

## SOCIETY MEMBERSHIP

A Society such as ours must have new members to replace inevitable losses. Our membership has grown steadily over the years but our rate of increase is now declining. We have much to offer and there are many people out there who would join if they knew about us. How often does one hear "I would have joined years ago if I had known that you existed."?

Our problems would be solved overnight if every member could recruit another. Please spread the word

An application form is enclosed with this Newsletter in case you can find a new member for the Society.

**MIKE BEVAN**

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## CHIEF CONTENTS

Sussex Survey of Industrial Archaeology  
Shoreham Harbour 1835  
Brighton Grapes  
I.A. on Holiday  
Surrey at Work in Old Photographs  
Sussex Mills Group News

## PROGRAMME OF ACTIVITIES FOR 1992

- Saturday, 3 October 7.30 p.m. General Meeting in the Library of Varndean Sixth Form College, Surrenden Road, Brighton (TQ307074). Various talks on the subject of "The I.A. of the Sussex Coast". Contact R.G. Martin (0273 303805)
- Sunday, 4 October 2.30 p.m. Mills Group Meeting at British Engineerium, off Nevill Road, Hove (TQ286065), with a talk on the work of the Engineerium on the repair of mills and a tour of the Museum, which will be in steam. Contact D.H. Cox (0403-711137)
- Saturday, 21 November 2.30 Annual General Meeting at Friends' Meeting House, Friars Walk, Lewes (TQ417100). Followed by talk by Nick Kelly "Brighton to Shoreham Tramway" Contact R.G. Martin (0273 303805)

## SUSSEX SURVEY OF INDUSTRIAL ARCHAEOLOGY

With support from the Leverhulme Trust

Report for the 12 months ending 31 May 1992

Object of Survey. The objective is to complete the survey of visible remains of Industrial Archaeology in the counties of East and West Sussex within a period of two years. The survey is to cover the rural areas and to include the locating and brief recording on a standard recording sheet of the site together with black and white photographs.

Statistics.

Sites visited and record sheets completed	1850
Number of parishes visited	128

There are 236 rural parishes in the counties of East and West Sussex plus a further seven larger places that have grown in size in the last 40 years. In addition to this there are a further 28 urban parishes. The scope of this project is to cover the 236 rural parishes. Any time left will be used to look at the larger parishes.

Of the parishes visited most have been completed. There are a small number of known sites that have been missed and will be recorded at a later date, before the project is completed.

Thus in the first half of the project approx. 54% of the parishes have been visited. Roughly those covered so far are the parishes of original West Sussex with a few in East Sussex.

To achieve this I have travelled nearly 6,000 miles by car and many miles by foot. I have exposed 54 films, taking over 1900 photographs.

#### Comments.

On progress to date it looks as if the rural parishes will all be visited and record sheets completed in the two years of the project. Of the parishes left, and although these comprise 46% of the total, they are certainly further away from my base and therefore will involve greater distances of mileage to travel. I also believe that they are larger in area. However it remains to be seen as to how many sites there are to be recorded.

The A27, particularly in West Sussex, makes a good dividing line. To the north it is rural with many small villages and to the south there is much housing development, mainly of a post-war date, with the associated service industries.

As was thought there are few visible signs of genuine industry of the Industrial Revolution period in rural Sussex. However it should be pointed out that most of Sussex Industry was carried out in a backyard building that from the outside could be taken for a farm use, coach house, or workshop and once departed and any machinery removed, leaves few signs of past use. Even the present house name must be viewed with suspicion as several places so named have taken the name from adjacent or even nearby buildings and some from demolished buildings.

Except for the extractive industries most rural industries in Sussex have not required specialised buildings and have put their machinery into buildings that are not unique to that or indeed any industry. Most have now been rendered unrecognisable in the quest for more and more living accommodation. However there are still the odd one or two about that show us how these trades operated.

However as the total number of recorded sites shows there are a large number of sites of places built as a result of the Industrial Revolution.

What is left of interest are the remains of the transport industries – road, rail and canals. Some of these remains although not used for many years are still in good order, others are still in use today.

Farms deserve a mention. Although not included in this survey we see many, some little used, some now luxury houses, some almost rebuilt as factory estates and some as farm buildings used for industry. Some consideration should be given to the recording of these.

I am grateful to the people with whom I have made contact for information about particular areas and to several organisations. All have readily given me the information requested and in some cases spent considerable time with me. It is regretful that I do not have the time to have personal contact with somebody from each of the 236 parishes.

For the record the parishes not covered are listed below. The basis of this survey was to cover the rural areas but with no definition of rural the complete list is included. It should be noted that in most cases this means the complete parish and not only the actual town/village.

(a)

First the obvious large towns, i.e. those with borough status:-  
Brighton, Crawley, Eastbourne, Hastings, Hove and Worthing.

(b)

Next the towns:-  
Arundel, Battle, Billingshurst, Bognor Regis, Burgess Hill, Chichester, Crowborough, East Grinstead, Forest Row, Haywards Heath, Heathfield & Waldron, Henfield, Horsham Urban, Hurstpierpoint, Lancing, Lewes, Lindfield, Littlehampton, Mayfield, Midhurst, Newhaven,

Peacehaven, Petworth, Pulborough, Rye, Shoreham, Steyning, Storrington, Uckfield.

