

SOURCES

1. Photograph in the National Monuments Record, Royal Commission on Historic Monuments, London.

GUY BLYTHMAN

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COMMITTEE MEMBERS

R.E. Allen, B. Austen, Brig. A.E. Baxter, Mrs. P.M. Bracher, C. Bryan, D.H. Cox, Mrs. D. Durden, F.W. Gregory, E.W. Henbery, P.J. Holtham, G.E.F. Mead, R.M. Palmer, B. Pike, G.G. Thomerson.

Copy for the newsletter should be sent to:

G.G. Thomerson, 42 Gander Hill, Haywards Heath, West Sussex RH16 1RD (0444) 450722

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

LATEST DATE FOR COPY FOR THE JANUARY NEWSLETTER IS 4th DECEMBER 1994

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SUSSEX INDUSTRIAL
ARCHAEOLOGY SOCIETY

Registered Charity No. 267159

NEWSLETTER No. 84

ISSN 0263 516X

Price 25p to non-Members

OCTOBER 1994

CHIEF CONTENTS

Wales
Civil Engineering Heritage - Southern England
The Day the Gen. Sec. went to prison
Diamond Pattern Concrete Roofing Tiles
Bridges over The Adur at Shoreham
Sussex Mills Group News

PROGRAMME OF ACTIVITIES FOR 1994

Saturday October 29 at 7.30 p.m. Members' evening. Note incorrect date on visit card.
Brighton & Hove Sixth Form College, Dyke Road.
Use Dyke Road entrance to car park.

Saturday November 26 at 10.30 a.m. Recording of I.A. Sites - a Practical Exercise
(see *Newsletter* for details)

at 2.30 p.m. Annual General Meeting followed by illustrated talk on
the Tunbridge Ware industry by Brian Austen, Haywards
Heath Town Hall, Boltro Road. See notice enclosed for details.

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

VISIT TO THE WEY AND ARUN CANAL - 25 JUNE 1994

Violent thunderstorms the night before did not augur well for trudging along canal towpaths. In the event, apart from an occasional sticky Wealden Clay patch, the effects of the deluge hardly showed. Seventeen members (18 had been expected - but more of that later) congregated at the Onslow Arms, Loxwood at 11 o'clock and set off sort of southwards under the guidance of Brian Tanner of the Wey and Arun Canal Trust (fortunately for all concerned he is also a member of SIAS). We passed Brewhurst Lock, on which restoration work is about to start, Brewhurst Bridge, almost completed and then on to Baldwins Knob Lock (named after a small hillock just to the north!) which was finished only last year. A sight to gladden the hearts of any canal enthusiast awaited us: the Trust's recently acquired and renovated narrow boat was setting off downstream - the first to be seen back on the Canal for well over a hundred years. Our own boat, kindly provided by Brian Jolley - another Trust member - then carried 8 of the party down to just short of the site of the

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In all, we managed to find quite a bit of I.A. interest in South Wales, in addition to other pursuits such as a 99 minute catamaran trip across to Ireland and a boat trip across to Caldy Island to see the monastery (ladies are not allowed inside – unfair!), none of which comes within the scope of industrial archaeology! Next year the family want to go to Tahiti !

DIANA DURDEN

BOOK REVIEWS:

Otler R.A., Civil Engineering Heritage: Southern England, Thomas Telford Ltd. (1994)

This is the fourth in a series issued by Thomas Telford Ltd., the publishing arm of the Institution of Civil Engineers. The Institution's Panel for Historical Engineering Works was established in 1971, and has since then compiled files on 'Historical Engineering Works' selected for their 'technical interest, innovation, durability, and aesthetic qualities.'

From 1981 onwards, a series of books under the general title 'Civil Engineering Heritage' has been published, drawing on the HEW files held in the Institution's library. The whole of England and Wales has now been covered, with the exception of the London area. It is expected that volumes for London, Scotland, and Ireland will appear to complete the series in due course.

The Southern England volume, just published, includes works from Cornwall, Devon, Somerset, Dorset, part of Wiltshire, Hampshire, Surrey, Kent and East and West Sussex.

The Surrey sites selected for inclusion are the Wey navigation; the Brooklands motor race track; a number of bridges from medieval to modern date; relics of the Croydon, Merstham & Godstone Iron Railway; the former London & Brighton and South Eastern Railway companies' main lines; and, specifically, the Merstham and Blechingley tunnels.

