

**\*Note**

With my other hat on I was contacted by a lady researching into family history of the Mobsby family enquiring about listing of people of that name in Ashurst at the same time as at Lancing 1830-50. The name is in Ashurst but I could find no milling connection. She did however provide me with a photocopy of a photo of her grandfather standing on the steps of Lancing windmill.

**DON COX**

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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 THE APRIL NEWSLETTER IS 2nd MARCH 1996

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**CHIEF CONTENTS**

- Reports on AGM
- Mysterious Structure at Devils Dyke
- Mariners in Poynings
- Sussex Archaeological Conference
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- Sussex Mills Group News

**PROGRAMME OF ACTIVITIES – FIRST HALF 1996**

- Friday March 8 Annual Meeting of the Sussex Mills Group 8.00 p.m. Bridge Cottage, Uckfield TQ472209. Contact D.H. Cox 01403 711137
- Tuesday March 12 Joint Meeting with Chichester Museum Society.\* Mains & Drains – the story of Chichester's water supply by Dr. Marie Clough, 7.30 p.m. at East Pallant House. Contact Chris Bryan 01243 773158
- Sunday March 17 Working Day at Coultershaw Pump Contact R.M. Palmer 01903 505626
- Saturday April 13 South East Region Industrial Archaeology Conference Dover Town Hall. For application forms and details, Contact Bob Allen 01323 896724
- Saturday April 20 Joint Meeting with Council for Kent Archaeology. Guided tour of Chatham Dockyard Museum followed after lunch by illustrated lectures on the evolution and architecture of the Dockyard. All-day tickets are £5.00 payable to C.K.A. Contact Bob Allen for details and booking forms 01323 896724.
- Sunday May 12 National Mills Day Please support your local mill by an offer of help on that day.

\*the previous and following meetings of the Chichester Museum Society are also of I.A. interest:- at East Pallant House, Chichester at 7-30pm: 'When Sussex travellers groaned', an illustrated talk on the history of Sussex Roads by Kim Leslie of the County Records Office

Tuesday April 9th.

Story of the Royal Naval Dockyard, Portsmouth by Mr B. Paterson. This might be of particular interest to those participating in the visit to Chatham Dockyard on 20th April.

If any member knows of any other meetings which may be of I.A. interest being run by other organisations in Sussex, please let me know for inclusion in the April Newsletter.

BOB ALLEN

#### REPORT ON THE ANNUAL GENERAL MEETING

The Annual General Meeting of the Society was held on Saturday 25 November at Haywards Heath Town Hall.

The Hon General Secretary outlined the activities of the Society over the past year, particularly highlighting our involvement in public exhibitions. This was made easier because of a grant from the West Sussex County Council to pay for a set of display stands and used 5 times since we took delivery in August.

It had been a good year for the injection of money into I.A. in the counties. Lowfield Heath Mill had been awarded £35,000 from the Lottery Fund and the ESCC has awarded grants of £7500 each to Michelham Water Mill, Stone Cross Mill, and Windmill Hill at Hurstmonceux.. There had also been a Lottery Award of £38,000 towards the restoration of the basement of 10 Brunswick Square in Hove.

Recording is continuing in Brighton, Crawley, Cuckfield, East Grinstead, Lewes, Lindfield, and Littlehampton. In particular the Hon. General Secretary had been looking at several hospitals which are endangered or just about to close.

The editing of Frank Gregory's watermill drawings is now proceeding and a publication date of Autumn 1996 is anticipated.

The principal officers and committee were re-elected unanimously.

Gordon Thomerson reported that he is relinquishing the task of editing the Newsletter after many years. Bob Allen thanked Gordon for his efforts over the years and promised to try keep up to his high standards.

Brian Pike, the Mills Group chairman reported on the progress of schemes at various mills. The difficulties being experienced at Stone Cross were of particular concern.

After refreshments, prepared by some of our ladies, John Norris gave a highly entertaining and instructive presentation on the use of early electric domestic appliances using a great array of working examples laid out before us. This was a fuller version of the successful SERIAC presentation and as our President said had the benefit of real 'hands on' experience. (via appropriate safety devices !)

BOB ALLEN

#### TREASURER'S REPORT 1994/1995

Your Society has enjoyed another successful year. Our expenditure exceeded our income by £2,100 but this is due to a number of non-recurring items. Just before the end of our financial year we paid £954 for the final edition of *Brickmaking in Sussex* and none of this had of course come back in sales. Secondly we received in August 1994 £863 from the organisers of SERIAC 1994 and our payment forward for SERIAC 1996, including this item, appears in the accounts before you. Thirdly, we purchased an Epson printer for £210. And finally a grant of £500 for the roof at Coultershaw Mill was received in September 1994 but not spent until 1994/95.

