

before the group can become a Registered Charity, the Charity Commission has insisted that it holds title to the Windmill.

People wishing to support the Appeal can make a pledge, but their money will not be called upon until enough pledges have been given to service a loan. Those interested in finding out more about the Appeal or becoming a Patron are invited to contact Eddie Tabard on 0243-552792.

Society for the Preservation of Barnham Windmill
2 Orchard Grange, Yapton Road, Barnham,
West Sussex, PO22 0AX, telephone 0243-552792

Note also enclosed leaflet for the sale of a painting for which £1.00 for every painting sold will be donated to the windmill society.

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Copy for the newsletter should be sent to:
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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 SEPTEMBER 1993

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SUSSEX INDUSTRIAL
ARCHAEOLOGY SOCIETY

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JULY 1993

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Sussex Mills Group News

PROGRAMME OF ACTIVITIES FOR 1993

Sunday 22 August 10.30 a.m.	Mills Tour starting at Coultershaw Pump, Petworth. SU972194. Contact P. Pearce (0903-241169)
Tuesday 21 September 2.30 p.m.	*Visit to back stage of Theatre Royal, Brighton. Meet in the foyer, New Road (nearest multi-storey car park in Church Street), followed by short walk to look at some buildings of central Brighton. Please note that numbers are restricted to 30. Contact R.G. Martin (0273-303805)
Saturday 2 October 2.30 p.m.	Mills Group Meeting. For details see mills section of <i>Newsletter</i> Contact D.H. Cox (0403-711137)
Saturday 23 October 7.30 p.m.	Members' evening with several short talks in Drama Room, Brighton and Hove Sixth Form College, Dyke Road, Brighton, TQ302055. Contact G.E.F. Mead (0273-501590)
Sunday 20 November 2.30 p.m.	Annual General Meeting in Committee Rooms, Town Hall, Boltro Road, Haywards Heath. Contact R.G. Martin (0273-303805)

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.

Please note: There will be a charge of £1.50 per head for the event marked *

KEYMER BRANCH RAILWAY (continued from *Newsletter* 77)

With work on the line starting in April 1846 and the opening of the Brighton-Lewes line in June of that year, Lewes was a hive of activity; the *Sussex Advertiser* of 16 June noted - "works on this line progressing rapidly. The excavators engaged in the tunnel [below the High St.] are at work night and day and have penetrated to considerable distance at both entrances. The cuttings at Offham ... proceeding as fast as the nature of the soil will permit."

The scale and speed of railway construction using sheer man-power and horse-power was

awe-inspiring and here at Lewes, digging chalk in high summer, the feat was even more pronounced. The nature of the work meant accidents were common; in August a cutting at Offham collapsed, overwhelming the excavators "with a ponderous mass"; only one man suffered serious injury, with fractured ribs while his fellows escaped with slight contusions.

By 18 August it was reported that the bridge at the foot of Watergate lane Lewes, had been widened and that the (rail)road from the tunnel mouth had been carried out to the Hastings branch line, the permanent rails laid, and there was anticipation of a through opening within days. On the northern side of town the heading in the Woodcock field, the cutting and the Brooks embankment – "daily make advance", and "near Offham the pile driven viaducts show great progress".

Landowners along the route were not slow to see the advantage of the line's proximity; on 25 August Verral's auctioneers were selling "a desirable freehold farm (in) Chilmington, Westmeston and Plumpton, called the North Barnes Farm ... the rail road will pass through the south corner". Similarly on the Cripps estate further west, the timber was noted as being "well adapted for railways, shipbuilding and other valuable purposes". Although the coming of railway promised better times for traders and landowners, it gave untold numbers of labourers promise of good money during its construction. The gangs of labourers descending on a tranquil rural locality were likened by one contemporary account of the later nineteenth century to the marauding and pillaging Danes of the 10th century. [Fred Kitchen – *Brother to the Ox*]. The crime wave reached Street parish when Henry Turner 37, a labourer on the railway, stole a pair of trousers and a silk handkerchief value 2/6d (12¹/₂p) and received three weeks hard labour. A month later in October another labourer George Mills was "charged with setting wires to take game in Warningore Wood, Chailey".

The work involved in the tunneling created huge amounts of chalk which were used to north and south of the town to create embankments across the Brooks. As recorded on 6 October – "the immense embankment on the line commencing at the termination of the Offham cutting has now reached the viaduct over which during the past week the muck-wagons have consequently been running, continuing the embankment along the Brooks. Great progress is making with the Offham cutting and the same may be said of that intersecting the Woodcock Field at the northern entrance to the Lewes tunnel. The brickwork of this tunnel is going on rapidly, and satisfactorily, the workmen proceeding simultaneously at either end."

The satisfactory work came to a dramatic halt on 19 February 1847 when at – "about 5 o'clock ... a large fall of chalk took place ... the mass ... calculated to weigh at least 200 tons". The fall was in – "the vicinity of Mr Gorrings butcher, in the High St."

No one was injured here. The only workman present noticed a crumbling of a small portion of heading – and fled! but the same morning at Offham cutting a fall on the embankment carried a workman 40ft seriously injuring him. Perhaps the severity of the winter frosts on the disturbed rocks and soils was a cause of these incidents.

Source: *Sussex Weekly Advertiser* – various dates.