(c)

Finally the following places which are coastal villages that have grown in size in the last fifty years and their recent commercial development is mostly retail outlets:-  
Aldwick, East Preston, Felpham, Middleton on Sea, Rustington, Selsey, Sompting.

Some places stated in group (c) or (b) will be recorded if time allows.

D.H. COX

#### A.I.A. CONFERENCE AT CIRENCESTER, SEPTEMBER 1992

The 1992 A.I.A. Conference was held in the Royal Agricultural College at Cirencester. This is a Victorian Gothic pile built originally in 1846 and since added to. There was a very full programme of talks and visits centred on the Cotswolds and the Forest of Dean, a very interesting area with many remains of former industries. The main Conference included the A.G.M. of the Association and reports from the various Royal Commissions for Historic Buildings of England, Scotland and Wales and also from English Heritage. The Rolt Memorial Lecture was given by Dr. Barrie Trinder on the Archaeology of the Food Industry.

There were talks about and visits to many locations in the areas, including the Leckhampton stone quarries and iron working sites in the Forest of Dean at Guns Mill, Dark Hill Iron Works, Whitecliff Furnace at Coleford and wireworks in the Angidy Valley. In the Stroud area there were numerous mills to be seen as this was the centre of the woollen industry which produced huge quantities of heavy fabric for the redcoats of the British army in the Victorian period. There was a walk round Cheltenham to look at the wrought iron balcony railings which are such a feature of that town.

We visited the Sharpness Docks at one end of the Sharpness and Gloucester Canal, which was built as a ship canal in 1827 to serve Gloucester docks which we saw later in the day. As a complete contrast we also visited the Berkeley nuclear power station, now in the process of being decommissioned. The last day was spent again in the Forest of Dean looking first at Bullo Dock on the Severn built in 1810 as the terminus of the Forest of Dean Tramway and then after a visit to the Dean Heritage Centre we walked up the valley at Bixlade to look at several working quarries and a working drift coal mine.

The whole week was crammed with interest and the members who went all had a most enjoyable time. The Conference next year is to be centred at Ambleside in Cumbria. Further details will be included in a later Newsletter. Why not join us next year?

RON MARTIN

#### MEMBERS' EVENING, SEAFORD MUSEUM, 18 JULY 1992

At first sight Seaford Museum might seem unexciting. Admittedly the Martello Tower of 1810, now surmounted by a contemporary cannon and with its moat intact on the landward side, is of considerable significance to the military historian but can so small a building provide much of interest inside? Such thoughts fail to take into account the fact that the seaward side of the moat has long been paved over providing spacious areas for display. Before the Second World War the area was used by an imaginative entrepreneur as a roller skating rink while the tower itself was topped by a glazed tea room.

We were warmly welcomed by the committee of the Seaford Museum Society. The exhibits not only explained the history of the town, once a flourishing port at the mouth of the River Ouse and a limb of the Cinque Port of Hastings, but provided much more of interest. Reconstructed shop interiors and workshops fascinated many members while others browsed with nostalgia along the lines of domestic equipment – vacuum cleaners, washing machines, irons etc. Notable was the extensive display of early radio and television receivers. After refreshments, efficiently dispensed, we sat down in the lecture room to two appropriate and informative talks. The first, by Martin Foster, was on World War II pillboxes in Sussex. He explained the strategy of these 1940 defence works. Pillboxes were not erected in isolation but in clear

defensive lines designed to thwart or at least hold up the German advance for two to three days. Home Guard units were to hold such lines until regular units could assemble to counter-attack. Martin classified the various types of boxes, some of which were designed to take anti-tank guns. The excellent slides provided examples from the line which extended from Newhaven to Uckfield to strengthen the natural defence of the River Ouse. A particularly large concentration had been located at Barcombe Mills. Over the last fifty years a number had been destroyed but Martin demonstrated that it was possible to plot their positions.

The second talk, by Alan Hill, was again on an Ouse Valley subject. Alan has undertaken research into traffic on the Ouse Navigation in its declining years. His starting point was 1934 and already by this date rail and road competition had reduced river traffic to low volumes. It was in that year that the last cargoes for Southeram Cement Works were recorded. A limited traffic to Every's Phoenix Foundry in Lewes continued, averaging just over three ship movements each year in the period 1934-38. Other materials for Every's were landed at Piddinghoe and conveyed to Lewes by road, averaging six movements per year. The factor that kept the river traffic alive was the Asham cement works. Movement of coal in and cement accounted before World War II to well over two hundred ship movements per year in mid years. The traffic stopped with the commencement of hostilities but revived again after the War. The closure of the works ended commercial traffic.

Members emerged into the evening air after a thoroughly enjoyable and enlightening evening.

BRIAN AUSTEN

#### VISIT TO NORTH KENT 5 SEPTEMBER 1992

Bob Barnes of the Medway I.A. Group was our knowledgeable guide on this full and varied day. The first assembly point was the Blue Circle Heritage Centre at Northfleet where we were introduced to Wally Roberts, the Curator. A short walk along Creek Road brought us to the only surviving bottle kiln remaining of the nearly one thousand which operated in this area at the beginning of the twentieth century. The kiln, now restored and scheduled as an ancient monument, was built c.1845 for the works of William Aspdin whose father Joseph had 21 years earlier taken out the first patent for the manufacture of Portland Cement. All around us was evidence of the modern industry, the great silos of the modern works dwarfing the early brick kilns. Back at the Heritage Centre Wally Roberts gave us a clear exposition of the history of, and the manufacturing processes employed in, cement manufacture, before letting us view the museum area with its reconstructed late nineteenth century cement work laboratory, and working model railway layout serving a cement works to emphasise the importance of rail transit. Other forms of transport by barge and road were not neglected. Our tour of the museum was followed by a film emphasising the importance of cement to the transport infrastructure and to buildings of all kinds. Armed with a range of literature we set off for our next port of call.

