

Details are now to hand of the A.I.A. Weekend organised for Affiliated Societies to be held at Ironbridge over the weekend 23-25 April, 1993. Any Members of Affiliated Societies are welcome to attend. The cost is £29.00 per head and participants have to make their own arrangements for accommodation. The programme includes items on "Preparing Research for Publication", "Being a Museum Volunteer" and "Index Records for Industrial Sites". We will also have an opportunity of visiting "The other side of the river". If any Member wants further information and Booking Form please get in touch with me.

RON MARTIN

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

LATEST DATE FOR COPY FOR APRIL NEWSLETTER IS 10th MARCH 1993

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JANUARY 1993

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PROGRAMME OF ACTIVITIES FOR 1993

Friday, 26 February 8.00 p.m. A.G.M. of Mills Group followed by a talk on "Mills in America" at Bridge Cottage, Uckfield, TQ 472209. Contact D.H. Cox (0403-711137)
 Tuesday, 9 March 7.30 p.m. Joint Meeting with Chichester Museum Society. A talk by Mike Pope on the history of Electric Telecommunications at the Committee Room, East Pallant House, Chichester. Contact C. Bryan (0243-773158)
 Sunday, 14 March 11.00 a.m. Working Party at Coultershaw Pump, Petworth, SU 972194. Bring picnic lunch and some tools. Contact R.M. Palmer (0903-505626)
 Saturday, 20 March 9.45 a.m. South East Regional Industrial Archaeology Conference at Berkshire College of Agriculture at Maidenhead on "Feeding the People". Applications forms being circulated. Contact R.G. Martin (0273 303805)
 Saturday, 17 April 2.00 p.m. Visit to Bluebell Railway Carriage Sheds (not normally open to the public). Meet at Horsted Keynes Station, TQ 371292. Contact J.S.F. Blackwell (0273-557674)
 Sunday 9 May National Mills Day. Contact D.H. Cox (0403-711137)

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

GENERAL SECRETARY'S REPORT FOR YEAR 1991/1992

In these days of recession when every business seems to be in a state of stagnation it is cheering to report that our Society, while not flourishing, is at least holding it's own. We have adequate reserves but it is essential to maintain our membership. There have been fewer new members coming forward this year and the number of members dropping out seems to be on the increase. I ask all our members to try to encourage new members to join the Society.

The outstanding achievement of the year is the work in recording I.A. sites. Our recorder, Don Cow has been doing sterling work and has now completed about three quarters of the rural parishes, recording some 3,000 sites. However there is still much work to be done in the large towns. The work of inputting the records into the Sites and Monuments Records by computer has been proceeding but there have been teething problems which are now hopefully ironed out.

Recording of individual sites is also an essential function of the Society, particularly where the sites are in danger. In the past year recording has been carried out at the bridge in Shripney Lane over the Aldingbourne Rife, now demolished, a bread oven at 325 Old London Road, Hastings, now filled, the Horse Gin in Lindfield, about to be demolished, Upper Beeding Cement Works, now closed and partly demolished, Wilson's Laundry in Brighton, awaiting redevelopment, Glyndebourne Opera House, now demolished and recently a saw mill and creosote pit at the Hyde, Handcross, the former having been dismantled for re-erection at Amberley. I am also currently recording a carbide house and a game larder. If any members hear of any site which is in danger of redevelopment or demolition please let me or any Committee Member know.

Of the Societies own projects:

Coultershaw Beam Pump has had a successful year with more visitors than previously.

At **Ifield Mill** there have been over 1,000 visitors this season. The building of the hursting is proceeding and a grant has been received from Shell to be used for the sluice control mechanism.

At **Poyntz Bridge** work has been proceeding slowly with restoration being carried out to the bearing ring.

Of other sites where members have an interest:

At **Clayton**, Jill Mill has now been restored to full working order. Jack was struck by lightning in August, but the damage to the sweeps has now been repaired.

At **Polegate Mill**, the roller mill for the first time was operated using a stationary engine and work to provide toilet facilities is proceeding.

At **Oldland Mill**, a new breast has been framed up but work is slow and more helpers are required.

At **Barnham Mill** work is proceeding slowly and some of the outbuildings are being converted into a public area and a tea room.

At **High Salvington Mill**, flour has been ground this year for the first time since restoration began.

At **West Blatchington Mill**, the ground floor display has been improved.

At **Argos Hill Windmill**, there have been four open days this year.

The **Mills Group** has been active throughout the year and have organised several meetings. Tea towels featuring various mills have been a great success and have raised money for mills and for the Society. The brochure of mills open to the public has been well received and is to be republished next year.

The **Brick Study Group** having completed its work, Molly Beswick has now completed the work of writing the book. It is hoped that this will be published shortly.

The Society has had a full programme of visits and talks through the year. Starting after the A.G.M. with a talk by Mike Tighe on Cliff Lifts, then various visits to Tenterden, to the Chichester Canal, to North Kent and to various Mills in East Sussex. We have also had talks on Trade and Industry in Chichester, the Lower Ouse navigation, Pillboxes in the Ouse Valley, the repair of Patcham Mill and one evening of talks related to Sussex coastal industries.

The Society is represented on various other bodies including the C.B.A. I.A. Panel, the Sussex Archaeological Forum, the Coast and Countryside Committee of W.S.C.C. and SERIAC, whose Conference this year was held at Southampton on the subject of "Public Utilities". Next year the Conference will be held in Berkshire, the theme being "Feeding the People".