To be continued
GEOFFREY MEAD

SHOREHAM HARBOUR 1835; BRIGHTON PACKET BOATS

Further to the notes in *Newsletters* 76 pp.5-6, 76 p.9 and 77 p.4, may I point readers to my article 'Passenger travel between Sussex and France in the eighteenth and early nineteenth centuries' in *Sussex History*, 1, No. 10 (autumn 1980), 8-13. The earliest known regular service from Brighton was in 1764. For the period to which Geoff Mead referred: 'In 1825, the General Steam Navigation Co. became involved in the packet traffic from Brighton and soon acquired a monopoly. Initially, the company's steamers were based at Newhaven, but in 1830 they were transferred to Shoreham where a special landing stage was constructed. In 1836 the company's agent said that since 1825 the number of passengers embarking at Brighton and Shoreham [and presumably at Newhaven before 1830] averaged 3,504 per annum, with a peak of 4,516 in 1828. Two boats were running in 1835, the *Mountaineer* (70 h.p., 108 trips to Dieppe) and the *Queen*

of the Netherlands' (50 h.p., 64 trips to Havre), carrying 3,831 passengers from England, with an average of about 27 per trip to Dieppe and 15 to Havre.'

We should not expect all these sailings to appear in the 1835 statistics for Shoreham harbour because a steamer need not have berthed at Shoreham between sailings from Brighton Chain Pier. Perhaps those that did are the 85 'foreign [i.e. foreign-going] merchant packets' which, with the 120 foreign merchants traders should be included in the statistics following. If we treat them as with cargoes both inwards and outwards, we have 1,092 inwards and 246 outwards cargoes: a fairly typical imbalance of trade for Sussex ports in that period, which meant that most ships cleared in ballast (see my 'The seaborne trade of Sussex, 1720-1845', *Sussex Archaeological Collections*, 114 (1976), 97-120).

One year's figures do not justify Geoff Mead saying that Shoreham's trade was buoyant. However, the annuals totals of the dues collected are printed in *Minutes of proceedings taken before the Select Committee of the House of Lords on the New Shoreham Harbour Bill, April-May 1873*, Appendix D (copy in Brighton Public Library). As I am not aware that the rates changed between 1826 and 1841 (year to 30 June), the figures show a rise from £4,295 to £7,410, though with a setback in the late 1830s: 1836 was a peak year which was exceeded only in 1840.

JOHN FARRANT

I.A. RECORDER'S REPORT

This report is made on completion of the Sussex Survey of Industrial Archaeology carried out between 1 June 1991 and 31 May 1993 by D.H. Cox (assisted by Mrs. L. Cox).

It was realised from the start that, as many of the urban areas had already been recorded to some extent, the survey should concentrate on the rural parishes where complete coverage would be otherwise difficult to achieve. The survey has therefore been carried out on a parish by parish basis and in the course of the two years I have visited 225 parishes, completed some 4,000 record sheets, travelled 12,200 miles and taken some 4,300 black and white photographs.

With a complete survey being carried out in three stages, the scope of this project was to complete stage one. This was defined as: the location and brief recording on a standard recording sheet of the site together with a photograph. The purpose of stage one is to provide evidence for selective approach to stage two, which involves research into the historical background of the site and to stage three, a detailed survey with measured drawings and full documentary research.

It was found that sites in many of the parishes were related to industries which were of a local nature serving the needs of the immediate area. In many cases it was difficult to determine their original use due to many changes over the years since the building was originally erected. Furthermore many rural industries did not require buildings which differ much from living accommodation. Many buildings changed trades and to and from domestic use over the years. A good example of this is the smithy or blacksmith's workshop. The requirement for a smithy is for a single room of four walls with a roof, a door and a chimney. With the present shortage of houses these premises are ideal for addition and conversion into a dwelling. However most of the older and larger manufacturing industrial premises were sited in the larger towns where there was a ready supply of labour.

The transport industry figured prominently in the survey and many examples were found, both in use and disused and most can easily be found. These include railways, particularly bridges, tunnels and viaducts. We all know of the Balcombe viaduct but there are at least five other smaller ones in the county with four still in use. The canals and river navigations have also left many remains but are possibly more difficult to find. Road and railway bridges are numerous with some interesting designs to be seen. The telephone is an interesting example of recent I.A. as many villages had their own exchange in a small detached building, but with the introduction of digital exchange equipment the work is being centralised and the local exchanges dispensed with.

Mills deserve a special mention and it is surprising how many remains there are. Windmill remains vary from the fully restored, through the ones converted into a dwelling to ones where

the only evidence is of their foundation in the ground. Water mills nearly always leave their mark with a mill pond or remains of the mill race but many do survive as buildings in various states of use and decay.

Education is mainly evidenced by the local primary schools. These and the school house, usually attached to the school, are still extant in most parishes and are worthy of further study.

Retail outlets are an interesting aspect of the survey. Many of the rural shops still remain with attached domestic accommodation but increasingly they are being converted solely to dwellings. Public houses also constitute an important centre of rural life.

The village garage formerly had four functions: 1) selling petrol, 2) selling cars, 3) bodywork repairs and painting and 4) workshop maintenance. It is becoming increasingly common for these four functions to be separated and located on different sites with some of the functions disappearing altogether.

Agriculture was not within the scope of the survey but many farms are now subletting some of their buildings for a variety of industrial purposes.

With regard to manufacturing industry, this is frequently grouped in industrial estates or business parks, some of recent construction, some farm conversions and some of single large factory sites converted to smaller multi use individual units.