A port of sorts it turned out to be. Overlooked by the substantial Cliffe Fort of c.1860 was a jetty to which was moored a substantial ballast dredger and following the road back was a gravel conveyor taking the stone to a depot near the freight-only Hundred of Hoo railway branch. We had come here to see two things. The first was the launching rails for a Brennan torpedo. This ingenious device was a missile launched by means of a steam engine in the fort and guided to its target by means of wires. They were installed as part of our coastal defences in 1885 and a torpedo of this type can be seen at the Royal Engineers Museum at Gillingham. Our other interest was the remains of the Nine Elms Cement Works of Francis & Co. established here in 1866. Evidence of the importance of the works were to be seen, massive edge rollers and the base of a rolling mill and the substantial remains of what was once a row of nine bottle kilns. The works was dominated by a 165 ft riveted iron chimney erected after complaints from General Gordon of the ill effects of the smoke on the garrison of Cliffe Fort. Although Bob Barnes was certain that we would spot fragments of this feature still on site, its overgrown nature defeated us.

After lunch we headed for the Kingsnorth Industrial Estate which occupies the site of a former World War I naval airship station and the former oil refinery of Berry Wiggins. The object of our visit floated on the far side of the Estate. It was the paddle ship "Medway Queen". This vessel was built in 1924 by the Ailsa Shipbuilding Co. Ltd. at Troon and was of 316 gross

tonnage. Her area of operation was the Thames Estuary serving the North-east Kent resorts and connecting them with Southend and Clacton in Essex. Each summer hundreds of holidaymakers and day trippers enjoyed her cruises. World War II stopped all that but also provided the vessel with her finest hours. In connection with the evacuation of Dunkirk the "Medway Queen" made seven crossings, more than any other vessel excepting a naval destroyer, a much faster ship. After the war she returned to her familiar trade but with declining patronage and suffering from age she was eventually relegated to the role of a floating restaurant moored off the Isle of Wight. She returned to Kent in 1984 only to sink onto the mud in Chatham Dockyard, her fragile hull holed. All but a few enthusiasts gave up hope for the sad wreck. With great optimism they clubbed together to purchase her at scrap value from the receivers of her former owners. By vast endeavour they patched the hull and dug out the layers of silt until the ship floated once more. Despite predictions that she would break up if any attempt was made to move her, the vessel was towed intact to her present location where restoration continues. Superficially she looks in reasonable order but there is much still to do. The struggle of the Medway Queen Preservation Society was explained by Marshall Vince, the Chairman, who invited members to view the vessel.

Our last port of call was the Croft Pumping Station in the centre of Chatham. The yellow brick building with its pumps was set up in 1929 to pump sewage and rainwater to Montey hill treatment works several miles away. It was part of a scheme financed jointly by Rochester and Chatham Borough Councils and H.M. Dockyard to remedy the deficiencies of the existing system. Four Crompton Parkinson electric motors driving Blackstone pumps were the main workhorses but to back them up in case of electrical failure were two Campbell Oil Engines of 56 hp at 230 rpm. These were connected to Blackstone 14" pumps capable of pumping 250,000 gallons of water per hour. The system also had the ability in periods of heavy rainfall of discharging the excess water and sewage into the River Medway. By 1979 this was deemed an unacceptable practice and the works became largely redundant. Plans were drawn up to demolish the works and build a multi-storey car park on the site. A public outcry resulted in the Medway I.A. Group taking over responsibility for the pumping station. The pumps are still operated about once a week to clear rainwater drained from the streets which collects in a reservoir under the pump house. We were privileged to see one of the Campbell engines operating and effectively removing the accumulated water. Other items of interest at Croft included a Hayward-Tyler hot air engine of 1898 from Wateringbury Brewery, a Columbia Printing Press of c.1845-51, an Aveling & Porter diesel road roller, displays of decorative tiles by Minton, Maw and others, models of engines, a watermill and a windmill and much else. A welcome cup of coffee or tea ended an enjoyable day out; even the sun shone.

BRIAN AUSTEN

#### SHOREHAM HARBOUR 1835

The *Brighton Herald* of 9 January 1836 carried an interesting piece on the previous year's trade through Shoreham. It comprised a list of the shipping and some of the imports and exports, much of it generated by the nascent Brighton and Hove conurbation. During the 1830s Brighton went through a period of economic depression all the more pointed after several decades of spectacular growth in population, area of building, trade and industries. The speculative effect of different railway schemes planned from London gave another cause for economic jitters. Until the terminus and line were decided no one wanted to undertake major housing or trading schemes. These figures thus show how buoyant Shoreham's trade was in spite of the financial problems of its larger neighbour.