Sussex Industrial History No.22 was published in July. This continues to maintain its high standard. The *Newsletter* has also had a good crop of interesting features. However, both these publications need your support and always need suitable material.

It is hoped that Frank Gregory's drawings of watermills will be published in the near future. Martin Brunnarius has agreed to write the introduction and captions and sponsorship is being sought.

All in all this has been not a bad year and I would like to thank all the Members and Committee for all their hard work but we could always do with more participation from Members.

RON MARTIN,
General Secretary.

TREASURER'S REPORT 1991/1992.

Financially the Society has had another satisfactory year and our income continues to exceed our expenditure.

We have had two large donations during the year, £500 from Blue Circle Cement following Ron Martin's survey of their kiln at Beddingham, which has been placed to our Reserve Account; secondly we have received £350 from Shell UK Ltd. for Ifield Mill restoration. We continue to get a useful income from Geoff Mead's guided walks and our thanks are due to him.

For yet another year our investment income has shown an increase; last year we received £1,324 but we cannot expect to continue at this level as interest rates continue to fall.

Turning to our expenditure you will see two non-recurring items, a ladder and an audio transcriber, both for use in our surveying activities. We paid £12,340 for our survey of industrial archaeology in Sussex which is being carried out by Don Cox; this represents a full year's expenditure. This operation continues until May, 1993 and we hope to receive an adjustment from the Leverhulme Trust to reflect inflation since January, 1991. A major item in our spending is always *Sussex Industrial History* and you will see that the Editor has reduced his costs again, for the third year running, this time from £762 to £718.

Looking now at the state of our various funds, the General Fund shows £37.50 as due to Gatwick Airport. The sale on their behalf of *Sussex Industrial History* No.16 has now been completed, but we still hold for resale a few copies that we have purchased outright.

The Coultershaw Fund shows a small increase over the year and has benefited from a number of group visits.

Overall these are satisfactory figures and your Committee has decided that no increase in subscription rates is necessary next year.

Turning to Membership, the situation is less encouraging. Last year we had 14 new members, as against 27 the previous year. We had one new Life Member, two the year before. At this moment we have 21 members who have not paid their subscriptions as at last April. The corresponding figure at this time last year was eight. No doubt these figures reflect the recession but the fact is that as a Society we cannot survive with a steadily declining membership. All members will have had with their last newsletter an application form to join the Society and if every member could find another our problem would be solved.

Some members will have heard of the sudden death last summer of George Martin who had audited our books for a number of years. He was a very good friend of the Society and we shall

miss him. Mr. Pat Tye has agreed to take on the post of Honorary Auditor and I would like to welcome him. He has audited the accounts for the current year, for which our thanks are due, and will continue in office next year.

J.M.H. BEVAN

REPORT OF THE EDITOR FOR THE YEAR 1991/1992.

Issue 22 of Sussex Industrial History was published on time in June 1992. The issue contained articles on the Swiss Gardens, Shoreham by the late Roy Sharp, Seven Brighton Brewers by Peter Holtham, a Bibliography of Sussex Mills by Don Peterson with additions by Don Cox and members of the Sussex Mills Group and the Experimental Cement Shaft Kiln at Beddingham by Ron. Martin. The Editor very much appreciates the way in which the authors have produced these articles and allowed them to be published. This issue contained an attractive blend of subjects and it is hoped that members found something to interest them.

The journal is now being processed by John Norris on a sophisticated word processor which justifies the lines and provides an attractive bold type face. A two column format has been adopted to reproduce the articles. John Norris is very conscientious in his work and this has improved the general layout of the publication. As time for publication of this issue approached, Gordon informed me that the printer that we had been using at Lancing had gone out of business. We anticipated a considerable increase in printing costs but fortunately have been able to locate a printer in Burgess Hill who has not only done a splendid piece of work for us but has done it with speed and has charged us less than we were paying formerly. Thus we have achieved a publication of better standard at a price no higher, and probably slightly cheaper than previously. This has enabled us to maintain the cover price at the same level for yet a further year despite the continuation of price inflation in general.

I have material promised for issue 23 but to date nothing has materialised and thus I am uncertain whether I have sufficient for the usual size of issue. John Norris's word processor can get more on the page than formerly, so more text is required to fill the 36 sides. If any member has an article ready for publication or one for future publication the Editor would be grateful for information. Articles from non-members are welcome if the subject matter is relevant, accurate and interesting. I do not set lengths for articles and substantial ones are invited if the subject and quality justifies their inclusion. The Editor is always prepared to work with an author to polish an article for publication so members with good material that lacks a degree of finish should not be hesitant to submit it to me or get in touch for my opinion.

BRIAN AUSTEN

Editors Note:

There could be further scope for keeping the cost down if contributors using wordprocessors would submit a copy of their article on a 3½" or 5¼" loan disc (low density format) as well as on paper – the paper copy is still essential so that the editor can 'edit'. Files should generally be saved in ASCII form though text files from a number of different PC and Acorn compatible wordprocessors can be read. I suggest that contributors intending to submit files on disc should contact John Norris first (0273-843718).