Conclusion

From the start it was realised that the time scale was unknown in that nobody knew how many sites were involved and how long it would take to record each site. It soon became apparent that in order to visit every one of the 225 rural parishes (i.e. 2 or 3 per week) there would not be time for an in depth study involving contact with local societies. This was tried in a few cases but doubled the time spent in that parish. It also produced more information but with very little increase in the number of sites. The involvement of local societies would be dealt with in Stage 2 research.

The work has proved to be most enjoyable with one day per week spent out finding sites and the other four days spent at home researching the sites and completing record sheets.

Thanks:

To the Society for giving me the opportunity to visit most of the industrial sites in Sussex. The more I see the more I realise that there is still much to be seen and investigated in the future.

To my wife, Lynn for her invaluable assistance, support and general forbearance. Her help certainly enabled me to find many sites which I would have missed on my own.

To Ron Martin for general support and guidance, particularly at the start of the project.

To Michael Bevan for his efficient handling of the financial side; never late with any payment.

To all the people that I have asked for information and/or assistance. This was always given freely when requested.

To the Leverhulme Trust for making the whole project possible.

Lastly but not least, an apology to all the people who have offered their help with whom I would have like to have discussed their parish or area of knowledge but have not had the time to do. I hope one day to rectify that.

DON COX

VISIT TO THE KING'S CROSS AREA OF LONDON, 22 MAY

A select band of twelve members did not have to wander far from the meeting point to admire the remains of Sir William Cubitt's 1852 station building. Our guide, Malcolm Tucker, proved to be a mine of information about the construction of the original buildings and their modifications in 1870 and 1887. He was similarly expert about the tunnels and the routes taken by the various lines out of the station past, present and future!

Many of the classic buildings built by the Great Northern Railway Company are under threat from the radical redevelopment of the area such as the Great Northern Hotel, curved to follow the original line of the former Pancras Road.

I had not previously appreciated the effect of the Regent's Canal on the architecture of the stations, the Great Northern passing under the canal in a tunnel, the Midland building a much higher station so that lines could pass over the canal.

St. Pancras station has a single span train shed roof of 243 feet. This design by R.M. Ordish was the largest single span building in the world; what we usually think of as St. Pancras station is the former Midland Grand Hotel, built in 1868-76 by Sir George Gilbert Scott.

The contrast between the brick of the Midland with the stone of the Great Northern could easily be seen in all the peripheral buildings of goods yards and dwellings around the site.

Of particular interest were the 1867 Stanley Buildings of the 'Improved Industrial Dwellings Company', and the German Gymnasium of 1866, still partly used for its original purpose as the home of the British Rail Sports Club.

Inspecting the beer vaults under St. Pancras begged contrast with the wine vaults under Brighton Station for those of us who had been on that visit.

After sampling the Burton brew at a canalside pub we inspected the goods yard with their coal drops. These are now used for a variety of low-rent space-consuming activities such as scenery construction, sculpture and a barrow repairing establishment.

Malcolm's very detailed notes and maps were essential here to see how all the buildings formed a very complex and efficient industrial machine.

A stroll along the Regent's canal was essential to give the brain cells a rest before considering the delights of the London Canal Museum. This was formerly an ice warehouse containing two huge ice wells, each 10 metres in diameter, where ice from Norway was imported and stored to provide for the needs of London and the Italian ice cream sellers who sold their penn'orth of ice cream in little conical glasses until the more hygienic edible cones were invented.

The building also housed a few souvenirs of the canal trade in London, but for me it was the displays and the preserved paraphernalia of the ice trade which made the building memorable. Also memorable and very welcome was the cup of tea brewed by the museum attendant before returning to the 20th Century and King's Cross Thameslink to Sussex.

R.E. ALLEN

VISIT TO THE BARCOMBE AREA

On 26 June Don Cox led a party of 16 members and guests on a walk around the Barcombe area looking at the industrial archaeology remains in that area. We looked at locks 2 and 3 and Pikes Bridges on the Upper Ouse Navigation built in 1791. This was also the site of the Barcombe Mills - a former corn mills which was later used as a button factory processing nut kernels and was destroyed by fire. A short walk took us to Barcombe Mills Station on the Lewes to Uckfield line, built in 1857 and now converted into a restaurant. After lunch we walked to the site of the Oil Mills where several sets of edge runner stones are still visible. Beyond the Anchor Inn we looked at the two iron bridges on the Uckfield railway line, the River Ouse bridge and the Iron River bridge both of identical construction with cast iron side beams and built-up intermediate members. During the course of the walk we noted several bridges over the numerous streams and some 10 pillboxes which were part of the defences of the Ouse Valley built during the summer of 1940 as a defence against possible German invasion.

RON MARTIN

NEWS FROM AMBERLEY MUSEUM

This season has seen a great deal of activity at Amberley with three new exhibition buildings being opened to visitors.

In April the rural telephone exhibit was officially opened. The building contains exchange equipment from the 1930s which was originally installed in Coolham in West Sussex. The opening ceremony was performed by Vic Bonsall, a retired telephone engineer, who had been responsible for the equipment's upkeep until 1978.

In April, Cllr. Mrs. Jean Burnham, Chairman of Horsham District Council, opened the Spooner and Gordon Wheelwright's Shop – a building which had originally stood at 54 London Road Horsham.

The building was dismantled in 1988 and the re-building has taken six years to complete. The ground floor contains a workshop where carts and their wheels were made and repaired. The upper floor contained the paintshop and vehicles for painting were either hoisted up through trapdoor in the floor or winched up removable ramps from the front yard in through double doors at first floor level.

