

SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating SUSSEX MILLS GROUP

Registered Charity No. 267159

NEWSLETTER No. 92

Price 25p to non-Members

ISSN 0263 516X

OCTOBER '96

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PROGRAMME OF ACTIVITIES - End 1996

Saturday 30th November

AGM at Haywards Heath Town Hall, Boltro
Road, Haywards Heath.
Contact Ron Martin 01273 271330

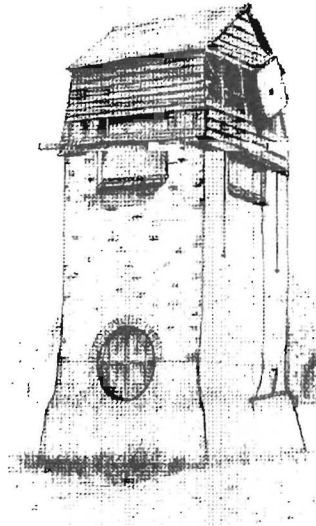
The Society is a very active organisation with some 350 members with a wide variety of interests from recording to restoration on a wide range of different sites.

Meetings and visits are held throughout the year. Members receive this newsletter which is published quarterly, and an annual journal, Sussex Industrial History.

The committee of the Society which meets four times a year would be very happy to hear from any member who would like to join this body. Meetings are held on Saturday mornings, mainly in Lewes.

The Society also incorporates the Sussex Mills Group which has been set up to foster the interests of owners, societies, and others interested in mills. Members of the Society are automatically members of the Mills Group.

ANOTHER MYSTERY STRUCTURE



In order to keep our readers on their toes I include the next in what is proving to be a series of articles on mystery buildings in Sussex.. The picture was sent in by Michael Yates who writes :

This drawing is based on a photograph in my possession which was taken about forty years ago by a school mate of mine. It shows a structure which was supposed to have stood at Fairlands, Lowfield Heath (approximate NGR TQ 264 402). Fairlands, now part of the Gatwick Airport complex, stood off the drive to Larkins Farm between Lowfield Park and Lowfield Place. Ordinance Survey Maps mark a windpump (Sheet 170, 1 inch to the mile, published 1950) at about this position.

The building is about 26 feet high and 8 1/2 feet square and a second poor quality photograph shows a porched access door on the side opposite the round window.

I appreciate that the Lowfield Heath/Gatwick area is on the border of Surrey and Sussex but I thought that members of the SIAS might have some idea of what it was. I have already approached the Surrey Local Studies Library, the Surrey Industrial History Group, and the Friends of Lowfield Heath Windmill in the hope that they could help, but to date I have had no success.

Michael Yates.

L.A. ON HOLIDAY

Cheshire is rich in industrial archaeology, as are its neighbouring counties, Derbyshire, Staffordshire and Greater Manchester. From our holiday cottage between Marple and Glossop, we visited many areas which were full of evidence of their industrial past.

Quarry Bank Mill at Styal demonstrates in a fascinating and practical way how cotton became King. We toured the mill, seeing displays of how Samuel Greg built it on the banks of the fast-flowing River Bollin in 1784. Many looms and spinning machines are still in use today, for Quarry Bank produces its own calico for sale in the National Trust shop. We then had an interpretive tour round the Apprentice House, which graphically showed what life was like for the children who had to work in the mill. Finally we walked around the village of Styal (now completely in the care of the N.T.) seeing the workers' housing, shop, school and chapel. This visit fulfilled a long-standing ambition to see the whole complex of Styal, which dated from the Worthing W.E.A. days and the slides shown to us there!

Another ambition had been to see, first-hand and at close quarters, the Anderton Boat Lift. On our way back from a day out in Chester (a lead-shot tower was among the features observed from an open-top bus tour!) we deliberately took our route through Northwich and there, rusting away on the banks of the River Weaver, we found the Boat Lift. Sadly it is still awaiting funds for restoration but a trust exists for that purpose. The first lift was built in 1875 by the Weaver Navigation Trustees as a link between the canal and river to eliminate the cost and wastage involved in hand-transportation. It was designed by Sir Edward Williams, the Trustees' engineer who later became famous for designing the Manchester Ship Canal. The present lift replaced the earlier one in 1906 when corrosion was having an effect on the structure. The new lift was built over the top of the Victorian structure, utilising some of the existing columns and walkways. Each of the caissons was suspended on wire ropes which ran over pulleys down to a set of cast iron weights (still in place today). Sadly, history repeated itself and in 1982 the lift was closed because of structural faults - hopefully it will not be too long before this "wonder of the waterways" is operational again.