KEYMER BRANCH RAILWAY

The *Sussex Advertiser* of 1846 is packed with railway items particularly with the building of the Keymer Branch between Keymer Junction and Lewes. On 20 January the London and Brighton Railway advertised for contracts for "Execution of the Railway" and received that of Mr. George Wythes which was accepted. The cost had been estimated at £140,000 in March 1845, which over the 9 miles would be £15,555 per mile. The idea of the line in promoting trade by a direct link with London was evident in February when on the 24th a note appeared from the Ouse Navigation Company expressing fear that the line would not be built and the trade would go instead to Shoreham and Hastings. In view of the railway's effect on river traffic in the Ouse this was a bit of naive thinking! Unspoken here was the fear of Lewes tradesmen that they would have to route traffic through Brighton for the metropolis – civic pride was at stake!

April 7th brought the notice that work was to start immediately. The occupants of two houses situate in South Parade at the bottom of Watergate Lane, Lewes had received notice to quit the

day before, and on May 11 the tunnel works were commenced. A fortnight later workings 15 feet in extent had been made at Watergate Lane – a foot a day – and proceedings had commenced on the northern side of town in the Woodcock Field.

Throughout June steady progress was made and the press reports were longer – "Keymer Branch. We have again to report further progress. The heading to the tunnel at the foot of Watergate Lane is proceeding rapidly, gangs being employed night and day. It has already reached upwards of eighty feet, the commencement at the opposite end has already made considerable progress, and a temporary road and rails have been laid down from the heading across the Woodcock Field to the Pells, part of which is to be filled up with the soil excavated from the tunnel. Workmen have also commenced on open cutting on the north side of Woodcock Field, the soil from which will help to form the embankment across the Brooks. At Offham we learn great progress is made with the cuttings, where, as with the Lewes tunnel night as well as day gangs are employed."

On Monday 8 June the first public train ran on the Lewes-Brighton line occasioning much rejoicing, particularly as the London link had been started, and Lewes traders and manufacturers could see new markets opening up. As with most other small country towns the usual experience was more one of greater competition from outside, with the more organised large scale industrial operations outside the county causing closures and cut backs in industry.

(to be continued)

GEOFFREY MEAD

INDUSTRIAL ARCHAEOLOGY AND ILLICIT SUBSTANCES!

The economy of several less developed countries is bolstered by the growing, production and distribution of illegal drugs and an argument against the developed world destroying the crops and production areas is that, until the local peoples can make more of a living doing other things, they will not willingly abandon the lucrative growing of poppies, coca etc.

We do not have to look too far back in our country's history to find similar evasion of the state's legal statutes:-

"An attempt was made early on Wednesday morning by a strong party of smugglers to run a cargo between Hove and Copperas Gap, but which owing to the vigilance of the Coastguard was prevented"

Brighton Herald, 16 January 1836

and a month later –

"John Welstead, John Jones and John Thoms charged with having been found in a boat captured by the Coast Guard at Copperas Gap on 15th February, having on board 124 casks containing 369 gallons of spirits of brandy – 6 months hard labour".

Smuggling is part of the black economy but forms part also of the tertiary sector of industry, being involved in import-export warehousing, transport and retailing. Kipling brought Sussex 'wring' into literary respectability when in his "Smuggler's Song" he wrote:-

"Brandy for the Parson
'Baccy for the Clerk'
Laces for a Lady; letters for a spy."

But there is another aspect of this trade that is linked to I.A. – Sussex production of illicit spirits in stills. During research into the Dicker Common area of East Sussex I came across a reference to production of the evocatively named 'Dicker Flint' an illicit spirit famed in the Hellingly area. It strikes me that other wild corners of the county – perhaps Ashdown and St. Leonards Forests or the heavily-wooded district around Plaistow and Ebermoe – might have been similar 'free-enterprise zones'. Does anyone have any knowledge of these? Peter Holtham diligently records breweries (see *SIH* 22). How about copper stills and worms in farm outbuildings? Is anyone recording those? Think of it – Moonshine in Mayfield, Hooch in Hove, White Lightning in Worthing, Mountain Dew in Midhurst!

Research is under way and samples may be rowed ashore at Chez Mead 47 Hartfield Avenue ...

GEOFFREY MEAD

I.A. ON POSTCARDS?

Recently in the Friday edition of the Brighton *Evening Argus* newspaper have been appearing a series of photographs of old Brighton, many of which have not been seen in print previously. Although primarily of interest to the local historian one hopes something of I.A. interest may appear, if not as the subject matter, in the background. These photographs are from the collection of members of the Sussex Postcard Club and appended to the caption was the note that the club meet monthly and hold an occasional auction sale of postcards.

Being nearby and a pleasant evening, I wandered along to the meeting, only to find the talk was being given by that ubiquitous urban geographer and fellow SIAS contributor Geoffrey Mead who guided us around the Brighton seafront (by means of slides) in his usual erudite and entertaining manner; Frank Gregory was hoping to add to his vast collection of mill photographs one of Poynings Water Mill that he didn't have. It sold for a massive £25 and there were literally thousands of postcards devoted to all subjects but with a strong Brighton and Sussex presence.

One needs to recall that at the turn of the century with little or no telephonic communication for the masses and a cheap, ½d, postal system which guaranteed local delivery the same day, posted early, postcards and particularly picture postcards were widely used to pass information to friends. Local photographers recorded the scene avidly with often quite mundane but now extremely interesting views and because often the same view was repeated for the next print run, it is possible to build up the history of say a particular group of shops or buildings. As the century progressed local photographers travelled more widely developing local markets for their product. A.H. Corder who was based in Brighton at 36, Mount Zion Place (a wonderful name we don't hear them like that nowadays) between 1908 and 1926, although primarily a Brighton recorder, produced a series of some 300 cards of the Alfriston area.