Thanks to the Gordon family, the Museum acquired all the remaining business records of the firm and these have been used to recreate the workshop as it would have been in 1916.

At the end of June the final exhibition building opened – the purpose built Seeboard Electricity Hall containing the Milne Collection of electrical equipment and appliances.

The building is divided into two halves. The centrepiece of the entrance half is a Belliss & Morcom high speed steam driven generating set, from the old Wills Tobacco Works in Bristol. This is flanked by two large switchboards, typical of the open boards once common for controlling the distribution of electricity in factories, hospitals and other large premises. Beyond the generating set is a rotary balancer from Folkestone Power Station, used in the days of d.c. supply to balance the load on the 3-wire distribution system then used. Other exhibits include cable displays, enclosed switchgear, electric motors and electric vehicles.

Above the opening to the rear half of the building is a 7 metre (24 ft) long neon sign depicting the word "Electricity" in the style Michael Faraday used in his experimental notes. Through the opening can be seen a 300,000 Volt impulse generator, donated by the University of Teesside. Similar to units used in industry for testing high voltage equipment for the electricity supply system, the impulse generator is fired at intervals during the day in a simulated test on high voltage insulators. The "artificial lightning" produced is an impressive and noisy spectacle!

To the sides of the rear display area are the Gordon Gallery – a "hands-on" introductory gallery named after Bob Gordon, the Milne's first curator, and the Decade Domestic Displays – domestic appliances grouped in decades to show how the number and sophistication of appliances has increased over the years. In the centre is the Seeboard model village illustrating many facets of the essential role that electricity fills in our lives today.

The Milne Collection was started by Seeboard in 1971 and from 1975 to 1989 it functioned at Tonbridge as the Milne Museum. It was named after Mr. Archie Milne, Deputy Chairman and later Chairman of Seeboard, who gave vital support and encouragement to the project.

It is fitting that three such diverse exhibits should open in 1993, the year in which the Industrial Heritage of Britain is being promoted under the slogan "Experience the Making of Britain". It is therefore a particularly good year to visit Amberley and to encourage your friends and relations to do the same.

ROBERT TAYLOR

ADULT EDUCATION CLASSES

Each year I run a number of A.E. classes on the theme of the Sussex Landscape and as can be expected the subject of I.A. features in most – if not all!

This autumn I am offering classes in Crawley as part of the University of Sussex Landscape Diploma course and classes in Sussex Landscape at Eastbourne, Rottingdean, Haywards Heath, and Sussex Townscapes at Ringmer. In January there is a similar class offered at Billingshurst.

These classes are morning, afternoon and evening depending on location but I can offer more details if members contact me on 0273-501590.

GEOFFREY MEAD

CATTLE TROUGHS

I have had a limited response to my request for information about cattle troughs in the April 1993 *Newsletter*. Here is an update:

East Sussex

WIGHTON – Middle Street, Falmer – TQ353090
HAILSHAM – Western Road
SEAFORD – on Seaford Road

West Sussex

CUCKFIELD – Ockenden Lane – TQ 303245

There must be many more in the county – I know I saw one a few years ago right out in the county in the Weald behind Hastings but cannot now locate it. Keep searching please.

RON MARTIN

The following has been received from the Chairman of Hailsham Historical and Natural History Society:-

I was most interested to read in your *Newsletter* No.78 the item relating to cattle troughs and am writing to bring to your attention the existence of one at Hailsham.

It is one of the series provided by the Metropolitan Drinking Fountain and Cattle Trough Association and originally it was sited adjacent to the former railway goods yard at Hailsham.

After the railway station at Hailsham was closed for some years the cattle trough was to be found at the front of the District Council offices at Cortlandt, George Street, Hailsham.

In due course, the Council sold their office building and the cattle trough was moved again, this time to the front of Southview, Western Road, Hailsham – a building owned by Hailsham Town Council.

BOOK REVIEWS

Robin Glasscock (ed), *Historic Landscapes of Britain from the air*, Cambridge University Press £29.95.

This book uses the unique perspective of aerial photography to reveal and explain the ever-increasing impact the people of Britain have had on the landscape since prehistory.

The harnessing of technology, the universal needs of food and shelter, transport and recreation, the conflicting urges to amass wealth and enhance beauty in the landscape, all have left their mark on the landscape.

Industry has made more impact in the last two hundred years but earlier periods have left their imprint on the palimpsest that is the landscape. Trades such as cloth production moulded communities in a distinct fashion taking their names into the trade as at Worsted and Kersey in

East Anglia. Rural heavy industry seen here in our own iron industry at Furnace Pond, Lower Beeding, now sits in that most tranquil of settings – the Wealden woodlands.

Early excavation sites for minerals and stone divide the landscape at Barnack, Northants and Emley, Yorkshire – and of course on the South Downs. Later scenes at New Lanark or the Kennet & Avon canal bespeak a built industrial environment. This sumptuous production is one of a C.U.P. series on Britain's geography from the air. As an historical geographer I thoroughly recommend it.

GEOFFREY MEAD

A.A. Jackson, *Semi-detached London*, Wild Swan £19.95

When this book first appeared in 1973 it was in a thick paperback format, scholarly but heavy going. Now after being out of print for many years it has reappeared in a hard back coffee table style, lavishly illustrated and with an eye-catching Thirties poster-style cover.