During the year we had a grant from West Sussex County Council of £350 for a set of display boards, now in use.

Our Field Guide continues to sell steadily and we received £83.63 from this source including £52 from the publishers for royalties over the past three years. regarding *Brickmaking in Sussex*, we now receive all the income from this source, thanks to the generosity of Molly Beswick, and we have just had £321 from Vic Mitchell for sales during the six months to 30th September 1995. During the year ended on that date he sold just 100 copies. The unit cost to us for the last printing is £6.36 and we receive 50 per cent of the sale price of £14.95.

Referring to our expenditure, the dramatic drop in our printing costs arises from expenditure in 1993/94, under a grant from West Sussex County Council, when we paid for a new issue of the Society's leaflets and applications forms and we now have enough of these to last us for four or five years.

Looking at our Funds, our General Fund, the best test of our prosperity, is down by £1,100, due to the non-recurring items set out above.

The Committee discussed at some length whether to increase subscription rates next year. It was decided that our overall position was satisfactory and any increase should be put off for another year.

Our Membership shows a decline and this is a much less satisfactory situation. In the year just ended we had 29 new members, against 37 the year before. During the year we had no new Life Members; usually we have two or three. And 15 members have not paid their subscriptions, due 1st April 1995, after two reminders, twice the usual number at this time. The message is clear, for our continued prosperity we need new members, especially young ones.

Finally, may I express the grateful thanks of our Committee and myself to our Honorary Auditor for his sterling work and I am glad to say that he agreed to serve again next year if asked to do so.

MICHAEL BEVAN

#### BUILDINGS IN THE LANDSCAPE OF THE WESTERN WEALD

A course of four lectures is to be given by Marjorie Hallam at the Weald and Downland Open Air Museum at Singleton on the recognition and interpretation of local traditional materials on Saturdays 9th March, 13th April, 11th May and 8th June, 1996. The first lecture will be an indoor event at the Museum and the other three will be a short talk followed by a

field visit. The cost is £21.15 for the whole course or £5.88 per meeting, proceeds being assigned to the Roy Armstrong Memorial Fund. For further information please contact me or Carol Hawkins at Singleton.

RON MARTIN

## TIMBER AND TOOLS

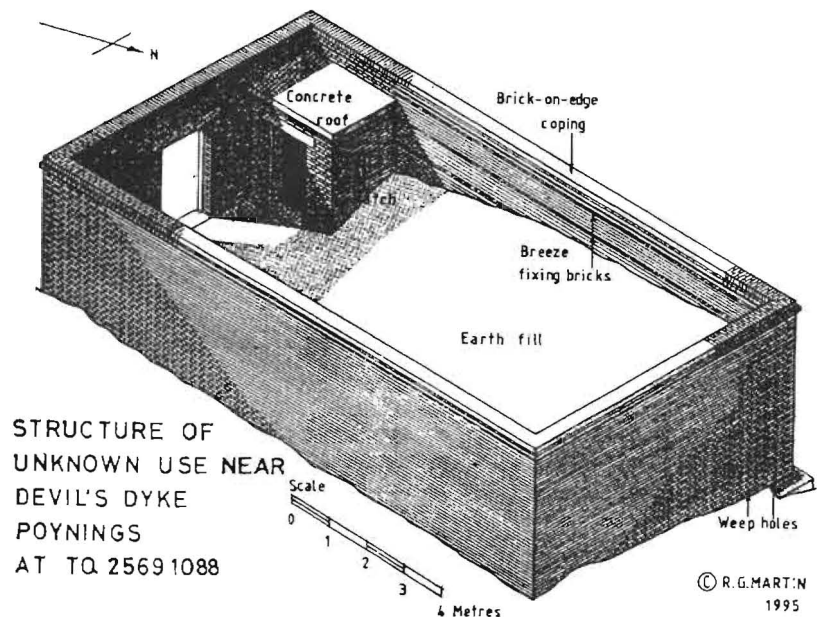
used in the construction of timber-framed buildings



The Wealden Buildings Study Group will hold a day conference on this theme at Balcombe, near Haywards Heath on Sunday, February 18th 1996. For further details, which will be available nearer the date, please send a S.A.E. to Mrs. J. Shelley, 4, Norwood Hill Road, Charlwood, Surrey RH6 0ED.