But what of I.A. did I hear you say – well, stations, windmills and watermills for instance? Yes, they are to be seen but are all highly collectable and fetch high prices. Following Poynings water mill was one of Hove station which made £28. However there are thousands to rummage through and no doubt I will find something of interest. Certainly the life stories of the photographers (their names usually appear on the postcard) and their area of operation is an aspect that to me is full of interest.

Sussex Postcard Club meets on the second Tuesday of each month at the Church of the Good Shepherd Hall, Dyke Road, Brighton. Doors open 7.15 p.m. with a talk/slide show at about 8 p.m.

JOHN S.F. BLACKWELL

RECORDING ENDANGERED SITES

During the past few months I have recorded a bread oven, two hospitals, a laundry, two factories, a horse gin and a school, all of which are redundant and are likely to be demolished or redeveloped in the near future.

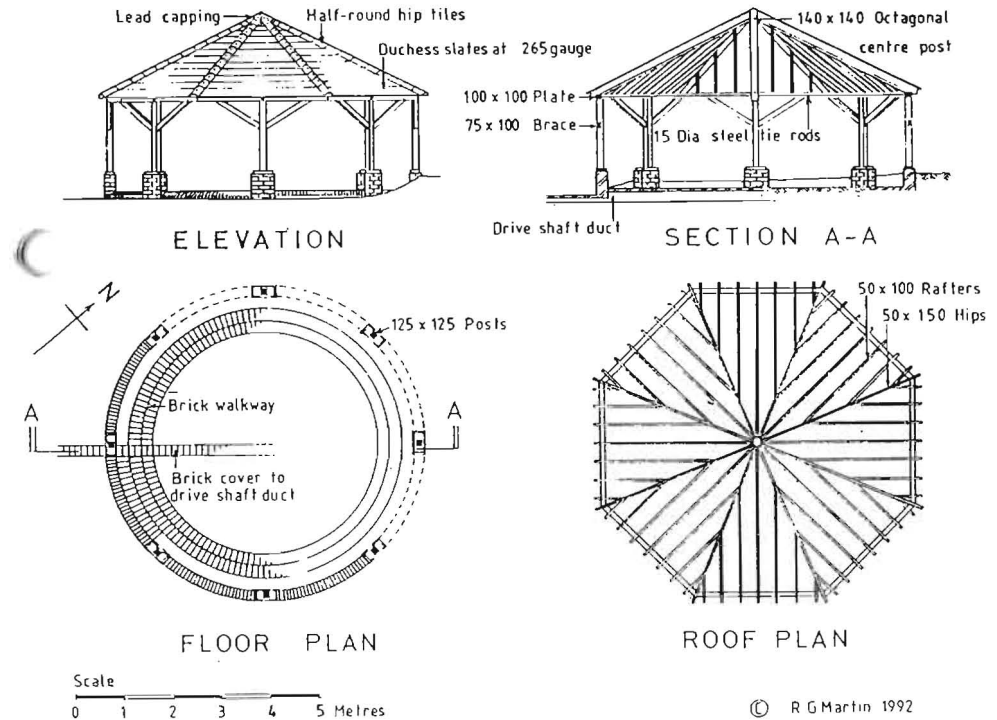
It is only by being alerted about the fate of these and similar sites that it has been possible to deal with them. If any member hears of any site in the county which is liable to disappear in the near future please get in touch with me in order that it may be recorded before it is too late.

RON MARTIN

HORSE GIN AT LINDFIELD

The horse gin is situated at the rear of 55 High Street, Lindfield and was originally used to power the water pump at Lindfield Brewery. Some of the old brewery buildings are still standing including the pump house although none of the machinery now exists. The gin ceased working in 1906. The structure of the gin has recently collapsed and planning application has been requested for its demolition.

LINDFIELD BREWERY HORSE GIN



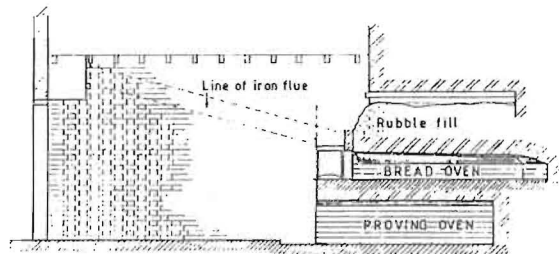
The structure is octagonal and is entirely of timber supported by brick piers some 350 mm high above the paving. There was no apparent attempt to fasten the timbers down to the brickwork which is one of the reasons for its collapse. The eight posts are 125 x 125 mm on 100 mm pads with 75 x 100 mm braces to the 100 x 100 mm roof plate. Most of the timber is softwood though one post and the pads are oak. It is presumed that the original oak members have been progressively replaced over the years. The roof comprises 50 x 115 mm rafters at 370 mm centres with 50 x 150 mm hip rafters. The top of the rafters are pitched against a 140 x 140 mm octagonal central hanging post which extends down to eaves level and is stiffened by four 15 mm diameter steel ties stretching from roof plate to roof plate. The roof is covered with duchess Welsh slate, laid to 265 mm gauge with black glazed hip tiles, each secured with an iron clout headed nail. The apex of the roof is covered with a lead capping.

It was not possible to see what sort of bearing there is at the bottom of the post or in the floor to support the machinery. There is a 115 x 150 mm duct in the floor for the drive shaft extending from the centre of the gin out to the pump room which is situated about 1.2 m outside the base.