We also had an interesting tow-path walk alongside part of the Peak Forest Canal, following the Marple flight as far as the Marple Aqueduct, completed in 1800 and a fine monument, both architecturally and as a piece of civil engineering. Generally the whole area abounds in disused railways, often now turned into walking and cycling trails, such as the Middlewood Way and the Longendale Trail. In Macclesfield we came across "The Silk Road" which speaks for itself! Most large towns still have erstwhile factories and mills (some empty, some converted to modern use, eg. offices) standing in their streets as monuments to a bygone age.

In Glossop I was delighted to find the swimming pool housed in the original Public Baths building, tastefully redecorated in sympathetic style - not actually a lido but you can't have everything!

Diana Durden a.k.a. "The Lido Lady !"

SOUTH EAST REGIONAL INDUSTRIAL ARCHAEOLOGY CONFERENCE'S 1997 SERIAC BURSARY

SERIAC is a loose grouping of Industrial Archaeology societies in the south-east of England. Since 1982 it has run annual one day conferences on I.A. at various venues. Although not intended to make a profit, these conferences have proved popular and a small excess of funds has accumulated. The Organising Committee have decided that some of this money should be disbursed in the form of a Bursary.

SCOPE OF THE SERIAC BURSARY

This Bursary is intended to encourage support and enhance Industrial Archaeology in the SERIAC region, namely Greater London, Kent, Surrey, Sussex, Hampshire and Berkshire. The nature of that research can be diverse, e.g. fieldwork, recording, archive studies, publication of material etc.

Applicants do not have to be resident in the SERIAC area but the proposed work must centre in the region. One award will be made in 1997 to the value of £250.

APPLICATIONS

Applications are invited for this Bursary, which should be made on not more than one side of an A4 sheet. Details, such as the nature of the project, the need for funds and approximate costing should be given.

TIMETABLE

Closing date for applications is the end of the SERIAC Conference on 12th April, 1997. All applicants will be notified of the winner of the Award by 31st May, 1997. Up to 50% of the cash value of the award will be made available immediately. A presentation is to be made at the 1998 Conference, in whatever form is appropriate, when the balance of the award will be given. The finalist will receive a complimentary invitation to that SERIAC Conference. The completed work in a suitable form for publication is to be submitted by 31st August, 1998. Due acknowledgement of the receipt of the bursary is to be made in any publication.

ADMINISTRATION OF THE BURSARY

The Secretary of the SERIAC Organising Committee is responsible for the administration of the Bursary and all applications and correspondence should be addressed to him:

R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton, BN2 8FG (01273-271330) Please note that the decision of the SERIAC Organising Committee is final.

Serge Chermayeff, architect died on May 8th 1996 aged 95. He was born in Russia on October 8th 1900. He was one of the best architects of a remarkable group that was largely responsible for bringing modern architecture to this country. For his part he did so with a number of highly praised buildings which received wide publicity. Among them in Sussex were the Chermayeff House in Halland, Sussex and the De La Warr Pavilion in Bexhill-on Sea. For this he took into partnership the German architect Eric Mendelsohn, a refugee from the Nazis, winning the national competition for its design in 1934.

The house at Halland was for himself in 1938. Many regard this as his most achieved work, a delicate structure in glass and timber framing, the outline of which was echoed in the garden to define the setting of a Henry Moore which Chermayeff wanted (but could not afford to buy as he had spent so much on the house). Sadly, the house has been completely altered. He closed his office in 1938 through lack of work with the threat of war and emigrated to the United States in 1940.

This article was inspired by our SERIAC conference at the Pavilion in 1995 and the Society visit to see the Pavilion restoration in 1996

Perhaps someone has a picture of the original house at Halland.

Reference:- The Times Thursday May 16 1996. page 21.

compiled by REA from material sent in by Freddie Sowrey.

INDUSTRIAL ABC (Aldrington, Bricks, - Crime !)

The lives of industrial workers of the past are poorly recorded, although there is much interest in recording the near past*, mainly through oral history or publications such as Queenspark, mostly ignored by the literature of the day, the workers usually only surface in reports of death at work or when involved in crime either as a villain or a victim.

