection of some village signs with some notes on their manufacture and mention of some industrial items used in their design e.g. glass industry at Kirdford.
- p.551 'Sussex Craftsmanship' – Norman Wymer. Bookbinding at James North's, Market St., Brighton – article with two photos.
- Vol 24/5 May 1950 p.167 Staplecross smock mill – full page photo of the mill whose cap is in a severe state of disrepair.
- p.170 'Master plan for Crawley' News item on increased proposed density of population in the New Town including a rise in the planned industrial population of 13,000 instead of 8,500.
- p.190 'A forgotten watermill and bakery' – Violet Maxse. Crowsole Mill near Fittleworth with 2 photos.
- Vol 24/11 Nov 1950 p.507 'Sussex Craftsmanship' – Norman Wymer. Tanning and fell-mongery including 2 photos of operations in Chichester.
- p.515 'Written by readers' – Sussex firebacks at Catsfield Place – An old tunnel from Glynde Station to the chalk pit.
- Vol 20/5 May 1946 p.118 'Windmills' – A. Millward Flack. Basically a beginners guide to mills! but scholarly all the same, with notes about various mills and millers.
- Vol 27/7 July 1953 p.310 'Wot, no Wattles?' Crawley New Town development causes a Three Bridges wattle maker to move to new premises.
- p.322 'Sensational Sussex Discovery recalled' – P.J. Walker. The discovery of gas at Heathfield in 1902.
- p.355 'Sussex Pigs as ornaments' Rye pottery pig industry.

SUBTERRANEAN BRIGHTON STATION

During the season of winter walks organised by the joint Sussex councils I have been leading parties of people about Brighton looking at some of the less visited parts of the town, however on one particular trip in February I think we visited the least visited of all Brighton's many splendours. Now I think I know most of the 'hidden' delights of the town but Brighton Station revealed a real gem. By the kind – and unsolicited – help of a B.R. staff member our party was taken down stairways, along tunnels, through cellars and all enjoyed this totally unexpected treat.

I knew from John Blackwell's scholarly tour of the concourse last year that there were tunnels under the station but I had no idea of the extent or the atmosphere – much could only be described as Dickensian; and the good news is that B.R. is happy to take parties around it all.

Similar to the sensation of visiting Brighton sewers, once below surface I lost all sense of direction, and only catching glimpses of the town through begrimed portals gave me a sense of place. Forgotten cab roads, disused goods lines, hidden archways, ignored doorways; they all lie beneath the feet of commuters, the smells of steam absorbed by brick and timber, the scar of cab wheels on kerb and walls.

Contact the Concourse Manager about permission for visits or – watch this space!

GEOFFREY MEAD

DICKENS AND THE RAILWAY (more IA in literature)

Lurking on a Brighton book-jumble stall I found a 1961 magazine with the riveting title *English Literature, Criticism, Teaching*. Being a literature squirrel I flipped through this and came upon the above article by Robin Atthill.

Atthill contrasts the early novels e.g. *Pickwick Papers* and *Oliver Twist* firmly rooted in late Regency England with his later works, particularly *Dombey & Son* written in 1848 at the peak of Railway Mania. This is the same period as Turner's 'Rain, Steam and Speed' and "both painting and novel salute the beginning of a new era."

Dickens charts the laying out of lines – "preparations are afoot, measurements are made, ground is staked out," the destruction of green spaces, "it was gone. The beautiful hawthorn trees, the hedges, the turf, and all those buttercups and daisies had given place to the stoniest of jolting roads." and the actual trains, "Night and day the conquering engines rumbled at their distant work, or advancing smoothly to their journey's end, and gliding like tame dragons into the allotted corners grooved out to the inch for their reception."

This is an interesting I.A. literary piece and any member caring to see a copy can write to me and I will Xerox one for them.

GEOFFREY MEAD

NEWS FROM AMBERLEY CHALK PITS MUSEUM

This year, our season starts on Wednesday April 1, slightly later than last year as Easter is later this year.