The whole of the original text is included with some new material and an expanded bibliography enhanced by a large number of additional illustrations. The sub-title to Alan Jackson's work is 'Suburban Development and Transport 1900 - 1939' and is a foretaste of his main interest. Page one in the first chapter 'The Fertile Ground' has a section sub-heading 'Railway Suburbs', closely followed by another entitled 'A surfeit of transport'. Chapters two and three cover 'The Electric Palace' and 'Tramways'.

The pre-1914 period is covered in four chapters but the bulk of the text covers the post-1919 period which includes a host of I.A. items including case studies of 'Edgware – the Underground suburb' and 'Stoneleigh, the Southern Electric suburb'. The new appendices in this edition include pieces on electric tramway development, motorbus routes and suburban railway facilities. Jackson is a true train freak. Sidelights on main-stream I.A. include suburban shopping parades where Tesco as an example built up a chain of over 100 branches between 1931-39 mainly in the new expansion areas such as Tolworth, North Cheam, and Hornchurch.

Jackson's work is well indexed and each chapter is referenced on its concluding page – and well referenced too.

A criticism of this work would have to note that these suburban growth features are set in a base none too secure. Little is said of the 'push-pull' factors of suburbanisation e.g. the appalling nineteenth century cities and the poverty-stricken agriculture regions that surrounded them with their depressed land values. While it is true that transport was certainly instrumental in linking these elements, enabling workers to live in better conditions further from the workplace in areas of exploitable farmland it is the twin bases of town and country that need analysis not just their link.

Be that as it may, any book that can include a report on the Silk Stocking Dancers of Gold Green in a chapter devoted to the Kingsbury Odeon and Ekco 8 guinea Superhets gets my money any day!

GEOFFREY MEAD

S.C. Orchard & W.L. Smith, *The Post Office in Lewes* (1992) CEM Publications Ltd., Derby ISBN 1 85 100 056 9 pp78 illus, price not indicated.

A comprehensive history of the Post Office in Lewes and the services that it provided from its first establishment. Lewes was in an unfortunate position with regard to postal communication in the seventeenth century. Official post roads from London served Rye and Hastings to the east and Portsmouth and Chichester to the west. It was as a ride from the Chichester branch, then in farm, that Lewes first received an official postal communication. The first known postmaster was Edward Tasker who died in 1762. By his time mail for Lewes was routed via Arundel and Brighton four times a week. The growth of Brighton changed all this and the first mail coach via Lewes arrived in 1791. Communications with East Grinstead and Tunbridge Wells were however to be bones of contention for several decades more. This book details

changes in postal routes, the methods of conveyance, accidents and mishaps and the staff employed at the Lewes office. It details the advent of penny postage, the parcels service, telegraphs and telephones. In 1885 there were four daily deliveries and the post office remained open till 10 p.m. Staff levels rose from one clerk in the Lewes office and two delivery staff in 1853 to 350 for the Lewes district by 1972. In that year the Lewes area was split between Brighton and Eastbourne and the last Lewes Postmaster to hold the office retired in 1970.

This history is well-written and carefully researched. Local newspapers and the extensive archives of the Post Office have been trawled to provide the information. This is supplemented for the more recent period by the reminiscences of W.H.L. (Bill) Smith one of the authors. He joined the Post Office at Brighton in 1929 as a telegraph boy and spent virtually all of his life in the postal office eventually taking control of the Lewes district. This work provides full details of the various buildings in Lewes used for the postal service and the information about the services provided and the persons who carried out these duties. A worthwhile addition to the shelves of the local historian.

BRIAN AUSTEN

J. Pigot & Co., *Pigot & Co's Royal National and Commercial Directory and Topography of the Counties of Kent, Surrey and Sussex* (1839), facsimile edition published by Michael Winton ISBN 0904069 5 3 pp282 pbk £9.50 (available from the publisher at 5-6 Lynn Road, Castle Rising, King's Lynn, Norfolk PE31 6AD, post & packing £1.20 extra).

The value of directories to the researcher is well understood but the cost of owning copies of the earlier ones is now prohibitive, even if they could be located in booksellers' lists. Thus the publication of this facsimile of a volume of the major national directory of the first half of the nineteenth century is to be welcomed. All towns in the three counties and most of the major villages are covered and for each the main citizens and virtually all independent traders and craftsmen are listed. The topographical and historical introductions to each locality and the postal and transport facilities are also of great reference value. This neat facsimile is unabridged and even the three county maps are reproduced. A must for the serious researcher.

BRIAN AUSTEN

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SUSSEX MILLS GROUP



EXTRA VISIT

8th August 1993 Sunday starting at 10.30 a.m. Ratham Water Mill, Ratham Lane, West Ashling. SU 811063.

Working visit to clean up mill generally prior to visit on mills tour. Wear old clothes and bring packed lunch.

From old A27 now A259 turn north at roundabout in Bosham then over level crossing by Bosham station, over the new A27 road, turn left then left again into Ratham Lane. Mill is in a complex of buildings on the right. Note this is the old original mill not the large later modern mill.

2nd October 1993 Starting at 2.30 p.m.
Mills Group meeting at St. Mary's Church Hall, Holmes Avenue, Hove.
[next to West Blatchington Mill]

This is an open meeting when I have invited all mills in Sussex that are open to the public to come along to discuss mutual problems. 50p per person to pay for hire of hall. Tea and biscuits. Please come and contribute to the discussion.