## MYSTERIOUS STRUCTURE AT DEVIL'S DYKE

Some 200 m southwest of the Devil's Dyke Hotel at TQ 25691088, within the Neolithic hill fort is an interesting looking structure whose origins seem to be completely unknown. It is substantially built of local stock facing brick 14 x 7 m and about 3.5 m high, with a door opening facing south and it appears never to have had a roof. The walls are capped with a brick oversailing course and a brick-on-edge coping. The north end is earth filled to a height of about 1.2 m below the parapet level. In the southwest corner is a small room with a concrete roof, door, a window and small 'serving hatch'. The inside faces of the walls have breeze fixing bricks built into the walls.



STRUCTURE OF UNKNOWN USE NEAR DEVIL'S DYKE POYNINGS AT TQ 2569 1088

From evidence of the Ordnance Survey maps it appears to have been built between 1909 and 1931. The structure seems to be too substantial for agricultural and too well built for military use and it is difficult to imagine a function for either.

During the period from 1885 to 1907 when a Mr. Hubbard was landlord of the Dyke Hotel a whole variety of different amusements were installed on the site including the Steep Grade Railway, the Cable Railway, a replica of a 110 ton cannon, two bandstands, an observatory, a camera obscura, a switchback railway and a bicycle railway. There was also a ladies' golf course occupying the area to the west of the road from Brighton.<sup>1</sup> It is possible that the structure was the "observatory", which by definition could be a "place or building affording an extensive view"<sup>2</sup> and its location here was to keep it away from the other buildings around the hotel and from where an excellent view all round could be obtained? The fact that the inside walls were lined possibly with matchboarding seems to suggest that its use was "polite". The room in the corner would have been for the attendant to collect money for the admission tickets. There would have been a flight of steps to the platform at the north end on which might have been mounted a telescope.

The fallacy of this explanation is that, if the 1909 O.S. map was correct, the hey day of the amusements at the Dyke had already passed before this structure was built. If anyone has any other theories or explanations please let me know.

RON MARTIN

### References

1. RYMAN, Ernest, *The Devil's Dyke, a Guide*. 1984, 16
2. The Shorter Oxford English Dictionary, 1947

## MARINERS IN - POYNINGS ...!

Car-boot sales are wondrous things, 99% dross and 1% pure gold – if you are lucky! Recently, a new large specimen of the species has appeared in a horse field at Shaves Thatch crossroads, Poynings; whilst browsing through the assembled jumble of goods I came across a man selling good (expensive) prints and watercolours, in a box by the car side was a collection of *The Mariners Mirror* – "The quarterly journal of the Society for Nautical Research".

Declining the offer of the boxfull for £25 I browsed the contents pages and had almost despaired of finding anything when I came across Volume 33 Number 3, July 1947. This contained two articles which may interest members. "Queen Elizabeth's Gunpowder" is a marvellous look at the sources of a vital military commodity plus an unexpected market for English iron goods.

In the same volume is "Shipping in a sixteenth-century plan of Winchelsea and Rye". The plan referred to is by John Prowez who though not a great cartographer was a good illustrator who drew in detailed sketches of the shipping in Rye Bay, rigged and manned with sails unfurled and pennants a-flutter.

Members who would like a copy of these may have them with Xerox costs going to SLAS funds. Contact me on 01273-501590.

GEOFFREY MEAD

## BLACKSMITHS IN CHICHESTER

ex Roy Morgan's book on Chichester

### BUTTERLY FAMILY

Thomas married in 1573 and again in 1593 and had sons William, John, Simon, Thomas, Roger, Stephen and Edward, all of whom became blacksmiths and dominated the trade in Chichester between 1573 and 1693, there being 14 Butterly blacksmiths altogether in that time. They were members of the Guild between 1663 and 1686 and they had so many sons that they had to move to outlying villages.

William went to Boxgrove, Sussex; produced 2 sons, both blacksmiths and who went to Patching.

John moved to Northgate in Chichester.

Simon went to Northgate; produced 8 children

Thomas went to St. Pancras, Chichester; his son Richard was in the Hornet, Chichester.

Roger went to Bosham, Sussex; his son William became a blacksmith.

Stephen went to St. Pancras, Chichester; his son Edward was a blacksmith.

Edward went to the Hornet; his son Thomas, also a blacksmith, was also in St. Pancras.

Thomas had 9 children who produced 23 between them; 13 were girls and several boys had no children.

'After this major dominance, there is no record of a Butterly as a blacksmith in Chichester after 1732'.

TONY YOWARD

### SUSSEX ARCHAEOLOGICAL SOCIETY CONFERENCE 1995

The theme of this year's conference was Sussex in the Eighteenth Century presented at the University of Sussex by five speakers.