When researching the brickfields of the Brighton area for "Brickmaking in Sussex" by Molly Beswick, I found that the bulk of men described as brickmakers, as opposed to brickyard owners, lived in the very meanest quarters, often in streets listed in directories simply as "mean and small tenements".

The lives of the poor at any time are made worse by the statement that the main victims of crime are nearly always the poor - they have less which can be stolen.

but have it stolen all the same. It is this aspect of working that gives us a window on the lives of the Aldrington brickfield community.

Aldrington is a parish now subsumed in Hove Borough. It lies between Hove parish and Portslade and is bordered on the north by West Blatchington and Hangleton, having the Channel on its southern border. As a brickfield it was almost ideal- nobody lived there! - apart from the turnpike keeper and his wife. An almost flat section of the coastal plain it lies upon chalk covered with a thick deposit of brickearth. On the tithe survey it was basically one large arable field. As Brighton and Hove developed to the east their own brickfields became hemmed in or built over with new housing. The resources of the neighbouring parishes were increasingly realised, further stimulated by the construction of the railways into the area from Shoreham, and then, London

The Brighton Gazette of 1839 gives an insight into one aspect of the Aldrington brickfields. On August 22 the report of the Bench of Magistrates carried the following :-
"Charles Mills, a young man, on a charge of stealing some blankets and clothing from the brickyard of Messrs Cheeseman at Aldrington. It appeared from the evidence adduced that in the summer months the men employed in brickmaking sleep in huts erected for that purpose in the brickfield. These huts were locked as usual on the previous Saturday night when the men left off work for the week . Upon their return on the Monday morning they discovered that the huts had been entered and some clothes and bedding stolen. This property was traced the same day to the possession of the prisoner who was in consequence apprehended".

Committed for trial at the Adjourned Sessions, Mills appeared in the press report of 12th September. :-

"Charles Mills, glover, 17, charged with stealing at Aldrington on 5th August a round frock (smock) value 2s 6d - Guilty. A blanket value 2s. a jacket value 2s. a basket value 1s.- Guilty 2 months imprisonment, last fortnight in solitary confinement, the rest at hard labour for each offence"

Cheeseman's brickyard at that date was in an area south of New Church Road roughly at the south end of Langdale Gardens at its junction with the Kingsway (then the Shoreham Road.) The scene would have been far removed from the present day view of Hove ! The area now of bowling greens and tennis courts sandwiched between the busy A259 and the railing of the promenade was a windswept bare shingle 'wish' or coastal depression being the former bed of the river Adur. This would have been a tidal branch of the creek that 15 years later would be the Portslade canal. A photo of 1929 still showed this scene immediately prior to the creation of boating lagoons. Coal could be landed and taken across this 'wish' on rough causeways. Other fuel in the form of furze bushes had been used at an earlier period and the Hove district of Furze Hill is not too far distant.

To our 1990's eyes the scenery would have been akin to having Pagham Harbour on Hove's doorstep. To the victims of Charles Mills it was a wind-swept bleak spot full of acid fumes and water filled pits where back breaking work lasted six days, the Ship Inn at Hove Street their only destination after a week of toil.

References :-Brighton Gazette 1839 22 August page 3
" 12 September page 3
Brickmaking in Sussex . M. Beswick, 1995. page 119
Making of Hove's Lagoon . Sussex Yesterdays No 2 1980 Florence Pettit
pp 54-55
Sussex Landscape. P. Brandon, 1974, p217
History of Shoreham Harbour. Sussex Archaeological Collections vol.88
1952 H.C. Brookfield.

Gcoffrey Mead

* The recording of Urban sites is proceeding slowly. If any members can help in looking at perhaps just one street or site in their locality, please contact Ron Martin (01273 271330). No previous experience is necessary but some simple training, just tips on how to do it, really, can be given. A 'phone call first will also stop you recording a site which has already been covered.

ADVERTISEMENT from the Sussex Advertiser 1856.

Rock and Son Carriage Manufacturer, Hastings.

Respectfully inform the Nobility and gentry of Sussex and the adjoining counties that they have considerably improved their manufacturing premises and showrooms and that they now have on sale or in the process of construction carriages of all kinds on the most improved principles and at the lowest prices consistent with superior quality.

Rock and Sons patent DIOROPHA or two headed carriages which by merely changing the heads answers the purpose of two complete carriages (closed - open) has just been awarded a Prize Medal at the Paris Universal Exhibition.