As I write, major site works are still taking place. The drainage work and base for the new refreshment room are in the final stages of completion, while Seeboard plc are finalising the changes to the Museum's electricity supply system.

Apart from continued progress with the Wheelwrights' building, one of the first changes our visitors will notice is the new rural telephone exchange exhibit. This small building near the railway crossing represents a typical small exchange building constructed by the General Post Office in the 1930s. These exchanges were designed to operate reliably with minimum maintenance and provide automatic routing of local calls while calls to subscribers outside the

local area were routed to an exchange with operators in a nearby town. The buildings were situated in their own landscaped gardens with a red telephone box available for villagers to use and this typical rural scene has been recreated at Amberley.

Another change we are making this year is to restructure the Museum's special event programme. The first event will be the traditional Cobweb Run on Sunday 12 April, which this year is restricted to cars from the 1910s to the 1950s. The motorcycles now have their own event on Sunday 10 May when machines from the First World War to the 1960s will be featured. In between these events is another new special event, Veteran Cycle Day on Sunday 26 April, when cycles of all shapes and sizes will be on display at Amberley.

From our visitors comments we know that the appeal of Amberley is in large part due to the craftsmen and volunteers who demonstrate our exhibits and are available on site to talk to visitors. With a small permanent staff, the Museum depends on its voluntary staff for these activities as well as for work behind the scenes such as restoration and cataloguing. SIAS members are already some of our most active volunteers but we are always happy to welcome new people. Therefore if you wish to become involved please get in touch with me.

Finally to a new exhibit which has been secured with the assistance of Ron Martin. West Sussex County Council have replaced the bridge over Aldingbourne Rife in Shripney Lane, Bognor with a new structure to meet the demands of today's traffic. The original bridge was constructed in 1859 and had an iron base with brick parapets. The remains of the bridge deck has been given to the Wey and Arun Canal Trust for future use, while we have been given one of the two plates which recorded the Waywardens names. The other plate has been given to Bognor Museum and the two plates were presented to the respective museums at the official opening ceremony of the bridge on 2 March. Our plate is on display in our roadmaking section, recording for posterity the work of James Smith and Thomas Sparkes, Waywardens.

ROBERT S. TAYLOR,
Director

BOOK REVIEWS

Alan F. Hill, *BARCLAYS BANK, NORTH STREET, BRIGHTON* (1988) pp44 illus
(obtainable from Mrs. Susan Smith, Private Banking Manager, Barclays Bank plc, 139 North Street, Brighton BN1 1RU)

Banking came to Brighton in the boom years of the late eighteenth and early nineteenth centuries and between 1787 and 1842 seven private banks opened in the town. The North Street branch of Barclays Bank originated in the business of the Brighton Union Bank which opened its doors on 1 August 1805. The partners were an interesting mix of London and local entrepreneurs. Despite the failure of other local banks in 1826 and 1843 the Brighton Union Bank survived and flourished, the number of accounts rising from 70 in December 1805 to 300 by 1820. Amongst the problems that it had to contend with in its formative years was the cunning theft of a consignment of its bank notes from the London to Brighton (Blue) stage coach in February 1812. The bank played a central role in the commercial development of nineteenth century Brighton and Hove, its partners being Treasurers to the Brighton Town Commissions, the Brunswick Town Commissioners, the Sussex County Hospital, the Brighton Savings Bank, the Sussex Mutual Provident Friendly Society and numerous other bodies. It even developed a branch network in the greater Brighton area and Mid-Sussex from the 1860s. Its local status was however lost in August 1894 when it was taken over by Barclay, Bevan, Tritton, Ransom, Bouverie & Co. of 54 Lombard St., London who in turn was one of the twenty private banks who two years later formed Barclay & Co. Ltd.

Apart from describing the history of the bank and its role in the development of the Brighton economy the book is valuable for its illustrations of North Street and Western Road. These were included in the book to show the bank's offices but are fascinating documents illustrating the changes in these two major Brighton thoroughfares before widening schemes were implemented. This booklet would be a valuable addition to the bookshelves of the historian and general reader interested in Brighton or those concerned with banking history.