The day started with Dr. Peter Brandon on "New ways to market". Dr. Brandon is nationally known as a landscape historian of great repute and he gave a 'tour de force' of the social, technological, agricultural and financial changes that took place across the county between the 1720s tour by Defoe and the 1820s Rural Rides of Cobbett. The foresight and drive of the aristocracy was seen to drive along much development from within the county and into the county via the new turnpikes which in their turn enabled the suburbanisation and villador of the nineteenth century to be well underway by the late eighteenth. SIAS member submerged under a welter of animal husbandry and stately homes, perked up on mention of both Coultershaw Lock and Pump as evidence of the techno-changes set up by the 3rd Earl Egremont.

Mavis Batey of the Historic Gardens Society then explained how the new wealth, much initiated by industrial growth, was directed into leisure grounds, parks and housing.

Following coffee the Society Publicity Officer – absent from the Committee Meeting – spoke on "Industry in Sussex". The century started with agriculture supplying raw materials to the local economy whether for food processing – malting barley or crushed grains or for industrial use, flax and hemp, or animal products such as leather, horn or tallow. The mineral riches of our county were of national importance – iron ore, limestones for agriculture, copperas for chemicals. With the decline of iron as our principal manufacture much unemployment developed across the region, but the growing wealth of the area of

South East England, in particular England, ensured a ready market for other manufacturers, ship builders, leatherworkers, timber workers.

The growth of the service economy took up some of the population of displaced workers, with the phenomenal rise of the seaside resorts providing new markets for bricks, tiles, worked stone, lime, joinery and transport vehicles.

After lunch and a chance to spend, spend, spend, at the SAS bookstall David Vaisey of the Bodleian Library, Oxford, gave a spirited discourse on Thomas Turner the East Hoathly trader who kept an exceptionally detailed diary. Mr. Vaisey has recently produced an extended edition of the diaries and knew Turner's world in intimate detail (but not the correct pronunciation of the parish!)

To finish, Dr. Roy Porter of the Wellcome Institute led us through the world of eighteenth century medicine, surgery and hocus pocus quackery. A grim subject presented with much good humour.

A most agreeable conference with a good run on SIAS membership leaflets.

GEOFFREY MEAD

### INFORMATION ON SOUTH DOWNS CHALK WORKING

In the course of research into various aspects of traditional life on the South Downs I have come up against what seems to be a remarkable dearth of information on chalk working. I am at present aware of Fred Aldsworth's 'Limeburning and the Amberley Chalkpits' (1979) and a paper on 'The White Chalk as an Architectural Stone' in *The Quarry* Vol.12 (1907) which also refers to Amberley. But surely there must be more? The extraction of chalk for agricultural purposes and for lime and cement production has left conspicuous scars all over the Downs and one might therefore have expected more printed references. Perhaps the reason is that chalk working lacks the picturesque appeal of the ox teams and besmoked shepherds who feature so largely in the Downland literature! I would be pleased to hear from any reader who can supply me with sources of information; references to working practices and associated social conditions would be equally valuable.

JOHN NORWOOD

The Mount, Roman Road,  
Stevington, West Sussex  
BN44 3FN.

### THE LIDO LADY SURFACES AGAIN!!!!

Since I plunged into my research (or was I thrown in the deep end?!) on lidos and elderly swimming pools in Sussex, the ripples have spread far and wide.

Many of our members have kindly written to me or telephoned, furnishing me with valuable information. I have even heard from the West Marina Society at St. Leonard's, and the Rustington Residents Association!

I have loitered in libraries, browsed in books, staggered along seafronts, footslogged across fields, meandered in museums and hassled in hotels in the cause of researching the swimming heritage of the county. The results have varied from delighted surprise at fully operational lidos where I took a dip (one must take one's research seriously!) to dismay at encountering yet another site where scarcely the bare vestiges of pool are traceable. In addition there has been a whole range of experiences in between which could fill a small book! So I have not been idle, but it is not finished yet. I have listed below the pools and places for which I have been given information already. If you know of any others I should be glad to hear from you. My purpose is threefold: 1) To complete record sheets for as many extant sites as possible; 2) To submit an article for *SIH*, and 3) – the most ambitious and rather more long-term! – to publish a slim (?) volume on the subject. However, I cannot do it without your help! We need to pool our resources. Please consult the list, dive into your memory banks and inform me of any omissions, on 01903 813603 or write to me at 'Barnack', Goring Road, Steyning, West Sussex BN44 3GF. Thanking you in anticipation and apologising for the many gruesome puns,

DIANA DURDEN

West Sussex:-

Arundel, Bognor, Burgess Hill, Chichester, Cuckfield, East Grinstead, East Preston, Haywards Heath, Horsham, Rustington, Sayers Common, Worthing.

East Sussex:-

Brighton (two), Buxted Park, Eastbourne, Hastings, Hove, Lewes, Peacehaven, Rottingdean, Saltdean.

#### ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY IRONBRIDGE WEEKEND

The annual weekend organised for the benefit of members of Affiliated Societies is to be held at Ironbridge during the weekend of 22-24 March 1995. The Theme is "20th Century Industry, Obsolescence and Change" and there is a range of speakers on subjects including the chemical industry, power generation, marine diesel engines, aviation and the manufacture and testing of rockets. There is a dinner in the New Inn in Blisls Hill followed by a talk by Tony Yoward on "Pills and Potions". Any member is welcome to attend at a charge of £18.50 per head, excluding accommodation. For full details and booking form please contact me.

RON MARTIN

#### SUSSEX MONEY

A book entitled *Sussex Money* by Peter R. Jenkins has just come to our notice. As the author points out in his Preface, although industrial history has received increasing attention in recent years, the history of commerce and the provision of finance for industry has tended to be neglected. This booklet does much to remedy that deficiency.

The subjects covered include: the development of banking and an account of the various banks which flourished – and failed – in Sussex from the 1760s onwards, the tokens which were issued by tradesmen at times when small change was in short supply and details of some of the bankruptcies and scandals which occurred. The fragmentation and the weaknesses of some of the local banking comes through fairly clearly.

As the book was published (Dragonwheel Books) in 1987, it may no longer be available from booksellers but it can be obtained through the county library and would be of interest to many of our members.

W.R. & M. BESWICK

#### BOOK REVIEWS

Andy Saunders, *Bognor at War*, Middleton Press (1995) pbk., pp96, £10.95, ISBN 1 873793 59 6. (Available from the publisher, post free, at Easebourne Lane, Midhurst GU29 9AZ, or from booksellers).

A pictorial record of life in Bognor Regis in the period of World War II based on the photographs of Frank L'Alouette who operated as a retail photographic dealer in the town from 1931-56. As might be expected from a professional photographer, the quality of the illustrations is good and they cover a wide range of aspects of World War II life. Subjects range from sandbagging the Post Office and erecting coastal defences in the early days of the conflict, through air raids and the damage caused, Civil Defence, military personnel and equipment, National Savings Campaigns, the Home Guard, up to the parties arranged to celebrate the end of hostilities. This book is essentially a pictorial record with limited textual sections providing biographical information on Frank L'Alouette, a forced landing of a B-17 bomber on Independence Day 1944, Bognor Advanced Landing Ground and a V1 Flying Bomb attack. I.A. interest is provided in the pictures of the gas works and the shops and business premises. It will make a useful addition to the book shelves of readers interested in Bognor and district or those concerned with the study of World War II on the Home Front.

BRIAN AUSTEN

R.J. Brooks, *Sussex Airfields in the Second World War*, Countryside Books, 3 Catherine Road, Newbury, Berks. 192pp. 1993

The 50th Anniversary of the ending of the second world war has revived interest in wartime events and particularly the air war fought over South East England. Being closest to occupied France this part of the country was in the direct line of approach of enemy aircraft, suffered as a result.

Robin Brooks has taken each of the Sussex airfields and had described their fortunes in a well written narrative. This takes the reader through the Battle of Britain – the attacks on coastal convoys to draw the RAF up to destruction; the attempts to eliminate the radars which gave our early warning; the raids to neutralise the airfields and destroy fighters on the ground; culminating in the final assault on London. The extracts from station and squadron official records bring home the reality that the Battle was not won by "aces" but by a number of forgotten young men who destroyed enough enemy aircraft before they themselves were killed. With our Island secure, the Sussex airfields turned to the offensive. Tangmere, Ford, Thorney Island, Westhampnett, Shoreham (with its great efforts in air/sea rescue), Friston and Meston were predominantly fighter airfields for sweeps over the channel, escorts to bombers from their East Anglian bases, and low level attacks on continental targets of opportunity. Defensive patrols against the "hit and run" raids on South Coast towns and the V1 or "Doodle-bugs" launched against London were a check in the inexorable moves

towards victory. The 1942 landing at Dieppe where costly lessons were learnt culminated in the 'D' Day landings of 1944 and in addition to the permanent bases, the author describes the Advanced Landing Grounds hewn from farmland which were needed to achieve the concentration for air superiority over the beach heads. The contribution made by the United States squadrons from Sussex is also mentioned. Once airfields became available in France, the wartime importance of Sussex airfields declined.

Chapters on the ground defences – searchlights, anti-aircraft guns, and barrage balloons also covers anti-invasion measures and some of the devices more effective in the minds of the inventors than in reality. Most appropriately, the part that Civilians played in staying put and carrying on with their war work is given full credit as are the grievous casualties that they suffered over five long years.