Vessels left in the harbour	19
Dredgers	2
Fishing (hog boats)	1
Repairing (Norfolk)	1
New (in Mr. Ewers yard)	1
New (in Mr. Bally's yard)	1
Foreign merchant traders	120
Foreign merchant packets	85

(Does any member know the definitions of "trades" and "packets"?)

There have arrived during the year 1835:-	
Cargoes of coals	368
Sloops loaded with oysters (from Jersey)	17
" " " (from Langstone Harbour)	1
" " " (from Torquay)	1
loaded with barley	49
" " malt	7
(some of the above are part barley and part malt, some are also part barley and part oats)	
loaded with corn and malt together	109
" " outward bound	10
" boulders out	23
" " in	1
" slate in	14
" iron whole or in part	18
" " out	2
" stone in	105
" stone out	2
" timber and deals from the continent	18
" timber and deals from London	17
" timber and deals from Quebec	5
" deals and beech timber from Chichester	4
" deals and beech timber to Newhaven	2
" deals and beech timber to Portsmouth	2
" oak timber out	23
" hop poles out	4
Regular traders from London or nearly so	59
" " Honfleur	76

In the previous weeks edition there was a note to say that in 1835 there had been 1080 arrivals and 1091 sailings. Subsequent issues over the next month reported the launch of both the vessels in Mr. Ewer's and Mr. Bally's yard. The regular reports of shipping movements at the harbour, usually weekly, show the large majority of sailings out as being in ballast. Do members have any information on this ballast? The obvious commodity would be shingle, but 23 cargoes in the above list refer directly to boulders which were a distinct commodity going to Stoke-on-Trent via the Mersey (see *SIAS Newsletters* 66,70,71 on the Blue Flint trade). Possibly the ballast was just small stuff, that which we would call aggregate today, but I would be interested in a firmer conclusion from those in the know.

GEOFFREY MEAD

## BRIGHTON GRAPES

In *SIAS Newsletter* 56 I wrote a piece on the heated nursery houses at Rose Hill Nurseries near Brighton's Level. These were only a part of the town's extensive market-garden and nursery industry the largest part of which was the Queen's Graperies located south of Queen's Park in the area currently occupied by Queen's Park school and the former bus garage, latterly operated by Brighton, Hove & District. These Graperies were very extensive providing a range of hot house crops from two long ranges of heated glasshouses. Unusually, the industry here left no place name evidence of its existence. Over much of Brighton and Hove the suffix 'gardens' is a clue, e.g. Zion Gardens, Kensington Gardens, but the site of the Queen's Graperies is only traceable by the way one large land-using concern is followed by another requiring similar space; in this case a range of Victorian school buildings and playgrounds.

Market garden sites tended to be located at the urban fringes which were soon surrounded by the growing town. This was the case of the two afore-mentioned, but a newspaper sale notice gives evidence of a much more central location when the *Brighton Herald* of 20 February 1836 carried the following:-

"Under the will of the late Mr. Edward Thunder - to be sold by auction - Poplar Place - a dwelling house and a spacious garden. Two large graperies clothed

with luxuriant vines in the highest state of cultivation, forcing and succession houses, with cast-iron apparatus upon the most approved principle; also a music saloon and a carpenters's shop."

Poplar Place is located in the Lanes of Brighton and is the entrance to the Old Town from North St. almost opposite New Road. The town centre site is not without companions. In nearby Ship St. Lane is a luxuriant fig-tree to this day. Behind Hanningtons lay Pear-Tree House - named in an accompanying advertisement of sale - and New Road opposite ran through the old Messrs. Furners garden ground. By the 1830s those establishments at Rose Hill, Queen's Park and Poplar Place were supplying produce for the carriage trade and the wealthy occupants of Kemp Town, Brunswick Town and the prosperous suburbs along London Road and the Level, but as early as 1829 hot-house Black Hamburg grapes were being sent overland to Covent Garden.

The supply, assembly and maintenance of the heating apparatus meant there must have been a number of skilled plumbers, fitters and pipeworkers in the period before the railway and its attendant technicians arrived in the town. Indeed, in a town recorded by the guide book of 1826 as "having few manufacturers" this body of engineers must have assumed a not insignificant presence.

Industrial Archaeology of grape production! Is there no end to this subject ... ?

GEOFFREY MEAD

## I.A. ON HOLIDAY

Once again the intrepid Durdens set forth on their annual holiday determined to spot as many I.A. sites as possible!

Our first foray was in Edinburgh. Armed with a copy of Ransom's "The Archaeology of Railways" we set out from the Durden stronghold in Merchiston (Alan's sister's home) for an area north of Princes Street. We had been captivated by a photograph of the north entrance of Scotland Street Tunnel, now blocked up, and were hoping that it still looked as it did in the book and was not now beneath a Safeway superstore or some equally hideous 20th century edifice. We were not disappointed! There it was, with a children's play area landscaped around it, looking if anything nicer than in the book. The tunnel runs beneath Scotland Street and continues southwards for nearly half a mile to Waverley Station. From 1847 to 1868 it was part of the principal route from Edinburgh to the North: by train to Granton and then by ferry across the Firth of Forth to Burntisland. A diversion was completed in 1868 and since then the tunnel has been disused.

Not content with just the one tunnel we turned round on the spot and there, some 100 yards or away was another! This was a continuation of the same line. After some judicious searching, and much scrambling over walls (and no doubt trespassing!) we found a third portal further on. Finally, two days later (no, we hadn't been searching continuously!) we came across the tunnel marking the beginning of the line in Waverley Station itself, complete with a notice to that effect.