The Sussex sites dealt with are the London to Brighton railway; the Ouse viaduct; the Clayton tunnel; railway bridges over New England Road (Brighton); Brighton Station; London Road viaduct (Brighton); the Brighton water supply; Brighton and Hove main drainage; the Royal Pavilion; Brighton Chain Pier; West Pier and Palace Pier; Brighton Marina; Shoreham Harbour; Old Shoreham trestle bridge; Timberley viaduct; Stopham ancient bridge; Petworth dam; Petworth ancient water supply and Coultershaw beam pump; Stane street; cliff stabilisation works (east of Brighton); the Lower Ouse navigation and Newhaven harbour; Beachy Head lighthouse; the Royal Sovereign lighthouse; and a section of Roman road at Holtye.

To what extent there is any link between the ICE's HEW classification, and the Association for Industrial Archaeology's IRIS (Index Record of Industrial Sites) is not clear. Or with scheduled Ancient Monuments lists (the various Croydon, Merstham & Godstone Iron Railway relics, for example, are not acknowledged in the text as having that status.) Are all the right people talking to each other about all the industrial and engineering relics? The numbers of HEWs in each category seem to show a strong bias towards bridges (over 40% in the four volumes published to date); other categories include buildings of various kinds (10%), railways & tramways (8%), canals and associated works (7%), roads (2%) and so on. Only four sites of mines are included in the whole of England and Wales. And the ICE appears, without stating as much, to be leaving military engineering works aside, reflecting its origins early last century as the professional body concerned with civil, in the sense of

non-military, works. Thus, presumably, we look in vain for any mention of the lines of pill boxes and other defensive works so common in the south east.

These volumes will probably not reveal much that was not already known to interested persons living in the area dealt with. But will be handy if far from complete or balanced guidebooks for less familiar areas, for persons wishing to pursue 'industrial archaeology' as little more than another spectator sport!

PAUL W. SOWAN

Members attention is directed to the book by Roy Brooks, *Sussex Flights and Fliers, (1783-1919)*, which has been the subject of recent favourable reviews. It is available in microfiche at £10 and in photocopy form at £16.00 per copy from Roy Brooks, 72 Downside, Shoreham-by-Sea, BN43 6HE.

THE DAY THE GENERAL SECRETARY WENT TO PRISON

I reported as ordered to the main entrance of Parkhurst Prison on the Isle of Wight, at a small dark forbidding door in a plain modern high brick wall capped by a security screen of razor wire. Inside the reception area I reported to the guard in the small cubby-hole and was told to await my escort. The room was divided between the public side and the secure side by a quite inappropriate hardwood rail some 3 feet high with turned balusters. When my escort arrived I went through the security screen and then through a series of locked doors and gates into the main prison area. Here were all the old prison buildings not visible from outside. I was escorted through several yards and finally came face to face with – yes! you've guessed it – Mathematical Tiles!!!

Parkhurst Prison was originally built in 1799 as the hospital for the adjoining Albany military barracks, now Albany Prison. The hospital administration building which subsequently became the prison administration offices in 1838 when the prison was built, is a very handsome two storied structure seven bays wide and surmounted by a cupola. It is of timber framed construction and covered on all elevations externally with red mathematical tiles laid in Flemish bond, now mostly painted. A subsequent brick extension to the rear has replaced some of the tiles but apart from one defective patch on the front elevation the building is in reasonably good condition. There is also a small area of tiles remaining on what was at one time the stable block. It was of course to the works department where I was taken and they informed me that the building, which is listed, is to be renovated shortly, all the tiles removed, the paint stripped off and refixed.

During my few days in the Isle of Wight fire bombers struck at the Boots building in Newport which was completely gutted and at three shops in Ryde. The Boots building is covered with mathematical tiles on the High Street elevation and it is possible that one of the shops in Ryde which was also a target that night is also covered with them. Is this a coincidence or have bombers got it in for mathematical tiles? In fact, thankfully, no damage seems to have been done to the external face of either building.

I also located several examples of terra-cotta roof furniture in the island, viz 5 wyverns and one magnificent vulture. It is interesting that the wyverns are of an identical pattern to that seen at several locations in Sussex and are also illustrated in Benjamin Ware's catalogue.

This seems to confirm that the moulds for these finials were duplicated from master sculptures and were made available to various manufacturers.