BRIAN AUSTEN

Alan F. Hill, *LOWER OUSE NAVIGATION 1934-1967* (Lewes 1991) pp21 plus pp 8 plates, £3.50 including postage. Available from the author at 44 Houndean Rise, Lewes BN7 1EQ

The Upper Ouse Navigation was an early victim of railway competition and the last traffic to clear Hamsey Lock was in 1868. The Lower Ouse Navigation however, despite direct railway competition, continued to carry commercial traffic for another century. This book details the last phase in this declining trade. Surprisingly the traffic during this period was quite buoyant, benefiting greatly from the opening in 1934 of the Asham Wharf which served the adjoining Blue Circle cement works. Of the 1227 ship movements in the period June 1934 to December 1939 94.5% were to Asham which accounted for a similar percentage of the total of 239,867 tons of cargo over the same period. Eastwoods Cement works did not use the river after 1934 having made a favourable agreement with the Southern Railway who wished to avoid the need to open the railway bridge over the Ouse at Southerham. Some traffic for Every's ironworks reached Lewes and a larger quantity of iron and steel ingots were discharged at Piddinghoe for onward transport, initially by barge but later by road. Clay from Piddinghoe reached Asham by barge and coal from Dover by coaster. Cement was exported coastwise to the Isle of Wight and west country ports. World War II closed the navigation from 1940 to 1947 but cement traffic resumed, the last cargo leaving Asham in 1967.

This work details the traffic, wharves and the vessels used in the trade. Use was made of documents deposited at the East Sussex Record Office and the reminiscences of mariners involved in the Ouse trade. The fifteen photographs show the type of vessel employed and even the occasional disaster with the sailing barge "Shamrock" wedged beneath Cliffe Bridge, Lewes at high water in March 1937, while the sailing barge "Fred Everard" is shown grounded at Southease. The list of acknowledgments at the front of the book testifies to the efforts made by the author to locate source material. The work is a valuable record of a river navigation in the years before the cessation of commercial traffic and historians interested in the Ouse valley, inland navigation and even industrial archaeologists in general, would benefit from adding a copy of the work to their library.

BRIAN AUSTEN

NEW SHOREHAM

Members may be interested in the following extract from Samuel Lewis' *TOPOGRAPHICAL DICTIONARY OF ENGLAND* Vol IV (1840)

SHOREHAM, NEW (St. Mary), a borough, market-town, sea-port, and parish, in the union of STEYNING, hundred of FISHERSGATE, rape of BRAMBER, Western Division of the county of Sussex, 23 miles (E.) from Chichester, and 56 (S. by W.) from London; containing 1503 inhabitants. This town is indebted for its origin to the decay of Old Shoreham, situated not far distant, which, though anciently a place of importance, is now an inconsiderable village. In ancient history it is chiefly remarkable for having been built on the spot where Ælla, the Saxon, landed with supplies from Germany, in aid of his countrymen, Hengist and Horsa. The town is situated about one mile from the English Channel, on the river Adur, across which is a long wooden bridge, on the main road between Brighton and Portsmouth, which was erected by annuity subscription, but with a reversion to the Duke of Norfolk, in 1781. A suspension bridge, on a design similar to that at Hammersmith, has been constructed over the river, at the western entrance into the town, at the expense of His Grace the Duke of Norfolk, by which the distance between Shoreham and Worthing has been reduced about two miles. Shoreham is noted for its ship-building, and vessels of 700 tons have been launched here. From its proximity to Brighton and Worthing, the trade and importance of the port has, of late years, rapidly increased: its revenue, within the last 20 years, has been augmented five-fold, having been, in 1810, about £7000, and now amounting to about £35,000. The harbour, which is a tide harbour, is very commodious: in spring tides it has about nineteen feet of water, in common ones about fourteen feet, and not more than three feet at ebb: it was constructed in 1816, by subscription on shares, and has proved a very profitable undertaking. The river runs by the side of the town, parallel with the sea, with which it communicates about half a mile eastward, and is frequented by ships of considerable burden. The imports consist principally of timber, deals, merchandise from France, wine, spirits, coal, cheese and butter from Holland, &c.; and considerable quantities of oak timber are exported. Shoreham has lately been approved as a warehousing