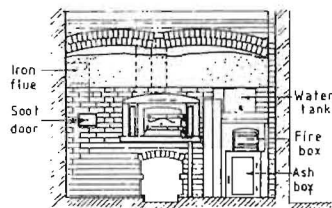
The floor of the gin is 6.63 m in diameter with a brick-on-edge edging and a circular walking track 470 mm wide of bricks laid flat.

RON MARTIN

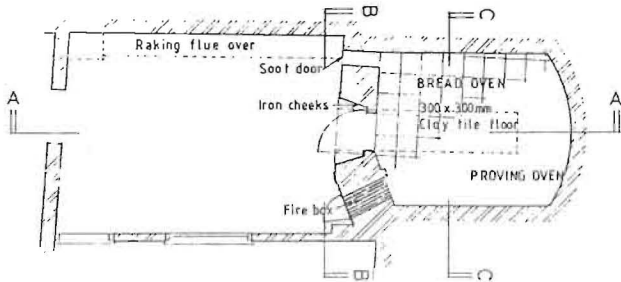
HASTINGS 325 Old London Road Ore
BREAD OVEN



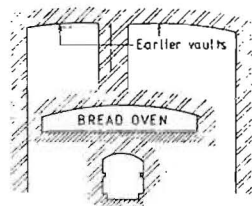
SECTION A-A



SECTION B-B



PLAN



SECTION C-C



© RG Martin 1992

During recent renovation work a wall at the rear of the existing premises was removed and the front of a bread oven was uncovered.

This appeared to have been built in the rear yard, now covered over, of an earlier building, where two brick vaulted chambers were separated by a 225 mm thick brick wall. The oven was probably built about 1872 as at that time the premises were occupied by a baker.

The oven was constructed beneath the existing vaults with rough brick supports between the top of the oven and the soffit of the vaults. The oven is 2.24 m wide and 2.86 m deep with a curved back. The roof is vaulted from side to side and the height is 200 mm at the springing and 376 mm at the crown. The floor of the oven is lined with 300 x 300 mm clay tiles. There is one splayed corner at the front right hand side through which is the firing hole with iron bar grate and ash space. The firing hole and ash space are both closed by cast iron doors.

The front of the oven is 530 mm thick in the centre of which is the main cast iron oven door with frame and splayed cheeks. Over the front of this opening is a cast iron angle lintel with segmental top inscribed "DENNETT ORE". Between this and the top of the door frame is a flat plate in which there is a 510 x 200 mm aperture, the purpose of which is not known.

At the left hand front corner is the flue exit, with a soot door. The flue runs horizontally for about 300 mm then vertically, the exact line of which cannot be determined due to earlier demolition. This connects to an iron flue which runs in slope along the flank wall to a vertical chimney stack. The upper flange of the iron flue is cut into the wall.

Beneath the centre of the oven there is a smaller proving oven 2.6 m deep. This is 600 mm wide and 580 mm high with a vaulted top. Along both sides is a single brick course projecting 40 mm, probably to take some form of loose tray.

It is anticipated that the oven will have to be destroyed as there is fear that the buildings on the higher ground behind will become unstable and consolidation of the area where the oven exists is necessary.

RON MARTIN

SHOREHAM HARBOUR 1835
(Article on p.5 Newsletter No. 76)

Pat Bracher writes to give her understanding of "Traders" and "Packets" which is:

"Traders" were cargo boats.

"Packets", or packet boats, were mail boats which also carried passengers and cargo.

I believe the packet boats were much faster than the traders.

I don't know about the ballast!

PACKET BOATS AT SHOREHAM

Pat Bracher is correct in identifying a "packet" as being a small boat but no Post Office packets ever operated from any Sussex port. All mail communication with France was routed from Dover to Calais. Packets for the Channel Is. operated from Southampton and those for America, the West Indies and the Iberian Peninsula from Falmouth. The term packet was however loosely used for any vessel, mainly carrying passengers, that sailed to a regular timetable. Sailing packets of this type had operated from Brighton to Dieppe as early as 1788 when the schooners "The Prince of Wales" (Captain Burton), "The Princess Royal" (Captain Chapman), "The Prince William Henry 1" (Captain White) and the cutter "Speedwell" (Captain Lind) were operating "Wind and weather permitting". During the period of the Revolutionary and Napoleonic Wars the service was suspended with the exception of a brief period following the Treaty of Amiens. The service started again in 1814 when "The Flying Fish" (Captain Partridge) was one of the vessels operating. In 1824 the first steam packet "The Swift" of 80 h.p. was put on the route. The service was in 1832 twice a week in April, May, August and September and three times a week in June and July. Vessels seldom operated in the winter months. The agent for the packets was a Mr Black whose office was at 62 Ship Street.

The connection of these Brighton to Dieppe packets with Shoreham is made clear in J.D. Parry, *An Historical and Descriptive Account of the Coast of Sussex* (Brighton & London 1833) p345:

"The Steam Navigation Company's packets plying between Brighton and Dieppe, also embark and disembark their passengers in Shoreham when the weather will not permit them to lie along-side the chain pier".

These were of course mainly passenger vessels and it is possible that "merchant packet" may refer to cargo vessels, which at this date would still be sailing vessels, that operated on a timetable basis. There is no indication that any passenger services operated from Shoreham except the Brighton to Dieppe vessels in bad weather conditions.