RON MARTIN
(Now on parole pending final release)

RECORDING OF I.A. SITES – A PRACTICAL EXERCISE

It is the Committee's hope that more members will come forward to complete the recording of I.A. sites in urban Sussex. I am frequently embarrassed when I get requests from various bodies asking for information on particular sites when the records have not been completed. Buildings are also being destroyed at an alarming rate without proper records being made.

To encourage members we are holding a practical session in the morning of the AGM and this is being held at 10.30 a.m. in the Town Hall in Haywards Heath. After a short talk members will be sent out in small groups to record several of the buildings in Boltro Road and the adjoining streets which contain several interesting buildings. Later we will return to the Town Hall to compare notes.

Please do not be put off if you do not think you are capable of doing this. You do not have to be an expert in I.A. or in building or architecture. All you need is a notebook and an observant eye. It is also one of the best ways of learning more about your own town.

RON MARTIN

DIAMOND PATTERN CONCRETE ROOFING TILES

Many of you will know the buildings at the Amberley Museum which are covered with diamond pattern concrete roofing tiles. They originated in Germany in the 1840s when one Adolf Kroher discovered a source of natural cement in the village of Staudach in Bavaria. To exploit this material he started making roofing tiles of various patterns but the diamond pattern became the most successful and was used extensively in South Germany and Austria, particularly on railway property.

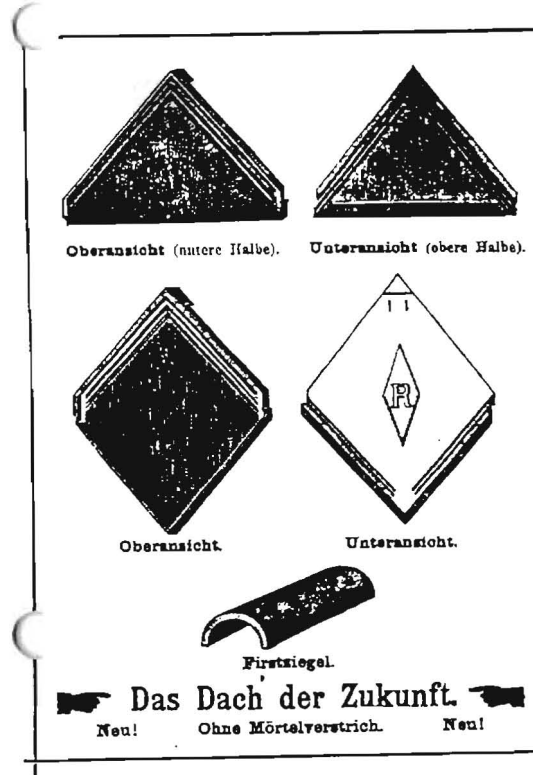
By the end of the century various other people notably J.P. Jorgensen, a Danish man, became interested in these tiles and influenced their spread into North Germany. In 1895 machines for making the tiles were imported into England.¹ It seems probable that Peppers at Amberley acquired one of these machines – there is still one in the concrete display there – and tiles from these machines were used on the office buildings and on another smaller building adjacent to the De Witt Kilns. There is also a house in Houghton Bridge roofed with them. When I surveyed the Game Larder at Brook House, Ardingly details of which were published in *S.I.H.* 23, I was surprised to find these tiles also on this building.

I have since been looking for other examples of these tiles and have so far found the following:-

DEVON	Barnstaple Inn, Barnstaple	SS 559329
DORSET	Winfrith Cottage, Winfrith Newburgh	SY 806850
ISLE OF WIGHT	"Dundas West", Military Road, Freshwater	SZ 349857
SOMERSET	School in Middle Street, Minehead	SS 965464

SURREY	Whyteleafe Garage, Caterham (not seen)	TQ 128119
WEST SUSSEX	Amberley, Administrative Building	TQ 029121
	Small shed	TQ 025118
	"River View", Houghton Bridge	TQ 262299
	High Street, Handcross	
	Nos. 8,10,16,18,22 & 28 Brighton Road,	
	Shoreham by Sea, porches	TQ 234049
	Brook House, West Hoathly, Game Larder	TQ 356292

I have been in touch with an architect from Devon who informs me that there are several examples in North Devon that were made locally in the 1930s. It would be interesting to know how it happens that these tiles seem to crop up in several different locations.