NEWS OF MILLS

The Midland Wind & Water Mills Group have just published *Wind and Water Mills* Number 12 with articles of interest to mill enthusiasts everywhere with articles about Manchester, Shropshire, Derbyshire and the Canary Isles.

Slides by Frank Childs

I have recently received a set of 82 slides from W. Salkeld. The slides are from the late F. Childs and show views of mills mainly in Sussex. I hope to catalogue them and publish the list for all to know what is there.

Balcombe Water Mill

This is being converted into living accommodation but recently had two mill stones stolen that the owner was intending to set into the floor.

Stone Cross Windmill

Discussions are in hand to try to save this mill. Once we have written confirmation that the owner is prepared to lease the building to a trust, we shall arrange a local open meeting to discuss the problem and to see about setting up a trust to look after the mill.

Windmill Hill Mill

This continues to be a problem as the owner does not seem to want to spend any money on the building. We shall again try to contact the owner and we request other members not to write direct to the owner in the name of the society. (yes - this has happened).

Burton Water Mill

Mrs. Mills is still trying to sell the lease but to our knowledge has not done so.

Nutbourne Windmill

A recent planning application will change this building (no machinery, no sails, no cap) into a visitor centre for the adjacent vinery

Brewhurst Water Mill

I understand that planning application has been requested to use part of the mill as a workshop with no alteration to the machinery. We shall watch this.

Hempsted Water Mill, Uckfield.

Planning permission is being sought to use part of this building as a workshop. We understand that this will not affect the machinery there. We shall watch this.

DON COX

NOTE FROM HIGH SALVINGTON MILL

On 13 May, a party made up of members of the Trust Committee and also from the Friends of High Salvington Windmill, visited Shipley Mill at the invitation of Shipley Trust.

This was an excellent opportunity for a group of people from two different locations, but with the same interests and many similar problems, to meet and discuss their ideas.

After a guided tour of the mill light refreshments were served and the evening was enjoyed by all.

We at High Salvington are actively encouraging informal visits between mills. We feel that apart from the interest in the mill itself, it is often helpful to have an opportunity to talk and discuss mill problems.

The working crew at High Salvington visited Coultershaw Beam Pump last year and we are hoping to arrange a visit to Lowfield Heath Windmill very shortly.

If any mill bodies - or I.A. groups - would like to visit High Salvington, we would, of course, be very pleased to welcome them.

PETER PEARCE

OLDLAND MILL, KEYMER

...ce our last report in *Newsletter 77* we have been able to make further progress:-

The flour floor frame has now been completed, including the shaping of the crown post journals - the tail journal has been given provision for adjustment. The tail pole tie has been fitted but will not be fixed until final assembly of the mill body. Draw peg drilling has been completed and the frame knocked down and stacked.

Work on the tail bay frame has now commenced. It had been hoped to utilise as much of the original frame as possible, but removal of the best preserved member showed it to be very decayed due to contact with the poor weather boarding, and too full of nails to warrant recovery. This frame has been badly altered in the past to accommodate a single narrower door. The new frame is reverting to the original wider stable door of which there is evidence.

Much needed help, for which we are much indebted, has arrived in the presence of Peter Pearce from High Salvington, who is doing very valuable and intricate work recovering the decayed features at the base of the crown post.

A. JOHN ANNETT

LOWFIELD HEATH – Restoration Progress, by Peter James

Although restoration work throughout the year has been done by a small band of dedicated volunteers on Sunday mornings only, a steady progress had been achieved.

The roundhouse door frames (in Charlwood oak) were finished first, followed by the six pane windows above, again from local oak and glazed with old glass. New doors were made out of larch and hung using old wrought iron hinges, which came together with some lovely brass locks from one of our Friends. Finally the whole assembly was painted inside and out.

In April the Reigate Area Conservation Volunteers (BTCV) made a Dutch drain around the mill. This consisted of digging a trench around the wall of the roundhouse and filling it with shingle. From this another trench was dug to the corner of the plot, into which was laid a land drain pipe and again the trench was filled with shingle and then turfed over. It all proved very effective in keeping the rain away from the roundhouse floor. Also in April the roundhouse roof boards were trimmed off to length and nailed in place, prior to which any shrinkage was taking up by hammering the alternate tapered boards further home. This vastly improved appearance of the roundhouse roof.

The remainder of last year was taken up with making and fitting the oak 'soldiers'. These are downward protruding members along both sides and front of the mill body and are designed to support the downward continuation of the weatherboarding, known as the skirt. There are about twenty 'soldiers' and they were quite difficult to fit as the mortices into which they fitted could only be reached by using ladders. Most of the wood came from the village chandlers, being old fence post stock.

In October we started to level the mill plat with the kind help of Ron & John Capstick. They brought along a JCB and two dumper trucks. Having levelled about half the mill plat, we were unfortunately caught by the winter rains and had to abandon any more work until the spring. This year we have painted the inside of the roundhouse walls white. This gives an altogether lighter interior as well as showing off the oak timbers, which support the centre post, in better contrast.

On 3 January we greased the post using tallow (a traditional method) and turned the mill using the tailpole. It took two people to move it at first but, after four revolutions and plenty of tallow, one person could move it with ease. This operation highlighted the fact that the mill post was not upright as the 'soldiers' touched the roundhouse roof at one point, and also the mill was easier to move in one quadrant than another. To confirm this we set up a plumbline within the mill. We then turned the mill one revolution, stopping at various points to mark the position of the plumb bob. At the end of this, the plumb bob had described a circle from which the amount of incline of the post could be calculated. It proved to be 1½ inches out of vertical.