BRIAN AUSTEN

BEACHY HEAD LIGHTHOUSE

Tom Evans has pointed out that a detailed description of the erection of the present Beachy Head Lighthouse by Albert Havelock Case is contained in Vol. CLIX of the *Proceedings of the Institution of Civil Engineers* Part I (1904-05). This article consists of 16 pages of text and two folding plates illustrating the method of construction - no easy matter.

CONSTRUCTION HISTORY SOCIETY

One of our members, Peter Longley, is on the committee of the Construction History Society and he believes there may be other members of SIAS who would be interested in joining the CHS.

The CHS exists for the study of buildings created in the recent and more distant past, how they were built and why, what techniques were employed, what materials used and how much did they cost. The CHS also focuses the attention of the construction industry on the importance of preserving records so that they are available to future historians, planners and craftsmen.

The CHS disseminates research and information about historical buildings and construction techniques, and demonstrates the fascination of construction history studies through an active programme of visits and lectures.

The current annual membership subscription is £15 which entitles members to a free copy of the Society's annual journal, the quarterly newsletter and participation at special rates in activities organised by the Society: visits, seminars, lectures.

For further information and an application form please apply to The Secretary, The Construction History Society, c/o The Chartered Institute of Buildings, Englemere, King's Ride, Ascot, Berkshire SL5 8BJ (0344-23355).

BOOK REVIEWS

Owen Jones and John Bell, *Oasthouses in Sussex and Kent: their history and development*, Phillimore for the Hop Industry Research Survey, (1992) pp80 soft covers £6.95. Available from booksellers or from Mrs G Jones, 9 Cockcrow Wood, St Leonards-on-Sea, East Sussex TN37 7HW (cheques made payable to "The Hop Industry Research Survey". Please add £1 for post and packing).

Members who attended the AGM in 1990 will not have forgotten the illustrated talk given after the meeting by Gwen Jones on the subject of the development of oast houses. The results of the research have now been published in a book which should be of interest to all industrial archaeologists.

It charts the development of hop-growing and hop-drying from the 16th to the 20th centuries, with sections on the background to the industry, the function of the oasthouse, the need to expand and improve drying capacity in response to increased demand from the mid-18th century onwards and the changes in design which resulted from the introduction of new fuels and improved technology. Finally it recounts how, in the 20th century, traditional methods of hop-drying have become outmoded and in consequence the oasthouses, which were such a feature of the landscape of Kent and East Sussex, have become redundant.

The survey was undertaken to record the details of surviving buildings before they were either demolished or converted for residential use, so destroying all internal evidence of the design of the kilns and the way in which the buildings had been used. That the authors have been able to record so much is in itself a tribute to their enthusiasm and dedication. Their well-organised text, photographs and scaled drawings provide an excellent record of what was once an important rural industry.

M. BESWICK

Robert J. Harley, *Brighton's Tramways*, Middleton Press (1992) ISBN 1873793 02 2 pp96 illus £8.95. Available from booksellers or direct from The Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ post free.

The Middleton Press formula, so successful in connection with the region's railway routes has now been transferred to an urban tramway system. It seems to work. Here are the numerous photographs, 121 of them in total, together with publicity posters, tickets and 25" ordnance

survey extracts. A short introduction provides a brief history of the various systems and routes and additional valuable information is provided in the extensive captions beneath the photographs. The initial section concerns the optimistically named Brighton to Shoreham Tramway which opened with steam traction in 1884 and seems thereafter to have followed a downward path largely due to the opposition of Hove Corporation to the laying of rails along its streets. By far the greater part of the book features the Brighton Corporation Tramway system, following the various routes and not only showing the locations served, the Lewes Road Depot but also listing the various types of cars used. Shorter sections feature the Volks Electric Railway including the extension to Rottingdean and the Steep Grade Railway to Devil's Dyke. The whole provides a valuable pictorial reference with much additional text information. Drawings of rolling stock and mechanical devices are provided which would prove valuable to transport enthusiast and model maker alike.

The book is very well worth purchasing, though as with most publications, some criticism can be levelled at parts. In plates 1 to 4 there is a very considerable degree of duplication. The large majority of the illustrations are clear, sharp and effective but a few do not reach an adequate standard, plate 78 for instance, while plate 63 shows only a far distant view of a tram and a few overhead wires. Some of the captions appear to contain padding. Typical of this is the calculation of the intentions of bystanders shown in the photographs or references to the history of buildings or to political events. The author would have been better advised to keep to what he clearly understands, the history and development of the tramways. Some of the information given contains errors. Commenting on Preston Barracks the author claims that in 1795 Europe was on the brink of war. The war had already started three years earlier with Britain at war from 1793. The brief description of the Royal Pavilion is misleading. Despite these blemishes the tramway and transport enthusiast will find much to please in this work.

BRIAN AUSTEN

NEWS FROM AMBERLEY CHALK PITS MUSEUM

As soon as the Museum closed for winter, contractors started on site to build the Seaboard Electrical Hall to house the Milne Electrical Collection. This steel-framed building will provide new exhibition space for the collection which has been in store at Tonbridge for a number of years. The centre piece of the new display will be a Belliss and Morcom high speed steam driven generating set which had been removed from the Old Wills Tobacco Works in Bristol in 1986. In late November, this impressive machine was lowered onto its prepared slab and the building is now being erected around it. The contractors will have finished construction by the time the Museum re-opens on the 24th March next year. Then we will start constructing the exhibition in the building and the first phase will open during the summer.