port for West India, Mediterranean, and other produce, for the reception of which large and commodious warehouses have been built. The amount of duties paid at the custom-house, for the year ended Jan. 5th, 1837, was about £23,000. Cement manufactories have been established here. The custom-house, erected in 1830, under the direction of Mr. Sydney Smirke, is an elegant building, in the Grecian style, situated in the centre of the town. A large market for corn is held every fortnight, and a fair on July 25. Shoreham is a borough by prescription, and is governed by a high constable appointed by a lord of the manor. It has sent two members to parliament since the time of Edward I.; the right of election being in the inhabitants paying scot and lot, and the freeholders of the rape of Bramber, subject now, however, to the preliminary condition of registering, as enjoined by the act of the 2nd of William IV., cap. 45. : the high constable is the returning officer. At the election in 1791, a majority of the electors having formed themselves into a society called the Christian Club, the real object of which was to sell their votes to the best bidder, an act of parliament was passed, disfranchising every member of the society, and extending the votes for New Shoreham to the whole rape of Bramber : the polling-places are New Shoreham and Cowfold.

The living is a discharged vicarage, annexed to that of Old Shoreham, and valued in the king's books at £6. 1. 8. ; present net income, £127 ; patrons, President and Fellows of Magdalene College, Oxford. The church is an extremely interesting specimen of Norman architecture, and contains 460 free sittings, the Incorporated Society having granted £250 in aid of the expense. It was originally cruciform, and one of the largest in the neighbourhood, as well as perhaps the most elegant ; the architectural details within being still remarkable for their richness and diversity. The Independents and Wesleyan Methodists have each a place of worship. There is a National school adjoining the churchyard. Here was anciently a priory for Carmelites, or White friars, founded by Sir John Mowbray, Knt.; also an hospital, dedicated to St. James, but no remains of either are now discernible.

GEOFFREY MEAD

BE HEALTHIER AND FITTER WITH I.A. ... !

Summer is on its way and we are all exhorted to exercise and become fitter; now there is a way to combine enjoyment of open air exercise with a study of industrial archaeology! - Town Walks.

On Monday evenings and Thursday afternoons starting from May 11 and 14 I shall be running a series of Town Walks in Brighton and Hove, an area packed with industrial history. Come and enjoy the industrial splendour to be found in the history of Regency Square, the landscape of brick making evident in Brunswick Square and the modern industrial scene of the Hi-Tech, Finance Sector and Escalator Zones!

A bonus of these walks is that you do not have to pay in advance or book for any specific walk. Do one or ten as you wish, pay on the night.

For details ring me on 0273 501590
or Monday walks 0273 673416 Urban Studies Centre,
or Thursday walks 0273 27835 Friends Centre,
or any further details 0273 678 465 University Centre for Continuing Education.

See you there!

GEOFFREY MEAD

INDUSTRIAL HISTORY TRIPS - WORTHING

On Tuesday 12 May I am running a series of car trip classes from Worthing Union Place Adult Education Centre. This is a 5 week class with the first one in the Centre and four trips to local I.A. sites which we will visit after a 7pm start.

Amongst other sites we will look at Shoreham Harbour, Southwick Locks, Washington Sand Pits and Beeding Cement Works.

For further details ring Worthing (0903) 237392

GEOFFREY MEAD

SUMMER DAYS AND I.A.

On July 1 the University is running a day school on West Sussex Heathlands in the field, around Petworth. Belying its rural title the class will take in a wide range of subjects and as it is run 'two handed' by Erica Towner and myself we will be covering natural history, geology, social history, and industrial archaeology.

In the morning we meet at Burton Mill an old hammer pond and adjoining mill buildings. After looking at the landscape and nature reserves there, we will be visiting a working sand quarry run by Tarmac at Heath End, Petworth; West Lavington Common with its flint beds and iron stone seams, and Coultershaw Pump, courtesy of Society members.