At the end of that same week we were strolling through Jesmond Dene, a large park in the centre of Newcastle (yes, we'd shifted base to Northumberland by then!) when we chanced upon the ruins of a water corn mill, now in the care of Tyne and Wear County Council. Our next port of call was not strictly I.A. but all good industrial archaeologists ought to worship at the shrine of Stephenson so we headed for Wylam (spotting several glass cones on the way!) where we visited a small stone cottage (National Trust) which was the birthplace of George Stephenson in 1781.

While in Northumberland we revisited our favourite National Trust house - Craggside, which was the first house in the world lit by hydro-electricity. A visit to Craggside includes "The Power Circuit" - a one and a half mile walk where one can see the restored Ram and Power Houses with their hydraulic machinery. SIAS members will be pleased to note that the water pump was restored at the Engineerium in Hove!

Yorkshire was our location for the second week and our bungalow in Kettlewell was a good centre for such sites as the famous Ribbleshead Viaduct – no, we didn't manage a trip on the Settle-Carlisle railway! A visit to York meant, of course, the National Railway Museum where we were delighted to meet Mr. Isambard Kingdom Brunel and Mr. Robert Stephenson in person!! Actually their characters were played by two members of Platform Four Theatre Company in a re-enactment of "The Battle of the Gauges". Visitors were invited to climb aboard EITHER "The Iron Duke" or "The Rocket" (replicas, both!) and travel a short distance out from the station. Brunel and Stephenson then began a dramatic dialogue based around the broad gauge versus standard gauge. At the conclusion we were invited to vote either for or against the broad gauge – it was our chance to change history! Continuing around the NRM we saw the "Mallard" and many other trains, including Queen Victoria's Royal Saloon.

On another day we spotted what looked like a lime kiln from the road and on further investigation found a covered conduit and a larger kiln – almost complete – this was near Pateley Bridge. Further on, a restaurant called "Water Mill Inn" was sporting a huge wheel on its side wall. This had been Foster Beck Flax Mill, c.1800, one of the largest overshot water wheels in the country (34' in diameter). This was still driving machinery up till 1967 when the mill closed. It later opened as an inn. The wheel was fully restored in 1990.

However, perhaps the *piece de resistance* of the whole holiday was the exploration of the Craven Lime Works at Langcliffe, near Settle. Earlier in the year I had received my copy of the *A.I.A.'s Review* for Spring '92, and had noticed in it the article by Michael Trueman, earmarking it for a visit when in Yorkshire. So we set off north from Settle, armed this time with the *Review* and parked our car by the railway. We then crossed the line to get to the works (this shows we are REALLY KEEN industrial archaeologists) and were thrilled to discover, exactly as in the article, a site which is perfect in that it is pretty nearly complete. The Hoffman Kiln is minus its chimney but still has its twenty-two arched entrances. To stand inside the tunnel vault is an eerie but not-to-be-missed experience!. (See photograph on p.122 of *Review*).

We also saw the two railway sidings and entrances to another tunnel. The whole site is due to be developed as a tourist attraction at some future point ... shades of Amberley?

DIANA DURDEN

#### NEWS FROM AMBERLEY CHALK PITS MUSEUM

Amberley is now drawing to the end of another successful season. Despite the recession, we have still been able to attract a considerable number of very satisfied visitors. Many of these were first time visitors to the Museum although we are very grateful to the support of those people who visit us regularly to see how the Museum has changed and developed.

This Summer we were especially pleased to be able to welcome the three quarter of a millionth visitor. The Payne family from Littlehampton took us through this milestone when they visited the Museum on a sunny Wednesday in July. They were presented with a commemorative certificate, a souvenir video and other gifts to mark the occasion.

Another very significant event this year has been the completion of the restoration of a unique motor bus, a Tilling-Stevens TS3 petrol electric double-decker. Its petrol engine is coupled to a generator which provides power for the electric motor to drive the bus, and passengers appreciated the smooth, jerk-free ride that this system gave. Two chassis of this type were purchased in 1914 by Worthing Motor Services, and registered IB 552 and 553. Both were fitted with 41 seat open-top double-deck bodies, which like the old horse-bus bodies were built almost entirely of wood, with iron brackets and reinforcements. A touch of luxury was provided in the form of electric lighting on the lower deck, powered of course by the petrol-electric chasses.

The buses gave good service to Worthing Motor Services, and their successors, Southdown, but by the late 1920s were getting quite antiquated. Their wooden bodies offered no weather protection to the driver, and little in the way of comfort to passengers. In 1927 IB 552 was withdrawn from service and the bodywork sold to a Mr. Peach of Bognor Regis for use as a garden shed. It remained in the garden for over forty years until being rescued by a group of enthusiasts, who then had to scour the country for the missing parts in order to restore the bus to running order.

After a period in store, the bus has been restored by volunteers at Amberley, the whole job taking more than ten years. Not only is it the sole survivor of the original Worthing Motor Services fleet, it is also believed to be the oldest motor bus in running order in Britain.