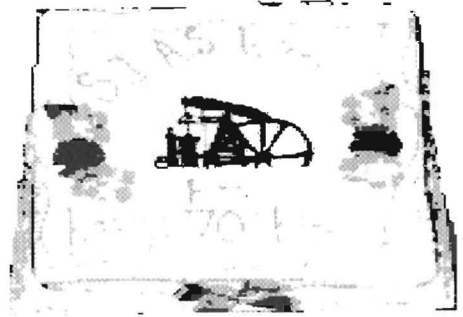
Several new and second-hand Diorophas are now on sale. Dog carts built with Guilloched Panels (the new French machine carved imitation of basket work). Common basket carriages built to order.

Carriages jobbed for a term of years with the option to purchase if desired.

(Trust our Publicity Officer to come up with this. Would you buy a used car from this man ? - Thanks Gcoffrey !)

Happy Birthday

The recent Member's Evening at Newhaven Fort coincided with the 70th birthday of our Honorary Secretary, Ron Martin. To mark the occasion and to thank Ron for all his work for the SIAS he was given an iced birthday cake with the familiar logo picked out in red.



BOOK REVIEW

Lyndon W. Rowe. Hastings Trolleybuses. Middleton Press, Easebourne Lane, Midhurst, GU29 9AZ (1996) ISBN 1 873793 812 pp96 £10.99 (from booksellers or post free from the publishers).

The Middleton Press established its reputation with a series of pictorial albums depicting branch railway lines. In recent years tramway undertakings have provided a logical extension and now we see a further development into trolleybus networks. This is the first of the volumes in this sector to cover a Sussex undertaking; no doubt Brighton will follow.

The photographs included in the Hastings volume come from the author's own camera or collection supplemented by those from a number of other "bus" enthusiasts. They provide a comprehensive coverage of the routes serviced, the depots, and the vehicle types, and have in most cases never previously been published. The quality of virtually all the photographs is excellent and they are supplemented with timetable and publicity material issued by the operators. Photographs and drawings detail the four basic types of vehicle used between 1928 and 1959 and a history of the ownership of the system is included. Captions throughout are detailed and informative. Maps of the routes of the network are included. The first of these is crammed with useful detail and might have justified re-drafting and additional space.

A worthwhile purchase for the transport enthusiast and local historian who will appreciate the range of locations and street detail in the photographs.

Brian Austen

(Some of you will have toured the system on 'Happy Harold' with the Society about 2 years ago)

SUSSEX INDUSTRIAL HISTORY

Issue 26 of the Society's journal accompanies this issue of the newsletter. The Editor is now looking forward to the 1997 issue. The 1996 issue has however exhausted the stock of articles. The editor would welcome contact from members and non-members who have information that could be written up with a view to publication. The length of the article is negotiable and all contributions and ideas would be welcome. The Honorary Editor, Brian Austen, can be contacted on 01444 413845, or by post at 1, Mercedes Cottages, St John's Road, Haywards Heath, West Sussex, RH16 4EH.

COLONEL STEPHENS.

Mr Ward of Furnace Green, Crawley, has written in following John Blackwell's Article on the Light Railways of Lieutenant Colonel Holman Stephens. He points out that there is a very full biographical note in a publication called 'A Biographical Dictionary of Railway Engineers' by John Marshall. This mentions his involvement in light railways in Kent and Sussex and points out that when the Association of Minor Railways was formed he was an official in 11 of its 23 members !

MARTIN BRUNNARIUS 1941-1996

I first got to know Martin some 20 years ago when a small group of us were investigating the possibility of doing some preventative maintenance on Jill Windmill that sits on the downs above the villages of Hassocks, Clayton, and Keymer. Martin wrote in and volunteered his skills as an engineer and windmill enthusiast with the added advantage of being a local man.

Martin's vision was much more than a repair job. It was to restore the mill to full working order and it was largely due to his knowledge of engineering millwrighting, if I can express it in those terms. He believed in that knowledge and we now have a restored working windmill capable of demonstrating the craft of a past generation for the benefit and pleasure of present and future ones. Martin showed us less skilled volunteers that we could provide Jill with a fantackle, which was then missing, by recreating that at Cross-in-Hand. His drawings were faithfully translated into patterns, cast locally at Chichester and provided Jill with a traditional and functional Sussex fantackle carriage. Similarly the shutters in the sweeps and the associated striking gear were recreated using Martin's drawings and expertise. Of course neither Martin nor I would wish to forget the dedicated band of workers and fundraisers, who made his vision possible.