Already many bookings have been made. There are no limits to numbers but we need to know who is coming to arrange our site visits.

Contact the University CCE on 0273 678465

GEOFFREY MEAD

The Brighton and Hove Geological Society is running a trip on Wednesday 27 May to Thakeham Brick Works, where last year we were given a guided tour and a walk over a hack of burning bricks.

Anyone interested in coming along ring John Cooper at the Booth Museum on 0273 552586.

Similarly on Sunday 14 June the BHGS visit Keymer Tile Works and information can be found on the above number for this visit.

GEOFFREY MEAD

EXPLORING SUSSEX - WHITHER (OR WITHER ...) THE I.A. WALKS

Over the past 4 years East and West Sussex County Councils have combined to produce a programme of guided walks and cycle rides; these are arranged in a twice yearly guide book, for the winter and summer programmes, and have proved immensely popular, the winter 91/92 season having 262 walks. At a recent seminar day for walks leaders it was stated that the Sussex programme is by far the largest and most comprehensive in the U.K. with nearly 550 events for the year.

What are SIAS members doing for this programme? Well not a lot it would appear (I may be wrong!), but we all should be! Not only would we all be fitter and healthier but also the Society would benefit. How so you ask! If you attend a walk and note the items of I.A. on it, then write a piece for this Newsletter. If you organise one then nominate that the funds raised should be paid to the SIAS.

What is the potential for SIAS here? Great. Each walk is an opportunity to hand out publicity material and to verbally enthuse on SIAS and its activities. Each walk, as mentioned, is raw material for a short article, each walk a source of SIAS revenue. Added to this you meet such nice people and have a nice time.

What does it take to be a walks leader? Where - what - and how to lead one? First of all these walks are pleasurable leisurely and uncomplicated - or should be! Plan one in an area you

know, keep them short and plan the time with wide margins (30 people crossing a stile take a lot of time). Try and keep to a theme. If you have a particular interest base your theme on that, be it bird-watching, windmills, building styles etc.

You don't have to be the fount of all knowledge! The people coming out walking will want information but not a detailed thesis. They will want guiding both physically across the ground and intellectually through your interest.

Looking at the distribution of walks on a map I was struck by the non-representation of certain areas in the county and particularly those areas that have long I.A. associations. Battle, a great tanning and boot-making town cries out for I.A. walks, only two this winter. Shoreham, with its many industries and port activities has one walk - on bird watching!

If this has fired anyone's imagination please contact WSCC or ESCC Country Management Services. The winter programme 92/93 needs lots of planning and SIAS members will be very welcome if they apply now, or write to me for further details. Start walking!

GEOFFREY MEAD

SUSSEX MILLS GROUP



Ifield Watermill



Shipley Windmill

NOTES FROM THE SECRETARY

Tea towels

These have gone very well with the initial supply of 500 being sold, a further 200 obtained and yet another batch bought. Peter Hill has the main supply so why not buy some from him to sell on behalf of your mill and make some money for it? I have a few tea towels for sale at £2.50 plus postage if necessary.

Leaflets

Almost all the original supply has been distributed but I have a few if they are wanted. We are in the process of having a reprint of better quality and I shall be contacting those on the leaflet for financial support before we can print.

National Mills Day, Sunday 10 May 1992

I have not been informed of any changes to the list as per the last newsletter but there could be others locally. So get out on that day and either help at your local mill or at least go and visit some on that day. No prize for the person who visits the most but it is an idea.

ASHURST WINDMILL

One of my other interests is the history of the parish of Ashurst a few miles from where I live. Ever conscious of the fact that a windmill existed there I am always on the lookout for information about it. Two things have come to light recently.

1. The dating of the mill is usually calculated on the basis of the sale notice in the Sussex Weekly Advertiser of 13 July 1795 to six years before that date i.e. 1789. In East Sussex Record Office under SAS ND 216 and 217 is the schedule of deeds relating to the property in 1817. Both

relate to the sale of a piece of land leased to John Young of Steyning, miller, for 99 years commencing 14 November 1789. On 15 October 1795 the lease of the ground "together with the windmill and other buildings thereon erected were assigned by the said John Young."