The tiles are lozenge shaped and come in two sizes 390 x 510 mm and 300 x 370 mm, all I have seen being the large size except the ones in Shoreham. There is a continuous thickening along all edges, at the upper side at the top edges and to the under side at the bottom edges, with a nib for hanging the tile on to a timber batten at the top point. The tiles lap approximately 40 mm. In the centre of the underside is an oculus shaped projection to support the middle of the tile on the intermediate batten. A slightly different pattern has a double interlock and was patented by Reising's Sattelfalzziegel in 1898.² The example in Dorset is of this pattern (see illustration). To enable edges to be formed without cutting, half tiles are produced for top edges, verges and eaves. Formerly the tiles were coloured but by now most of the colour has faded to a dull grey/buff colour. I would be grateful if all members can look out for other examples of these very unusual tiles. But please do not be

confused with the diamond pattern asbestos-cement slates which were such a common feature of pre-war cheap building. The visible thickness of the edge of the concrete tiles is 20 mm whereas that of asbestos-cement slates is only 6 mm and is clearly different.

References

1. DOBSON, CHARLES, *The History of the Concrete Roofing Tile*, Batsford (1959), 52
2. Ibid

RON MARTIN

BRIDGES OVER THE RIVER ADUR AT SHOREHAM

There has been a recent exhibition of the bridges over the River Adur at Shoreham held in the Marlipins Museum with many original drawings and paintings of these interesting structures.

Old Shoreham Toll Bridge (TQ 206059)

This was built in 1782 to the design of Joseph Hodskinson. The bridge itself was 450 ft. long constructed of oak, on one hundred and forty six piles, in 26 trestles supporting a 12 ft. roadway, with two passing places. It was replaced in 1917 by an almost identical structure in blue gum wood by the London Brighton and South Coast Railway Company. It was redecked in hardwood in 1985 and closed to traffic in 1970. It is now a public footpath and Grade II listed.¹

Shoreham Foot Bridge (TQ 216048)

This was built in 1921 to provide pedestrian access to Shoreham Beach and to replace a ferry. It was built as a toll bridge with reinforced concrete trough beams each spanning 14 m on to 12 reinforced concrete trestles and abutments. There is a steel retractable centre span.

Norfolk Bridge (TQ 212050)

The first Norfolk Bridge was a chain suspension bridge 530 ft. long designed by W. Tierny Clark. This was replaced in 1932 using the piers of the earlier bridge and is of steel bow-string girder construction in 4 spans. It was designed by the consulting engineers Howard Humphreys & Son, was 530 ft. long and 18 ft. wide.

This in turn was replaced in 1987 by a reinforced concrete single span bridge using the existing abutments lowered and recapped.

Adur Viaduct (TQ 206063)

The new bridge carrying the A27 across the Adur north of Old Shoreham was built in 1968. It is 1,900 ft. long overall and comprises two welded steel box girders side by side each 6 ft. wide and 100 in. deep supported on reinforced concrete columns with a reinforced concrete deck. It is connected with the road running beside the river with a complete cloverleaf interchange system.

Shoreham Railway Viaduct (TQ 209052)

The original railway viaduct to carry the line between Shoreham and Worthing was built 1845 and was a 14-span bridge supported on wooden trestles.²

This was replaced in 1893 by an iron girder bridge 1,066 ft. long supported on iron cylinders filled with concrete and was designed by Sir John Fowler.

REFERENCES

I am indebted to the organisers of the Marlipins exhibition for most of the above information.

1. OTTER, R.A., *Civil Engineering Heritage, Southern England*, Thomas Telford Ltd. (1994) 204
2. HOWARD TURNER, J.T. *The London Brighton and South Coast Railway*, Vol. 1 Batsford (1978) 210

RON MARTIN



SUSSEX MILLS GROUP



NOTES FROM THE HON. SECRETARY

First some newspaper cuttings:-

Sussex Weekly Advertiser, 29 October 1787

DICKER WINDMILL BLOWN DOWN

"Last Wednesday in the afternoon, a windmill on The Dicker, the property of Mr. Joseph Willard, of Chiddingly, was blown down by the violence of the wind. It was observed to totter some few minutes before it fell, but the men who were in it (two able grinders) insomuch that they were under great apprehension for their safety, which occasioned one of them to make his escape down the ladder, ere the other could effect his escape he was hurled amidst the ruins to the ground, and what is very extraordinary, had the good fortune to escape entirely unhurt. Had he followed his companion down the ladder, 'tis thought he must have been crushed to death, as several very heavy pieces of timber fell down immediately after the other one had quitted it. The mill was almost a new one, being erected only in the year 1785. There was a considerable quantity of grain and meal in the mill, the greatest part of which has since been separated and taken up from the rubbish. Another mill situated near the above, and the property of the same person, was also shaken very violently by the storm but Mr. Willard being there at the time, he exerted himself in a manner that luckily prevented it from falling."