While this work was being undertaken on site, we were also busy acquiring a rack saw bench and the building that housed it. The saw bench was in a building on the Hyde Estate at Handcross which was to be demolished for the re-alignment of the A23 south of Pease Pottage. The Hyde Estate gave us the opportunity to acquire the saw bench which was manufactured by Messrs. Denning and Co. of Chard in Somerset. We believed that we only had a short time to move the saw before the road contractors moved in and Ron Martin took on the difficult task of carrying out a survey while it was being dismantled! The saw bench is now safely back at Amberley and we hope to re-erect it in the timberyard where it will complement the earlier rack saw bench of 1852.

With the saw dismantled and removed, we managed to negotiate with the contractors to be allowed to dismantle and remove the 27 metre long corrugated iron building which had housed it. This was carried out by a large team of people in the appalling November weather with road contractors all around us. Dismantling proved quite difficult as all the bolts holding the corrugated iron roof had to be ground off before removal. The shell frame proved relatively straightforward to demolish but we were very grateful to Lancaster Earth Moving and the Hyde Estate for kindly using their machines to lower the roof trusses and then uproot the stanchions. So we have rescued a typical industrial building to add to the Museum's collection, though with the other work going on at Amberley it will be some time before it can be re-erected.

ROBERT S. TAYLOR
Director.



SUSSEX MILLS GROUP



NEWSLETTER FOR JANUARY 1993

First an appeal for items and news of mills for the newsletter. There was demand for the formation of the mills group but not many people feel like telling the rest what they and the mill are doing. Come on, put pen to paper and let Peter Pearce have it for inclusion in the newsletter. What is your particular interest in mills? Is it the buildings, the machinery, the people that worked at the mills, the people that built the mills or what? Please let us know. Perhaps others are working in your particular field or repeating what you are doing?

The Annual General Meeting is on Friday 26 February 1993 at Bridge Cottage, Uckfield (by the level crossing), starting at 8 p.m. Your views on the work of the mills group are required. The meeting will be followed by a talk on "Mills in America" by Frank Gregory and Peter Hill, following their visit there in August 1992.

For details of other meetings/visits in 1993 please refer to the Visit Card enclosed with this Newsletter.

I have a request from Guy Blythman for help in establishing the date at which Peasemarsch windmill disappeared. A smock mill was standing in 1937 according to H.E.S. Simmonds but in a dilapidated condition. How and when was its final demise? I will pass on any news.

The leaflet on Sussex Mills Open to the Public has been reprinted - a copy is enclosed with this Newsletter. Copies will be circulated to mills and any other place in which interest may be generated as soon as possible.

SAFETY AT MILLS FOR OPERATORS AND THE GENERAL PUBLIC

The following notes were made after a visit to Jill Windmill with Darryl Jarman of Jill Preservation Society and Peter Wilkinson, Health and Safety Consultant.

These are meant to be a general guide to any society and any person who has contact with any mill in any capacity. It is intended to help but should be regarded as a draft. I should welcome any comments before issuing them as a firm set of advice.

Jill was used as an example as it was a convenient place to meet but all points are applicable for all mills. Much of what is stated as requirements are already being carried out at Jill.

The prime object is to avoid legal action being taken against the person allowing the public into the mill. It is meant to protect that person.

The intention is to:

- a. Stop the general public from injuring themselves and thus taking legal action against the owners/operators of the mill.
- b. Stop people working at the mill from injuring themselves and likewise taking legal action.
- c. Assist people who help out at the mill in any way from having legal action taken against them for their action or non-action at the mill.

The three most important aspects are:

1. The operator/owner must be seen and be able to prove that he/she acted in a "reasonable" manner and that all "reasonable" precautions have been taken.
2. There must be written proof of the method of operations and of the regulations of which operators/owners should be aware.
3. It is essential that all aspects of safety must have been discussed at a meeting where minutes are taken and all actions are recorded with the reasons for the decisions for these actions.

There must be one person with overall responsibility for all aspects of the mill. A nominated person, a safety officer or some such title. This person must be appointed at the annual general meeting or at a committee meeting and must be recorded as such in the minutes. Qualifications for this position must be long experience of work in a mill or in an environment having similar moving machinery.

(Suggestion: With no official body to regulate milling activities it has been put forward that perhaps a chartered engineer with factory experience could be a suitable person to approve such appointments if so considered desirable by the owners of the mill or by the Health & Safety Executive.)

There the next step should be to have four stages of certificated people:

- (a). Those allowed access to the mill but not allowed to operate any machinery
- (b). Those as (a) but also allowed to carry out tests and operate specific machinery but not allowed to operate the mill fully.
- (c). Those as (a) and (b) but allowed to operate all machinery and thus classified as millers.
- (d). Those allowed into the mill to assist in working or operating any aspect of the mill. Including taking money at the entrance, selling teas and goods and generally assisting.

All the above to be documented with written instructions of what they should know and who is certified for each and every stage with the signature of every person stated as having read those instructions. It would help if a series of locks and keys could back up the restricted access with keys only being issued to those allowed to use that part of the mill. Thus all persons could be stated as classified, trained and certificated.

At the entrance to the mill building there should be displayed in a prominent position:

1. A safety notice of actions to be taken in case of accidents. See attached sample from Jill.
2. A standard notice regarding safety and stating non-acceptance of liability.
3. A first aid box.
4. Fire fighting equipment

Regarding the machinery aspect, there should be a notice on the way into the mill at the gate and in a position for all to see stating "Beware moving machinery". This to be repeated on the mill tail (if at ground level).