2. In Horsham Museum Archives are papers and a map ref MS 248 relating to a court case relating to a dispute over common land through the parish. Part of the dispute was over the felling of trees in 1789 and 1790 that were "an impediment to the current of Wind and an injury to the mill". The main tree in contention stood on the T junction in Ashurst and was felled in February 1790. This is some 100 to 120 metres to the west of the site of the windmill. The other trees would appear to be nearer the mill but on private land. These were felled in October 1789. It seems that either John Young the miller of the man he got to do the work, John Stringer, the local wheelwright, were over zealous: perhaps the wheelwright was keen to get the wood as he paid £1. 13s for the one tree.

It seems that John Young quickly re-erected his mill. Trees were cut down in October 1789 but he did not get the lease until 14 November 1789. Legal matters take time!

COUNTRY FAIR

at Chailey Windmill
Sunday, August 2nd

Rural Crafts & Displays
Horticulture, Animals

HIGH SALVINGTON MILL

During the winter months we have been busy on maintenance and restoration of the mill.

The pair of stones which are capable of grinding have been lifted and cleaned, replaced or adjusted, ready to grind a good supply of meal for our opening day Sunday 5th April.

Restoration progress includes fitting new teeth to our compass arm tailwheel. These are now in place and awaiting individual shaping off.

We open to the public on the first Sunday in April at 2.30 p.m. and thereafter on the 1st and 3rd Sundays in each month until 20 September.

Additional highlights are:

Maypole Day 3 May.
National Mills Day 10 May
Annual Fete 12 July
M.G. Car owners meeting 2 Aug.

We, at High Salvington are actively seeking a small granary for use in conjunction with the Mill. If anyone knows of one which might be suitable and which we might be able to purchase, we shall be very glad to hear from you (0903 241169)

PETER PEARCE

JACK AND JILL WINDMILLS SOCIETY

"ALTERNATIVE POWER" 26TH JULY, 1992 - JILL WINDMILL, CLAYTON

On 26 July 1992, our Society is planning to stage a small working exhibition in the grounds of Jill Windmill, Clayton. The theme of the event is "Alternative Power" i.e. alternatives to "wind-power".

On that day, wind permitting, it is intended that Jill Windmill will be in operation, grinding wheat. It is hoped to have a variety of engines - diesel, petrol, oil, steam - running in the ground around the windmill. Ideally the engines should be driving equipment related to the milling process. If this is not possible then any other form of equipment would be acceptable. In the case of milling equipment, our Society will be happy to supply the grain. For details contact Danny Jarmann (Safety Officer) 22B Stirling Court Road, Burgess Hill, West Sussex RH15 0PT. Telephone (Home) Burgess Hill (0444) 232172

BARNHAM WINDMILL

I thought that members would like to know that Barnham Windmill will be open on National Mills Day, from 10am to 5pm. There will be Craft stalls and refreshments with a Well or Mill Dressing Competition, with an environmental theme. We expect this to be well supported.

It has recently come to my attention that Barnham Mill is not on the Pathfinder O.S. Map of Barnham and wondered if other mills have the same problem in their area. It is one thing for them to fall into disrepair but another for them to just disappear.

The Society for the Preservation of Barnham Windmill has applied to the Charities Commission for Charitable Status and expect its approval very soon. The Society would welcome any fund raising help the SIAS could offer.

We are also looking for some pitch pine boards. Does anyone know of a supply, no matter how small the amount?

Work is progressing in fits and starts on the Barnham Windmill Project. We hope to have the outbuildings safe for the general public by National Mills Day. The outbuildings were in a worse condition than the Mill, which is some 100 years older.

We all hope for the big opening early this year.