This is an important work, well illustrated, with a good map, index and bibliography. Proof reading by someone immersed in RAF history would have removed the odd minor error, the details and vivid descriptions will enable anyone driving around the country to stop, look, and listen beside some area of greensward and imagine the activity and hear the roar of ghostly engines of half a century ago.

FREDERICK SOWREY

#### TRANSPORT IN EAST GRINSTEAD IN 1845

In 1845 local people were involved in preparing rival schemes to build a railway to the town from either Godstone on the South Eastern main line or Three Bridges on the London, Brighton & South Coast main line. The Godstone project was abandoned in 1846 but some of its working papers have survived with those of the East Grinstead Railway Company, formed in 1852 and successful in opening a link to Three Bridges in 1855. Some of their original papers or copies of original papers were given to me in 1994 by Patrick T. Wood shortly before he departed for Scotland. What follows are details of passenger and goods transport to and from East Grinstead in 1845 compiled for use as evidence before a parliamentary committee to try to show how much more efficiently the railway, when its Act had been obtained and it had been built and opened, could convey the traffic than the existing road system.

Passengers for London could go by a coach from Lewes, each paying on average a far 8s.6d. from East Grinstead. About 33 people per week availed themselves of this facility. The less well-off could travel by various wagons and unlicensed vans paying about 2s.6d. each. The survey found that about 21 passengers per week went this way. About nine parcels (1s. each) per week were sent by coach from East Grinstead.

The other main means of reaching London was by coach from East Grinstead and Lingfield to Godstone station on the S.E.R.'s main line from Dover to London via Redhill. Paying 1s. each, 49 passengers went this way, changing at Godstone for a train to London. This particular coach conveyed 28 parcels per week costing 6d. each. Of those who made their own way to Godstone station each week 35 walked, 20 were on horseback and 36 had their own carriages.

Next the survey looked at the goods traffic both to and from East Grinstead. Taken through the town to London by 16 public carriers were about 103 tons per week at 18s. per ton,

consisting mainly of alder poles, ash poles, brooms, charcoal, hops, hoops and some bark. Several private wagons conveyed much the same although in less quantity. All took about 14 hours on the road from East Grinstead to London.

Three private wagons per week took timber from East Grinstead to Godstone station. Bark and wheat seeds also went this way. Other private wagons trundled their way from East Grinstead and Lingfield to Edenbridge station conveying timber and bark, the cost of carriage per ton being 9s. and 5s. respectively. There were also 5000 hop poles per year at 5s. per thousand sent this way and 500,000 hop poles annually were sent by road carriage from East Grinstead and neighbourhood to Tonbridge at a cost of £2.5s. per thousand.

The 16 public carriers also brought goods to East Grinstead. These were chiefly furniture, shop goods, some timber and beer from London, 112 tons per week at 18s. per ton. Private wagons conveyed manure, timber, porter, beer and other items from London and Croydon to Lingfield and East Grinstead, 30 tons per week at 18s. per ton. Two tons of foreign timber and ten tons of wheat seeds were brought in every week by the private wagons.

Coal and lime traffic, being quite considerable, was dealt with separately in the survey. Most of the coal destined for Lingfield and East Grinstead came by rail to Godstone, thence by road: 3640 tons per year at a cost of 4s.6d. per ton, the consumer paying on average £1.9s.6d. per ton. From London throughout by road came 620 tons per year, carriage costs being 12s. per ton and cost to the consumer £1.13s. per ton. Lime and chalk from the pits above Godstone came by road carriage and was measured not in tonnage but by the kiln. Each year 60 kilns of lime arrived costing £4 each to convey, the consumer paying £12, and 275 kilns of chalk per year costing £5 to carry were delivered to consumers who paid £4.10s. per kiln.

Some of the vans and wagons that regularly passed through the town were listed, their proprietors including Bond of Ashurst Wood (once a week), Payne and West of East Grinstead (both twice) Bashford and Elliot of Hartfield (twice and once respectively) and Turner and Wood of Nutley (both once). Other conveyances came from Danehill, Maresfield and further afield.

The amount of passenger and goods movement would not have been sufficient to make a branch railway from Godstone to East Grinstead viable but the expectation was that once a railway existed traffic would inevitably increase. This, no doubt, is what the promoters were banking on when they prepared the survey.

DAVID GOULD

(Text copyright the East Grinstead Society 1995.)