The transfer of the Milne library from Tonbridge (see *Newsletter* January 1992) has been completed and the library is now available to interested visitors, researchers and students by appointment. Contact John Norris, curator of the Milne Collection, at the museum to make arrangements (0798 831370)

ROBERT S. TAYLOR

#### SURREY AT WORK IN OLD PHOTOGRAPHS

The following information has been received from the Surrey Industrial History Group about *Surrey at Work in Old Photographs*.

This is the latest book in the series published by Alan Sutton, and is written by Chris. Sheppard on behalf of the Surrey Industrial History Group. It will be available during September.

The book contains a representative selection of about 250 photographs showing people at work in Surrey over the last 100 years or so. A wide range of industries is represented from all parts of the county as well as people carrying out more routine day-to-day activities.

The photographs illustrate a wide range of jobs and work activity and provide nostalgic memories as well as an introduction to the social and industrial history of Surrey.

A surprisingly wide range of occupations and industries is illustrated. Some of these activities still survive but many of the pictures show jobs which are either not carried out at all now, or not now carried out in Surrey.

SIHG launched this book at a meeting at the Dorking Christian Centre on Wednesday 7 October where the author gave a talk, illustrated with slides, describing how the book was made and telling the stories behind the pictures and where they came from.

The book is priced at £7.95 and copies will be available at bookshops or post free from SIHG, Donard, East Street, Bookham, Leatherhead, KT23 4QX.

#### SUSSEX MILLS GROUP



The following has been assembled by P. Pearce and D.H. Cox:-

Cowfold Steam Mill is up for sale in a modified form from the original. The estate agents will insist that it was a water mill. I have told them to the contrary but they persist.

Orfold Aqueduct Water Pump was used to raise water from the River Arun to the canal aqueduct above by Lordings Lock at TQ 058 245. This was part of the Arun Navigation opened in 1787. It is now derelict with parts of the aqueduct visible but no signs of the water wheel and pump. Brian Tanner, a member of SIAS and also an active member of the Wey and Arun Canal working party is keen to find out more about this system with a view to possible restoration. Can any one help with information, drawings or photographs? Information to D. Cox in the first place please.

#### News from Coultershaw

We have had a successful season, with visitor numbers slightly up on last year. In addition to the usual 12 open days there have been four special openings – for National Mills Day, for a group led by Geoff Mead, for Lindfield Junior School (following which we received some delightful illustrated letters) and for the Southampton University I.A. Group; a group from the Hampshire Environmental Studies Association visited on our last open day.

Fortunately there has always been enough water to run the pump, though it was a near thing in late July and early August.

We have been presented with a DandO borehole pump barrel by Mr. Richard Stickland of Wisborough Green, for which we are most grateful. This will be dismantled for an inspection of its condition, and if suitable may be sectioned for display alongside our A-frame pump.

At the conclusion of their excellent exhibition on the history of Duke & Okenden, Littlehampton Museum have very kindly provided us with some of their display material on loan. This will considerably enhance our "DandO Corner".

Once again it is a pleasure to thank all those members who keep the Beam Pump going and the visitors coming. A lot more work goes on behind the scenes in the way of maintenance, publicity and improving the displays and surroundings.

The winter work programme is already under way. There are all kinds of jobs – re-timbering the wheel, display graphics, plumbing, building maintenance, electrics, setting up fragments of the Bignor Park overshot wheel, landscaping the site and much else besides. If anyone would like to lend a hand please get in touch with me on Worthing 505626.

MICHAEL PALMER

#### MILL TOURS

##### SUSSEX MILLS GROUP ONE DAY MYSTERY TOUR

On Sunday 16 August the Mills Group made its annual "mystery" tour of watermills and windmills.

We met at Michelham Priory and were well received by the miller Mr. Adams. The pouring rain did nothing to dampen our enthusiasm, and the tour got off to a good start. The wheel was set in motion and flour was ground so that we could see the whole process.

Although the stones were revolving quite slowly (approx. 90 revs. per min.) it was interesting to note that the rise of the collar of the governor to the tenting gear was about ½ inch, lowering the runner stone sufficiently to grind a good meal.

A broken stone on show with "sickle" dressing was supposed to have been made of cinders and cement – rather hard to believe that this would have made a satisfactory grinding surface.

From Michelham we went on the Punnetts Town to inspect "Cherry Clack" smockmill. (The name probably derives from the fact that this mill was originally built among the cherry orchards at Biddenden in Kent). It was removed to its present site in 1859.

In the 1930s most of the machinery was taken out and sold, but since 1946 the owner, Mr. Archie Dallaway, has been restoring it almost single handed, and is to be congratulated on what he has achieved.

Our next call was Argos Hill Post Mill, the property of Wealden District Council.

This mill has not been open to the public for some time, and we were privileged to be the first to enter following successful negotiations between the new owner of the adjoining property, over whose ground one has to pass in order to enter the mill, and Wealden District Council.

After examining the fantail mounted on the tailpole, and the very interesting and compact mill interior, we took the road to North Chailey, to visit Chailey Smock Mill.

This well-preserved mill makes a striking picture, but unfortunately there is very little machinery to be seen. It is now the home of Chailey Rural Life Museum, the assembling of which is the work of its curator Mr. J.F. Down.

Finally we made our way to the small privately owned watermill at Horsted Keynes. The owner, Mr. Alan Hancock, was unable to be present but his son Mr. John Hancock made us most welcome.