VIC MAY

WEST BLATCHINGTON WINDMILL

With the toilet now completed, Hove Borough Council will be turning their attention to the vital remedial building work which has to be carried out on the S.W. corner of the barn. The ravages of time have taken their toll on the brickwork and although tie-rods were installed to secure the building, if further structural decay is to be prevented it is necessary for this corner to be strengthened. Restoration work on a building of this age is never finished and we are always extremely grateful for the monies which the Council allocate for this purpose. One hears so often of petty disputes and red tape involved with restoration projects such as ours and we are fortunate indeed at the mill that this is not the case, and in fact we work together as one harmonious team.

P.J. HILL

MINUTES OF ANNUAL GENERAL MEETING OF SUSSEX MILLS GROUP

The meeting was held on Friday 28 February 1992 at Bridge Cottage, Uckfield starting at 8.00 pm. There were 24 people present. The Meeting opened with a welcome to all present by B. Pike. There were no apologies for absence.

1. Minutes of the last meeting

Minutes of the meeting held on 1 February 1991 published in the S.I.A.S. Newsletter No.70 for April 1991 and also circulated at the meeting, were adopted as a true record and signed by the Chairman after changes from R. Jones to D. Jones and T. Yoeward to T. Yoward.

2. Matters Arising

There were no matters arising that would not be covered by the agenda.

3. Secretary's Report

During 1991 the committee have met twice and have achieved the following:-

A tour of the mills in Mid-Sussex by the secretary during which we visited Woods Mill at Small Dole, Shermanbury Water Mill remains, the windpump to the rear of Cowfold Monastery and Plumpton Water Mill.

A meeting at Ifield Mill with a visit to Lowfield Heath Mill.

The production of 10,000 leaflets on mills open to the public in Sussex. These were distributed to those mills on the leaflet free of charge. A reprint of better quality is planned.

The production of 500 teatowels organised by Peter Hill. These were sold to mills to sell for their profit. Demand was such that a further 200 were obtained.

I gave three talks on mills during the year and I know that other committee members have also given talks.

National Mills Day was assisted by a list of mills open on that day and good publicity was obtained by committee members.

A bibliography of Sussex Mills started by D. Paterson has been enlarged by the secretary and others and will be published in the next S.I.H. due out in the summer 1992.

Our Chairman attends the COGS meetings of SPAB and will report on those separately.

4. Chairman's Report

The Chairman thanked all the committee for their support during the year. He reported that COGS had discussed and expressed concern over new EEC regulations that will possibly mean that mills will not be able to sell the flour that they produce as suitable for human consumption unless they register with their local council as premises used for food production. There was also discussion on the possible requirement for all worker volunteers at mills to undertake a training course of some sort.

The Chairman also reported that on the request of SPAB, he had visited several mills that had submitted planning applications for alterations.

5. Election of Chairman

The Secretary took the Chair and B. Pike was proposed as Chairman by R. Martin and seconded by P. Hill. This was carried unanimously.

6. Election of Secretary

D. Cox was proposed as secretary by D. Jones and seconded by P. Hill. This was carried unanimously.

Election of Committee

The existing committee members of P. Hill, J. Muddle, T. Martin, P. Pearce, S. Potter and F. Gregory were proposed by R. Martin and seconded by D. Jones. This was carried unanimously.

8. Election of Editor

This was left for the secretary to discuss with P. Pearce.

9. Any Other Business

A. Mitchell stated that there was the remains of a water wheel at the Batemans estate. The National Trust believes that it belongs to SIAS and would like it moved. R. Martin agreed to look into this. He also said that Batemans Water Mill was having a new water wheel made locally.

Frank Gregory reported that an exhibition of milling was being held at Ditchling Museum. The reprint of the leaflets was discussed and it was requested that the sketch of Chailey mill be improved. It is hoped that the leaflet will be available in the near future.

B. Pike reported that on behalf of the committee he had nominated F. Gregory to receive a Mills Certificate for his work on mills.

The Chairman of SIAS congratulated the Sussex Mills Group on their work and progress during the last year.

There being no further business the meeting closed at 8.45 pm.

The meeting was then followed by a talk on the history and restoration of Bridge Cottage.