To correct this, wedges around the base of the post would have to be moved (see fig.1). It was felt best to put this in the hands of our millwrights, West Sussex Rural Engineering Company. On 1 March I assisted them in this task. The post was moved upright successfully by moving wedges and adding a new one. Incidentally this operation also involved moving over one of the cross trees to give more clearance to move the post, no mean feat using only a sledge hammer and wedges; the weight of one end of the cross tree being in the region of 5 tons.

Most recently we have started to weatherboard the skirt. Initially this has entailed refitting the triangular weatherboarding pieces at the rear of the mill, near the start of the tail pole. These will retain their mid nineteenth century weatherboarding – a rare survival!

PLANNED WORK FOR 1993

1. Completion of the skirt including painting both this and the roundhouse roof.
2. Re-tarring the roundhouse, probably by the BTCV in April.
3. Completing the landscaping.
4. Making and fitting the brakewheel; as far as our funds permit this will be done by our millwrights as it is a very time consuming job and needs workshop facilities.
5. If time permits we may make a start on new steps.

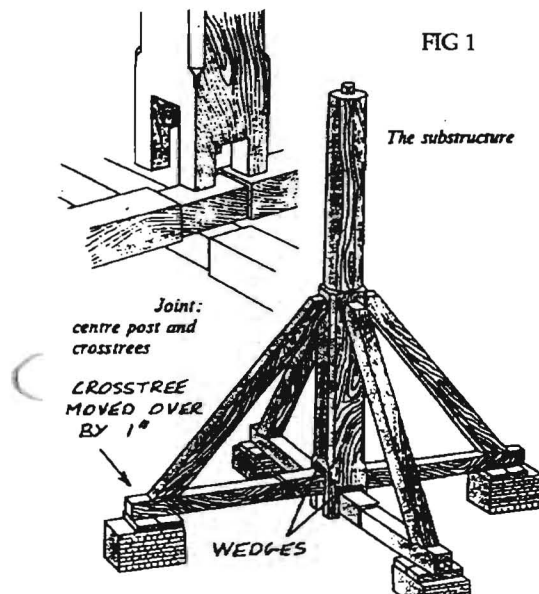


FIG 1

A FURTHER LOOK AT THE TIMBERS SUPPORTING THE CENTRE POST

An interesting point to make when referring to fig 1 is that there is no weight taken at the intersection of the crosstrees. The entire weight of the mill is transmitted via the four diagonal quarterbars down to the brick piers.

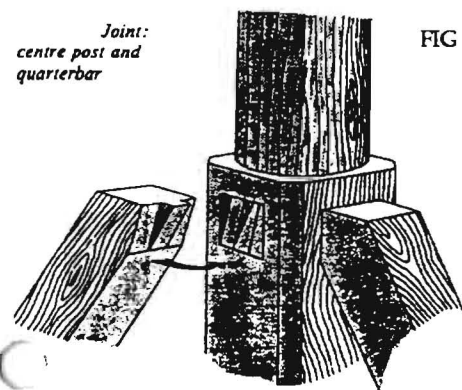
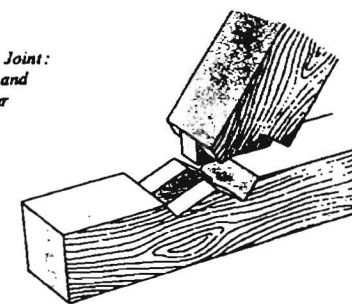


FIG 2

Joint: crosstree and quarterbar



Of further interest, fig.2 shows the joints between the post and quarterbar and between the quarterbar and crosstree.

Note: None of these joints are dowelled together, the weight of the mill being sufficient to hold the joints in place.

S.P.A.B. ANNUAL OPEN DAY MILLS TOUR, SATURDAY 15 MAY

It was decided that Sussex should be the venue for this year's one day mills tour, and Peter Pearce was asked to make the necessary arrangements. It turned out to be a very pleasant and successful day, the weather was fine and the interiors of six mills were examined plus the exterior only of the roundhouse which is all that remains of Duncton Postmill.

A coach with over 50 people on board left Hove Station at 10.30 and within a few minutes arrived at West Blatchington Windmill where Peter and Joan Hill were waiting to greet us. This unusual six sided smock mill built over the barns of the original farm used not only to grind grain, but to drive threshing and other machinery in the barns.

From here to the top of the Downs to Jack and Jill Mills at Clayton and also the Duncton roundhouse. Simon Potter had the sails of Jill turning, so we were able to see some of the machinery in motion. Dr. Deering unlocked Jack and some intrepid members climbed to the top, out on to the fantail stage from which an awe inspiring view could be had over the countryside. The small chapel at second floor level was examined, and the underground tunnel connecting the mill with the granary was of great interest.

A very satisfactory lunch followed at the "Jack & Jill" pub in the village of Clayton, and then off to Lindfield watermill, opened for us by courtesy of the owner, Mr. N. Broomfield. Now sadly no longer working, but a pilgrimage for some older members who remember visiting the mill when it featured in one of the earliest field outings organised by the S.P.A.B. On that occasion it was the venue for two informal talks, one given by Paul Wilson, (later Lord Wilson of Wray) on The History of Water Mills, and also one on Research into the History of Individual Mills by Miss E.M. Gardiner, O.B.E.