There was just enough water to make it possible to run the wheel for us. Unfortunately the main supply of water which used to feed the mill has now been cut off, and he now relies on a local spring to replenish his mill pond, and this is not always sufficient.

Restoration continues when time and opportunity permits, and we were very interested to see what has been achieved. Our thanks are due to Peter Pearce for organising these excellent visits.

DON COX

#### S.P.A.B. WIND & WATERMILL SECTION ANNUAL ONE DAY TOUR

Next year on Saturday 15 May 1993, the S.P.A.B. Wind & Watermill Section, will be holding its One Day Mill Tour in Sussex and I have been asked by the secretary, Mrs. Clare McLaren if I will make the necessary arrangements.

These are well under way, and final details will be confirmed at a later date.

PETER PEARCE

#### APOLOGIES, CORRECTIONS AND COMMENTS

It has been pointed out to me that the last issue of the *Newsletter* contained several errors. I obviously had misunderstood some information passed to me, and I would offer apologies to those concerned, particularly to David Jones and Frank Gregory whose letters follow:-

Dear Don,

Please could you put a correction in the next *S.I.A.S. Newsletter* regarding the note in the July issue about the roller crusher at Polegate Windmill.

The Whitmore and Binyon machine was in fact identified and rescued by Frank Gregory in early September 1970 and then dismantled and transported to Polegate from Glynde Mill by Phil and Paul Huggett and myself on 26 Sept.

It has been a static exhibit up until recently but is now being overhauled by Tim Martin so that it can be seen operating.

Yours sincerely,

David Jones

also

Dear Don,

Re the July *S.I.A.S. Newsletter*

Re Polegate. It was myself who rescued the Whitmore and Binyon roller mill, and members of the Eastbourne and District Preservation Society who helped to dismantle and re-erect it at Polegate. The mill came from the Steam Mill at Glynde. I do not know where you got the legend. Tim Martin is hoping to have it running for the Polegate Alternative Energy Day in August.

I don't know why you describe Pulborough as a beautiful house conversion - to my mind any house conversion of a mill is anything but beautiful!

Yours sincerely,

Frank Gregory

To clear up the situation finally, T. Martin has sent this item:-  
A misprint states 'Batemans new watermill is now in place' should of course read 'new waterwheel is now in place'.

With regard to Frank's remark re the conversion of the mill into a residence. I am sure I speak for all members when I say that I am in complete agreement with his philosophy that house conversion of a mill is anathema, but when this is the only alternative to losing the mill, so many times the conversion is not sympathetically carried out, that when one does meet an example that is pleasing to the eye, it is surely worthy of appreciative comment.

**PETER PEARCE**

**S.P.A.B.**

S.P.A.B. Annual Watermill meeting will take place in London on 14 November.

**OLDLAND MILL**

99, Dale Avenue,  
Hassocks,  
West Sussex,  
BN6 8LR  
31st August 1992

Dear Mr. Cox,

Please find my latest report for the next newsletter, on the subject of Oldland Mill. May I first of all point out a couple of errors which appear in the July issue? First it is Oldland and not Oldlands, and secondly it is situate in the parish of Keymer and not Ditchling. Both of these mistakes are excusable since the bulk of published data makes claim to both errors.

1. The two new side frames have been knocked down and stacked.
2. The breast frame is in the stage of trial assembly prior to draw-drilling. The upper breast beam has yet to be contoured to provide clearance for the brake wheel.
3. A bandsaw has been offered for the roughing out of the brakewheel cogs, and four trial samples have been cut in oak. A cog box will be required for profiling.

4. Bandsaw availability has also been offered for roughing out the elm slabs for the brake wheel felloes.

5. A quantity of stainless steel has been provided for various fixings and work has commenced on cutting to length.

6. Sadly due to lack of effort, Sunday work has had to cease until further notice, the first time since 1980! A plea for help please.

Yours sincerely,

A. John Annett.

#### **NEWS FROM THE MILLS BARNHAM**

More interest is being shown in the mill restoration with visits from the Bognor History Group and the Southampton University Archaeological Group.

On the 6 September it featured in Barnham Gala Week when the Gala Queen was crowned at the mill.

Work is progressing on the roundel.

#### **BARTLEY**

Mr. Garnham reports that the Falconry Display which took place in June, mentioned in our last news letter, was very successful, but on the whole it has been a quiet tourist season, which could be expected in the current economic situation. However, the mill has been kept very busy grinding meal for supply to shops.

Mr. Garnham asked me to say that any members of Sussex Mills Group who wish to visit the mill will be very welcome, free of entry charge. A gesture which I am sure will be appreciated.

A further attraction in the form of a coarse fishing lake has been opened.

#### **BURTON**

Negotiations are still continuing between the owners and an applicant for a lease on the mill.

#### **CHAILEY**

On 2 August, a successful Fair and Dog Show was held. Entries in ten different classes were invited - the show was sponsored by 'Spillers' Winalot Prime dog food.

#### **H SALVINGTON**

A very successful fete was held on 12 July with many country craft stands. Attendance and takings were on a level with last years figures.

On 7 June the mill cooperated with Durrington Festival with an open top bus taking passengers between the two, and also on the 13th at their fair a stand exhibiting photographs of the mill's restoration aroused considerable interest.

Work continues on the reinstating of the second pair of french burr grindstones.

#### **LINDFIELD (DEANS MILL)**

Mr. M. Broomfield informs me that he has arranged for his son to take over the watermill.