*Thanks to M.J. Leppard for drawing attention to this interesting article, the full version of which appeared in the East Grinstead Society Bulletin in Autumn 1995. Also in this excellent publication are comments on the spread of East Grinstead and its buildings and on changes in house numbering in 1916, both of value to any member involved in recording in any town. Copies may be obtained from the Town Museum, East Grinstead price 70p post free.*



## SUSSEX MILLS GROUP



### NOTES FROM THE SECRETARY

Meeting on Mill Matters held on Sunday 1 October 1995. This meeting held at Michelham Priory was attended by 28 people all interested in opening mills to the public. We discussed new leaflet of Mills Open to the Public; charges for film/TV use of mills; list of suppliers of materials for restoration of mills; insurance of mills – what should be covered and with whom; souvenirs – what sells – what does not sell. From that you can see that we had a good meeting and look forward to seeing you all next year at Barnham Mill for a similar discussion.

### NEWS OF MILLS

#### Stone Cross Windmill

Negotiations are complete at long last and Stone Cross Windmill now belongs to a Trust dedicated to the preservation and repair of the mill. Agreement was reached in late November 1995 over the legal fees for the owner's solicitor and thus the documents for the donation of the mill and for a lease for 999 years of the curtilage land around the mill were passed over to the Trust.

An inspection of the mill and a report had been produced for the Trust by Vincent Pargeter. Thus a work plan is now being prepared and fundraising events are being planned. SIAS through Sussex Mills Group have offered the Trust a loan of money to help them over the present problem where the Trust are unable to carry out serious fundraising until they obtained possession of the mill. Money will be required as soon as possible for legal fees for their own solicitor, insurance of the mill and to erect a fence around the mill to prevent vandalism. We wish them luck. It has been a long struggle of some three years to reach this stage. Well done. All mill enthusiasts will wish to congratulate them.

#### Michelham Priory Mill

Following an appeal for funds to repair the mill Sussex Mills Group have made a donation of £50. I understand that East Sussex County Council have made a grant of £7500 for the restoration of the mill.

#### Shipleigh Mill

The Friends are progressing with work over the winter months with working parties at the mill on the first Sunday on most months. Work required included repainting of the cap by outside contractors; re-assembly of the flour dresser to get it back to working order; inspection and renewal of the shutters with an ongoing replacement programme; repairs to the balcony staging; work on the smutter; attention to the stone flour furniture and the sack

hoist. Work is also being carried out on the engine shed with a view to restoring that included fitting an oil engine.

#### Jack & Jill Mills

From the newsletter I learn that there is still on-going work being carried out over the winter months. The main work is to put down a new track for the fantail to run on. The limits for the track as set by their expert is "to within a sixteenth of an inch". Any help would be appreciated.

#### Other Mills

How about the rest of the mills? What are you doing to keep your mill in a condition so that the public can pay to come and see the mill? Please let me know so that we can all share your hard work and efforts as well as your frustrations!!!

### INDEX OF MILLS, MILLERS & MILLWRIGHTS

Rony and Mary Yoward have compiled and are still adding to a database of the above. They now have over 850 references to millwrights nationally and over 1200 millers in Hampshire – there are also some in Sussex. They are willing to help others and can sort by name, place or date. There is a small charge for this but contact them on 01243 378452 for details.

### MILLSTONES

Following my note on information on millstones in the last newsletter I see that the Welsh Mills Society annual journal MELIN for 1995 (No.11) has a 12 page article on "Balancing Burrstones" by Owen Ward. This gives technical information on balancing rotating masses and on a patent on 1859 for inserting adjustable weights into burrstones for balancing. Has anyone any knowledge of such weights in any millstones in Sussex?

### VISITS

Meetings for 1996 are included with SIAS programme for the year. However here are the visits arranged by the Mills Group.

#### Friday 8 March 1996

Annual General Meeting of the Sussex Mills Group 8.00 p.m. at Bridge Cottage, Uckfield. TQ 472209. Reports and election of committee followed by slides and talk on the TIMS visit to Sweden by Peter Hill and others.

#### Working Day at Coultershaw

March 1996. Bring packed lunch and tools. Wear old clothes. Contact M. Palmer 01903 505626.

#### 12 May 1996 National Mills Day

Please support your local mill by an offer of help on that day.

#### Saturday 3 August 1996

Tour of Mills starting at Ifield Water Mill, Crawley at 10.30 a.m. TQ 245364. From here we are planning to go northwards into Surrey. Contact P. Pearce 01903 241169