Next to Horsted Keynes where Mr. Alan Hancock opened the sluice of the lovely little watermill, and set the wheel turning. Mr. Hancock is actively restoring the mill. We were to see the sack hoist in operation, and also an old dynamo and some interesting switchgear which he had installed.

Finally we made our way to High Salvington, where the sails of the mill were busily turning in the brisk breeze, and where a reception committee and also tea were awaiting us. But this was not all. High Salvington Mill had been nominated to receive one of S.P.A.B.'s much coveted awards - the Wind and Watermill Plaque, which is only given where S.P.A.B. can see that restoration has been carried out according to their accepted "Philosophy of repair of Windmills and Watermills".

With appropriate ceremony Roy Gregory, Chairman of S.P.A.B. Wind and Watermill Section, handed the plaque to his Worship the Mayor of Worthing, who accepted it on behalf of the Trust who are responsible for the Mill. He spoke of the honour which this prestigious award brought to the mill, and to Worthing. Some credit must go to the councillors who originally fought for its preservation, but, he added, none of this could have been achieved had it not been for a small nucleus of devoted workers led by Peter Casebow who actually carried out most of the intricate restoration, and to whom he now passed over the plaque.

Peter replied, giving credit to others, notably Roger Ashton who had been with him in the work since the earliest days in 1976. The Ceremony ended by photographs being taken by the local press.

Footnote

The Plaque has now been mounted in the mill for all to see.

ALFOLD MILL, Newsletter No. 78

The following has been received from Mr. B.J. Tanner:-

I expect you are aware that in the fourth edition of Vine's *London's Lost Route to the Sea* there is a photograph of the Alfold Mill (Plate 25). At the end of Chapter XI, there is a note concerning this mill (page 136). This appears to suggest that both Hampshire and Nightingale were involved in the demolition. The mill is marked on the first edition of the O.S. Surrey 25" sheet XLVI.2 (surveyed 1871). The annotation is Windmill (disused). The site is about 200 yards south-west of Compasses Bridge and about half way between Compasses and Simmonds Bridges. The Vine first edition makes no mention of this mill.

NUTLEY WINDMILL

National Mills Day was also to be the day Uckfield and District Preservation Society was to celebrate 25 years of caring for Nutley Windmill. The actual date it all started was 6 October 1988 but we felt October would be too late in the year for this type of celebration.

We had worked hard for the previous two or three days in glorious weather getting the mill and barn ready for the Sunday. It was to be the first time the barn was used as the entrance to the mill instead of the temporary shed we had used for the past fifteen years. A great deal still needs to be done to the barn but it is at least dry and items can be permanently displayed there.

When we arrived at 9 a.m. for the 10 o'clock opening it was dull and drizzling. We had a number of cancellations and we were getting rather worried that we would not have many visitors. However the weather forecast was quite good for the afternoon.

The first visitors arrived sharp at 10 a.m. so we were off. Members completed fitting the new cloths to the common sweeps. By the time the first rush was over some of the craft stalls were there and the weather started to look better.

I then had to leave to open the doors at Argos Hill Windmill. This mill was being opened by the Mayfield and Five Ashes Society. They had about 60 visitors. It is many years since this number of people have seen the mill.

When I returned to Nutley an hour and a half later, there was a marvellous sight. The field was full of visitors, the Ashdown Morris Dancers dancing, and the stall holders all there. The sun was shining and there was enough wind for the sweeps to turn. The Morris Dancers did us proud. They kept going for at least two hours. They seemed to enjoy themselves. The visitors were certainly having a very enjoyable afternoon. It would be nice to have them again. Roger Musselle and David Legge of Radio Sussex were in the field most of the afternoon and many people chatted to them. Many people had said they had heard about the mill on Radio Sussex and so came up.

In spite of the rather dismal start, the day was a great success and I'd like to thank everybody for support.

The next open days at Nutley are the last Sundays in June and July; at Argos Mill Wednesday 30 June, Saturday 10 July, Wednesday 25 August and Saturday 11 September. I had Sunday 11 September incorrectly shown in my last Newsletter report.

BRIAN PIKE

BARNHAM WINDMILL

The Society for the Preservation of Barnham Windmill has launched the 'Millenium Appeal', a special appeal to raise funds for the purchase of Barnham Mill Tower and its contents. This move, described by the Society's Chairman Eddie Tabard as urgent and essential, comes after months of speculation over the future of this unique piece of industrial architecture.

Barnham Mill is believed to be the last remaining tower mill in Europe capable of full restoration, because most of the internal machinery and fittings are intact and untouched. Its potential as an educational resource for local schools and colleges is significant. The Society fears that an enforced sale by the present owner Vic May could result in the Society losing all access to the site and control over planned restoration work in the future.

In line with professional valuations of the site, the Society hopes to raise £35,000 in its bid to purchase the mill outright. This may be difficult to achieve all in one go, although a number of generous pledges have already been received and with extra support through this campaign the Society believes it can obtain a short term mortgage to purchase the mill tower complete with its machinery.

Chairman Eddie Tabard pointed out, "we only need to find a hundred and fifty people who can pledge £50.00 a year under a covenant arrangement and we will achieve this goal. We feel sure that many people will consider this a small amount to become Patrons and secure a key part of our local history for future generations to enjoy."

The Society for the Preservation of Barnham Windmill applied last year for Charity status, which is a pre-condition for most sources of grant funding for restoration work. Unfortunately