As a postscript, the *Sussex Weekly Advertiser* of 10 December 1787 carried this report:

"Tis mentioned to the credit of Mr. James Laker, millwright at Framfield, in this county, and his men, that Mr. Willard's mill on the Dicker, which was blown down, as mentioned in a former paper, is now rebuilt and in a state of work."

Thus within 6 weeks the mill was re-erected, repaired and back to working order.

Next from *The Eastbourne Herald* for 5 May 1934

OLD LANDMARK GONE

Demolition of an ancient windmill.

Only one of six now remains

"An old Eastbourne landmark has been demolished to make room for a new housing estate in one of the fast developing areas in the northern part of the town.

On Tuesday evening the derelict windmill at the top of Chalk Pit Hill on the border of Eastbourne and Willingdon was demolished after standing for over 150 years. Until about 40 years ago it had been in regular use and was for 90 years in possession of the family of Mr. H. Baker of Park Lane, Willingdon ..."

And so one for some 15 column inches explaining how explosives were used and on the history on windmills in the area. A photograph from a contemporary newspaper shows the derelict mill before demolition. (These cuttings on Eastbourne were sent to me by Peter Longley - thank you very much).

Next a cutting from Steyning Grammar School house magazine *Outlook* for July 1994

"On the 13th July, the Lower Sixth Theatre Studies group were invited to join 120 Rydon students and assorted teachers and parents in a grand re-enactment of the burning down of Sullington Warren Windmill. This well-documented event occurred in 1911 and so everyone was dressed correctly for the period, having assumed the identity of real people gleaned from the parish records. At the time the Steyning Fire Brigade was summoned by telegram delivered by a boy on a bicycle. Predictably, little was left of the windmill or the surrounding heathland when they arrived several hours later. In the re-enactment, the Steyning students played the parts of itinerant workers who happened to be sleeping rough nearby. Things nearly turned nasty as rumours grew that they might have been responsible for the fire! These 'in-role' days are likely to become an annual event at Rydon and so, hopefully, will Steyning's student involvement in the future."

From the *Eastbourne Gazette*, 18 May 1994

FRIENDS LAUNCH WATERMILL APPEAL

Michelham Priory Mill. "An appeal has been launched for the restoration of the mill. After the last major restoration in 1971 and 1972 repairs and maintenance are required and an

appeal has been launched in the name of Molly Pears. She was particularly interested in the mill from before 1959 when it was given to the Sussex Archaeological Society until her death in 1992."

From the *West Sussex Gazette* for 12 May 1994 I noticed the HIGH SALVINGTON WINDMILL had the local amateur radio club operating from the mill site as a fund raising scheme. How about other mills also doing this on the same day next year? Please contact me if you are interested.

From the *East Grinstead Observer* for 20 April 1994,

HISTORY, TOURISM CHARM FOR SALE.

This then goes on to extol the virtues of HAXTED WATERMILL which is up for sale complete with the adjacent restaurant.

Information Wanted

A new member is living in the Mill House at Nutbourne and is very interested in the modern roller mills or rather their end product for the nutritional value. Has any member done any work on roller mills? If so please contact me.

On a more general note I do get asked all sorts of questions about mills and milling and would like to put the enquirer on to somebody that has researched that aspect. So PLEASE let me know your interest/research. How about millers, millwrights, watermills, fulling mills, water supply to mills, paper mills, the design of water and wind mills, wind driven water pumps, steam mills, any other aspect concerning the driving of machinery by natural power. What is your interest? I would like to have or publish a list of people and their interest. Please let me know. [The address and telephone number of Don Cox are shown on the back page of the newsletter].

The following reports have been received:-

BARNHAM WINDMILL

13 May reports that interest in the restoration of Barnham windmill is still as strong as ever.

National Mills Day saw over 50 visitors who donated more than £45 towards mill funds.

The booklet *The Mill and the Murrell* put together by Vic and Mervyn Cutter of the "Murrell Arms", is selling well and all profits are going into the restoration account.

Two separate parties who prefer to remain anonymous at this stage are exploring the possibility of purchasing the property, and if either of them succeeds, Vic May will remain in charge of the restoration.