All moving parts must be such that visitors, and preferably also operators, cannot put any part of their person against that moving part. This includes fingers. If not steel mesh guards, perspex sheets or barriers must be fixed in place to prevent access. This could mean that during operation of the mill the public must be excluded entirely or at least restricted to certain parts of the mill, in the event that these safeguards are not fitted.

I repeat you must be seen to have taken reasonable precautions. It is debatable what is reasonable but when discussing this it would help if the decisions with reasons were minuted, i.e. there is a record of these decisions and action or reason for no action.

There could be special/different rules of operation when the public are admitted to the mill when working as opposed to not working, i.e. numbers could be restricted and no more than for example 3 visitors to a guide.

A mill as discussed above includes not only the mill itself but also the ground area in which it stands and which is owned as part of the mill.

Finally a safety notice similar to that which follows should be displayed for all to see.



PERSONNEL

- i. An area bounded by the step track must be roped off beneath the sweeps at all times when visitors are in the mill ground and the sweeps are to be operated.
- ii. Access through the mill must be confined to the following:
 - Steps between Ground Floor and Trestle Floor
 - Back steps into the mill
 - Steps between Spout, Stone and Bin Floors
- iii. See Fire Regulations and notes for guidance of visitors

JILL

- i. Operation of the mill and related machinery shall only be carried out by duly appointed Society members.
NOTE: Correct procedure for operating Sweeps, Stones, Fantackle etc. is separately defined.

Before leaving the mill unattended the following checklist must be adhered to:

- i. The Striking Gear must be locked in the 'sailed-in' position, i.e. all shutters open at the Weight wheel.
- ii. To prevent undue strain in stormy weather and to equalise the load on the Stocks, the Sweeps must be left diagonally at rest, i.e. St. Andrews Cross, with the Brake full on.
- iii. The Brake lever must be pegged down and locked.
- iv. The Brake wheel must be spragged with timber to prevent any runaway.
- v. Disengage the stones
- vi. Ensure that the Fantackle is free to wind the mill and that both tracks are free from obstruction.
- vii. Disconnect Trestle floor cable and switch off electricity supply at the mains.
- viii. The west Roundhouse door must be bolted and padlocked on the inside. The back door of the mill and the east Roundhouse door must be locked securely.

The above will ensure that our downland lady is free and as safe from harm as possible.

GENERAL

- i. Bonfires may only be lit downwind of Jill and then not closer than one hundred feet.
- ii. NO SMOKING signs to be permanently displayed within the mill.
- iii. Cars must not be parked closer than fifty feet from the mill.
- iv. When working on the mill, hard hats must be worn.
- v. If an accident occurs requiring qualified medical attention, the nearest telephone is at Dr. Deering's home between Jack and Jill.
- vi. In the event of any accident or damage to Jill herself, please ring:

Danny Jarmann - 0444 232172 Simon Potter - 0273 842982
Janet Thomas - 0273 843263

JACK AND JILL WINDMILLS SOCIETY
FOR THE PRESERVATION OF JILL MILL
October 1992

dj/sp

Continuing the saga of "Jill" from the October Newsletter, under the heading -
JILL - THE WATERMILL ?

Jill was chosen as one of the locations for a music video which was filmed in mid-July.

The first shot involved a glass table upon which were placed transparent balls and astrological symbols. The view from beneath the table through to Jill's sweeps turning above was quite amazing. The next hour or so was spent filming Miriam, the lead singer, on the rear steps as well as in silhouette by the sweeps. The song "Easy Way Out" performed by Praise was played back over and over again.

Meanwhile the props department had placed a wedding cake on a millstone. A man arrived carrying a raven, which was persuaded to sit on the cake. As soon as the camera was in place, handfuls of feathers were thrown in front of a wind machine whilst a young lady, dressed in black, lashed out at the cake and frightened off the raven!

A tin bath was put in the roundhouse and was surrounded with drapes and gothic columns. The crew were somewhat perplexed when they discovered that we did not have a water boiler! They were despatched to Clayton Green, carrying large plastic dustbins. Whilst our "Barco" was being used to boil some of the water, the director suddenly realised that they had forgotten the bubble-bath (luckily we had some at home!). Lighted candles were placed around the rim of the bath. By the time that everything was to the director's satisfaction, it was well after 10.30 p.m. The young lady appeared again, removed her bath robe, slipped into the bath and proceeded to wash herself seductively for the camera.

I finally arrived home well after midnight in a state of confusion. Should Jill now be re-classified as a wind-and-water mill?

SIMON POTTER

The following letter has been received:-

Dear Mr. Cox,

OLDLAND MILL

Thank you for printing my suggested corrections to the Newsletter No.75 progress report in No.76

With regard to progress, I have to report that the breast frame is now complete except for the vertical butt boarding. Draw drilling has been carried out, and the upper breast beam jewels have been temporarily bolted up to the breast corner posts using stainless steel materials - the inside fixings will be finally concealed by means of flush fitting oak plugs. The upper breast frame has been contoured to clear the brake wheel. The frame has now been knocked down and stacked.

Work is now proceeding with the four floor frame. The two sheers have been half dove-tailed, fitted to the lower breast beam and temporarily bolted using BMS material. Laying out of the tranverse ties has started.

Some trial cogs for the dresser pulley drive have been made using off-cuts from the brake wheel cog material. No progress has yet been possible with the brake wheel fellows.

Yours sincerely,

A. John Annett.