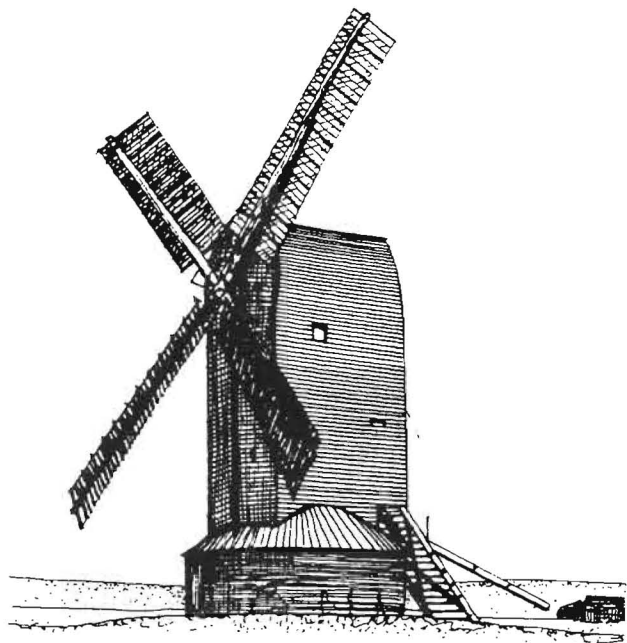
#### Sunday 7 October 1996

Open Meeting to discuss problems of opening mills to the public. All members as well as mill operators are invited. 2.30 p.m. at Barnham Mill, Yapton Road, Barnham. SU 967039

As always the above information is correct at the time of writing this at the end of November 1995 so please check with the latest newsletter for any revised details. In addition there will be the opportunity to help by joining special working parties for the restoration of mills not open to the public. I do not always get sufficient notice of help required to wait for the next newsletter to be published. So please let me know NOW so that I can contact you when help is required.

DON COX

### LOST WINDMILLS OF SUSSEX LANCING POST MILL



LANCING MILL

R. G. Martin

This mill is first heard of in 1774, in which year it was lucky to escape with only slight damage when a severe storm hit the area; 5 barns and a stable nearby were blown down and a number of houses destroyed. In 1778 the miller was John Oliver, who insured it for £300; by 1792 it was John Harmer. In the Defence Schedules of 1801 the mill is stated to be capable of producing 60 bushels of flour every 24 hours. In 1829 it was being worked by a Mr. Meads. At some time between 1824 and 1843 it was moved a short distance to the north-west, to slightly lower ground; probably the original site was regarded as too exposed.

In 1845 the mill was rented by George Bushby, who it seems did not actually work it himself, the task being undertaken by a Mr. Mobsby. The latter was an accomplished musician who played the harmonium every Sunday at Coombes church. A piece of timber taken from the mill, which in the 1930s was in the possession of local resident, bore his initials and the date 1849.

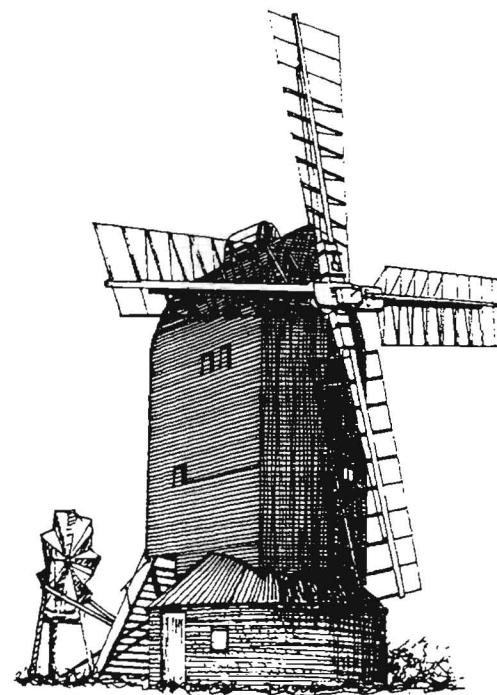
In about 1860 the mill was partially rebuilt and it was probably then that patent sails were fitted. On George Bushby's death in 1866 his widow Elizabeth, followed by his sons William and Charles, took over the tenancy. William was running the mill on his own in 1878. By 1882 William Bushby had been succeeded by James Cass, who was still there in 1887. Cass gave it up when he became too old to work it after which the owner, Mr. Carr-Lloyd, employed a man to do some occasional grinding until 1900 when the mill finally stopped.

After this it stood in a derelict condition, with one sail missing and the weatherboarding in disarray, until pulled down in 1905. Its demolition was probably precipitated by the danger to the local children, for whom it was a favourite haunt and who used the tailpole as a slide. The post remained at the site for some years after the mill had gone.

Lancing was a tall-bodied white post mill with four patent sails, whose weight box and striking wheel were located on the side of the superstructure, and a single-storey wooden adhouse. It appears to have been well-maintained.

In the 1930s the earlier site was marked by a mound beside a grass track proceeding eastwards from the top of Mill Lane, and the later one by another, with indentations, on the south side of a track coming up from Coombes Road.

GUY BLYTHMAN



HENFIELD MILL

R. G. Martin

(A note on Henfield Mill appeared in Newsletter No.88 page 18)