#### **NUTLEY**

The supply of electricity to the mill has unfortunately been delayed, but it is expected that it will be connected in time for next season.

Next year sees Nutley's big year! It is the 25th Anniversary of the NUTLEY PRESERVATION SOCIETY and the celebrations will take place on 9 May. More about this will be included in an issue nearer the time.

Anyone interested in participating, who can exhibit anything appertaining to Nutley Mill , or, indeed, mills and milling generally of relevant interest, please contact Brian Pike on 0435 873367.

#### PETER PEARCE

#### UCKFIELD & DISTRICT PRESERVATION SOCIETY NEWSLETTER

The July 1992 issue contains articles on "The Roller Mill, Mill Lane, Uckfield", "The Lost Mills of Ashdown" (reprint of Ernest Straker's *Sussex County Magazine* article of March 1938) and "Was there a Doomsday Windmill" Part I. This publication is priced at 25p (plus post and packing) and can be obtained from the Society. The Secretary is Anita Long of the Mustard Pot, Fairwarp, East Sussex TN22 3BT (Tel. Nutley 2632)

#### JACK & JILL WINDMILL SOCIETY TWO SECONDS TO MIDNIGHT

Jill Windmill is to be featured in a film made by the Natural History Unit of the BBC, scheduled for broadcast on "World Environment Day" in June 1993.

The film traces the history of the Earth from the formation of the planet some 4,700 million years ago to fifty years in the future. If this period of time is thought of in terms of a single 24 hour day, then humans would only appear at two seconds to midnight, yet our impact has been enormous.

The film looks at the establishment of its natural rules and cycles, and the rise and fall of great creatures like the dinosaurs. It charts human history, its peaks and troughs, showing how humans have harnessed and altered the environment through their ingenuity. The different ages of society are highlighted; the hunter-gatherers, the first farmers, conquistadors, imperialists, mechanics and consumers.

The history is taken to the present day, the current state of the planet is examined. The film concludes that decisive action has to be taken now if humans are not to alter the planet irrevocably. The film then leaps fifty years to an optimistic, but not impossible, view of the future. A future where the right decisions were made in 1993, a future where the standard of living has improved for the whole world.

Jill Windmill is featured in the "mechanics" section, showing how humans harnessed elemental power a long time ago, but not to a great enough scale. It may well be that we are turning full circle with modern commercial wind-farms.

#### SIMON POTTER

(With thanks to the BBC Natural History Unit)

#### THE WIND SPINNERS

Members might like to know about a musical, based around Jack & Jill, to be performed in October 1992, in Uckfield. Details are obtainable from Simon Potter

#### SIMON POTTER

#### STOP PRESS

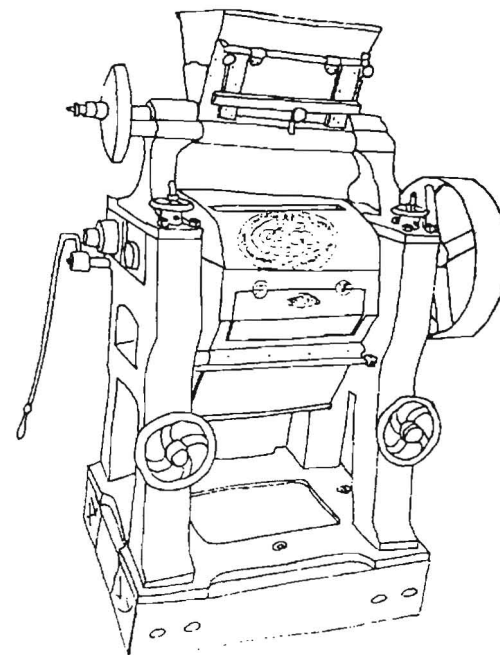
Did you hear about the young lady taking a bath in a Sussex Post-mill? If not, watch this space. All will be revealed in the next issue!

#### POLEGATE WINDMILL

It is the mill's 175th anniversary year and a major programme of works was planned.

In the Spring the museum was re-roofed and the front wall underpinned. This was followed in the Summer by painting the sails and the building of a new entrance and lavatories.

In the mill itself, work is progressing to install a roller crusher made by Whitmore and Binyon of Wickham Market in Suffolk. This machine had been rescued in September 1970 from Glynde Mill and has sat dormant in the base of Polegate mill tower ever since.



To get the machine to work again it has been moved round in the tower base to align it with a length of shafting. The crusher can be driven, via the line shafting, by a Ruston diesel engine outside or an electric motor situated in the base of the mill.

The machine has been mounted on a stout oak base frame which is fixed to the floor. This extra height allows the crushed grain to be bagged up. It is hoped that in the future an archimedian screw might be installed to improve the bagging up process.

Visitors to the mill during Polegate's engine rally on 23 August were able to see the roller crusher working for the first time in many years.

TIM MARTIN

#### WESTERN AREA SECRETARY

After several years service Mike Palmer has given up his position as Western Area Secretary and is being replaced by Tony Baxter. If any members have any queries or comments relating to the western area would they please contact Tony at Worthing (0903) 201002. The Society is greatly indebted to Mike for his very useful contribution to the work of the Society in his area. He will continue to perform his duties as Hon. Curator of the Coultershaw beam pump.

RON MARTIN