The Bank which recently foreclosed on the mortgage is the present owner and is experiencing great difficulty in finding a buyer. This is partly due to the many conditions attached to any sale, one of which is that the mill house may only be sold to a person who is intending to run the mill. The Bank, as vendors, can offer no car parking facilities at the mill. Space there is very limited but car parking facilities could and would be made available on

an adjoining property if agreement could be reached between a prospective purchaser and the Society for the Preservation of Barnham Windmill.

This society is to hold a meeting on 20 September to elect new officials, by which time it is hoped that a clearer picture of the situation will have emerged, and decisions with regard to the future will be taken.

The Society is very much alive, and enjoys support from the local council and the neighbourhood generally.

Vic says - "A rescue deal has been put together to save Barnham Windmill and with any luck the historic site will be the heritage and educational facility I had hoped. Now all that remains is for the Bank to agree the package. I have no financial benefit from the rescue whatsoever. But I really want to be able to finish off what I started and my commitment to achieve this is total."

For up to the minute information phone Vic May on
0243 542760 Evenings
0243 553336 Daytime

PETER PEARCE

HIGH SALVINGTON MILL

For some time now the High Salvington team had been on the lookout for a small authentic old Sussex granary to be sited near the mill, and recently one of suitable size was located by Frank Gregory. On examination it was found to be in reasonable condition, and the owners were prepared to sell. Carriers pronounced it a feasible proposition to remove the carcase in one piece.

Sufficient building blocks were kindly located by a local building firm, needed to replace the steddles temporarily, and on 14 May a team of sturdy enthusiasts lifted the roof tiles, jacked up the body at the point of contact with each steddle which was then withdrawn and replaced by building blocks. Steddles and tiles were then loaded into a three ton lorry and transported to safe storage.

The arranged date for transportation of the body had to be postponed at the last minute as it was discovered that the carriers had not given the police the necessary notice which is required for wide loads.

On Saturday 4 June, the team once again assembled at the granary site where they witnessed the loading of the building on to the low transporter which would convey it to High Salvington. With great skill the transporter was backed on to the site, and the crane operator lifted the body and in two operations, carried it around the mill to place it on to stone blocks already placed in position. Altogether a most satisfactory and successful operation.

Restoration of the granary has begun and will provide interesting work for some time to come.

PETER PEARCE

S.I.A.S. (MILLS GROUP) ONE DAY MILLS TOUR, 6 AUGUST 1994

A record number of members plus several visitors assembled at Hempstead Mill, Uckfield at 10.30 a.m. to take part in our annual one day "Mystery" tour of wind and watermills. Mr. and Mrs. Shepherd, the owners, were there to welcome us, and to take us around the mill. Although no longer working, there was much of great interest to examine, and as usual not sufficient time, particularly as Mrs. Shepherd had kindly laid on coffee and biscuits before leaving - an unexpected treat which was much appreciated by all.

Our next call was "Batemans" where we were able to see the mill in which the Society had a part in the restoration. Unfortunately we could not wait long enough to see it at work, as it was not due to be run until 1.30, but we did see the wheel and the turbine which had been installed in Rudyard Kipling's time to supply electricity to the house.

After lunch we met at Brightling Saw Mill, the owner, Mr. Grissell, could not be there but he left the grounds open for us. The waterwheel is in a serious state of dilapidation, only the cast iron rim remaining. The saw bench, having been protected by plastic sheeting, was rusty, but in reasonable condition, having been more recently in use, powered by a tractor.

Finally on to Windmill Hill, where Dr. & Mrs. Frost were waiting to greet us. This mill was for many of us the highlight of the tour. A fine tall post mill which was for many years clad in sheets of rusty iron, and looked in poor condition, has now had the iron removed and the weatherboarding renewed where necessary to make it watertight. It now presents a totally different aspect. The mill is shored up on RSJ's at present, and is safe. It is hoped that plans can be made and enough interest engendered to make it possible to save and restore this landmark.

Once again out thanks go to the mill owners and administrators who made the tour possible, and successful.

PETER PEARCE

LOST WINDMILLS OF SUSSEX

SILVERHILL MILL

Dear Don

I gather Michael Yates has written to you pointing out some errors in my article on Silverhill Mill on the last Newsletter. I wonder if I might have the opportunity to correct them myself.

Firstly, my reasons for deciding on 1866 as the date of the mill's construction (suggested as such in a local history journal). Various authors (Brunnarius, Fowell and Hemming) say 1868 but they do not give a source besides which it seemed unlikely the new mill would have taken three years or so, from the time of its predecessor's destruction by fire in 1865, to build.

Most photos of the mill are taken from such an angle as to give the impression that the square structure they show enclosed the whole base; however Michael Yates has two which reveal it to have been an

extension on one side only. It is present on a map of 1873 according to Mr Hawksley, and there is no reason to suppose it was not there right from the mill's construction.

According to Hemming there was at one time a fifth pair of stones, Peaks, but I was rather dubious about this since smock and tower mills rarely had that many pairs. It is however possible they were on another floor, which makes it more likely.

Mr. Hawksley tells me the mill was "jerrybuilt".. This would certainly explain its strikingly rapid deterioration after ceasing work.

Mr. Yates' comments about the number of shutters etc. are not I feel strictly relevant to the article as it was not intended to go into such detail.

My thanks to the above two members for pointing out these errors and omissions.

Yours sincerely,

Guy Blythman

2. ARUN MILL, LITTLEHAMPTON

This impressive tower mill, one of the largest ever built in Sussex, was for many years a familiar feature of the Littlehampton coastline. It derived its name from its position close to the mouth of the River Arun.

The mill was built in 1831 by Henry Martin of Bognor, millwright, on land leased to him for the purpose by the Duke of Norfolk. In the following year Martin sold the completed mill for £726 to William Halsted Boniface, who later added a dwelling house, storehouse, two cottages and various other buildings to the property. In March 1836 Boniface granted a 21 year lease to Robert Canter of Lewes. On 10 January 1840 the lease was transferred to John Woodhams Jnr. in whose family the mill was to remain for over 60 years. When Boniface died in November 1849 the mill was heavily mortgaged, and was disposed of by his executors to the mortgagee, Charles Newman. Woodhams remained as tenant miller. On Newman's own death, which occurred in 1853, the mill and property were sold by auction to Thomas Crunden. At the expiration of the lease originally granted to Robert Canter, Woodhams bought the property. He died in August 1879 but the business was carried on by his sons until 1901. From then until 1904 the miller was Percy Sherrell, who was followed by C.A. Bailey. Bailey worked there for only a year before being succeeded by Norman Ashby. Ashby left in 1910, after which the last to use Arun Mill were William Cook & Sons, until 1913. The remaining lease of the property was taken over by Miss Leila Streeter from whom permission to inspect the mill could for a while be obtained for a small fee.

After the lease expired in 1930, it was hoped that the by then derelict mill would find a purchaser who would ensure its survival. Certainly, the enlightened would have appreciated the asset a restored windmill could be to a seaside resort, especially if opened to the public. But in the last resort (no pun intended) taste was spurned in favour of a cheap



LITTLEHAMPTON MILL

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vulgarity. In December 1932 the mill was pulled down and its site became an amusement arcade and funfair. Its loss was one of the most regrettable in the history of Sussex windmill preservation. The mill spent the last few months of its life ignominiously festooned with hundreds of coloured lights as a tourist attraction, in a symbolic desecration of the old by the brash and tawdry new.

Arun Mill was built of stone faced with cement and had four floors, with a stage at the level of the second braced to the tower by diagonal timbers. The cap was of the kind found on many smock and tower mills in the Arundel/Chichester area, a dome with the material used to roof the corners of the boards where they meet being particularly noticeable. Thus it had a polygonal appearance, and a number of vertical boards extending part of the way along the fantail sheers. Another good example of this form of cap could be seen until fairly recently (i.e. 1978-9) on Earnley smock mill. Also characteristic of this part of Sussex were the low arched window openings.¹ Littlehampton also had a skirt of vertical boards at the base of the cap, a feature not present at Earnley. The four patent sails came from Climping mill when that ceased work in 1900. They replaced a set of the same type but with wide leading boards which the new ones did not possess.

As built the mill had only two pairs of stones, but by 1840 a third has been added as the notice for an attempted sale tells us. The notice also mentions a flour machine and smutter, and to emphasise the power of the mill states that these and the stones could all be driven at the same time. About the mill's interior we have no further details, except that the wooden upright shaft, fitted to replace an earlier one during renovations c.1870 was once part of the mast of a yacht belonging to the above-mentioned Duke of Norfolk.

Finally it may be added that Henry Martin also built the fine mill at Barnham, which has been luckier than Littlehampton and is currently being restored.