But Martin's talents were not confined to engineering. His love of windmills and particularly those of his native Sussex led him to research their history and the tales of the characters who operated them and in 1979 following years of research, and burning of midnight oil, both in the field and in archives, for Martin as we all know was a stickler for accuracy, he had published the definitive work "The Windmills of Sussex". This book is his epitaph and is revered by all lovers of Sussex mills. If you have not got a copy hunt one down.

Although Martin's main interest was wind and water power he was knowledgeable on all aspects of industrial archaeology and this he combined with his other love the footpaths and byways of Sussex and he and I spent many enjoyable hours seeking out the remains of iron workings or abandoned railways. On both subjects Martin was knowledgeable and I can recall a crisp autumn morning when we explored and he unravelled the remains of Ashburnham's iron workings in his patient and erudite way.

In Martin we have lost an engineer, a windmillian and lover of Sussex's industrial past. Our sympathies are with his wife, Mary, and three daughters.

J.S.F.Blackwell

I first met Martin and his family "over the garden fence" in 1972, when the next door neighbours were soon to become my parents in law; but my mother worked with young "Brunno" as he was affectionately known at an engineering works on the Burgess Hill industrial estate almost forty years ago.

A few years after I met Martin, he found that I was interested in local and family history and in particular the town's (Burgess Hill) old brick, tile and pottery works, and suggested I join SIAS; as a brickmaking survey had just begun. I then became a member of the Society, and almost every weekday for a couple of years we met at lunchtime in the Brighton Reference Library. Martin was researching windmills and I was researching brick, tile and pottery works. On one occasion we went to Wivelsfield Green to find the site of a windmill, once worked by one of my ancestors.

Although Martin was unassuming, he was extremely knowledgeable whether it involved windmills, watermills or any other type of engineering project. In the great gale of 1987, he assisted in putting out the fire in Jill windmill when he crawled on his hands and knees in pitch darkness, howling wind and driving rain to reach the mill; a remarkable feat of dedication and endurance, second to none.

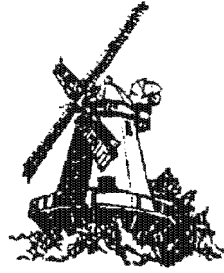
He will be sadly missed by many, but remembered for getting Jill windmill turning again, for his definitive publication "The Windmills of Sussex" and for his contributions to the newsletters.

On behalf of the Society, I extend my deepest sympathy to Mary, his three daughters and other relatives and friends. His "legacy" to the Society will ensure that he is not forgotten.

Fred Avery



SUSSEX MILLS GROUP



SIAS One Day Mills Tour August 3rd 1996.

Saturday August 3rd once again saw the gathering of about 35 members and one or two guests for our annual "Mystery Tour" of mills.

We met at Ifield Watermill and were greeted by Ted Henbery who took us into the mill. There was much of interest in the work that has been done, and in the museum items on display. The sun shone across the lovely millpond, the wheel was turning, and altogether put us in the mood to wander further afield in search of other molinological wonders.

Next stop was Lowfield Heath Windmill which has been removed to Charlwood and is in the process of being restored under the guidance of Peter James and his team. He and Jean Shelley were there to greet us and show us how the work had progressed. I was very impressed by the ease with which the mill was winded: a small child could easily push the tailpole.

Lunch was enjoyed at various locations between Charlwood and Reigate Heath where we met again outside Reigate Heath Windmill. This is under the care of Reigate & Banstead Borough Council. The roundhouse has been in use as a chapel for many years. This is a postmill with two pairs of stones in the breast, being under-driven, the stone nuts meshing with a spur wheel driven by upright shaft and wallower from the brake wheel, instead of the more usual arrangement of breast and tail wheels driving stone nuts direct.

Finally, on to Shirley where Clive Higgins and his assistant once again made us welcome. This tall tower mill is well restored and is looked after by the Friends of Shirley Windmill. Unfortunately the sails do not turn, and the fantail is skeletal, but this does not detract from the general interest. The view from the fanstage is magnificent, and will be remembered by all those who dared to climb on to it. A fitting end to a day of mill visiting

Peter Pearce

We are planning the programme for next year at the moment and would be pleased to hear your suggestions for items for inclusion in the programme. Perhaps you know of a mill that we could visit or somebody to talk about a related subject. Please let me or any committee member know if you can help.

Sheffield Mill.

Mrs Dyson informs me that the water wheel has been replaced and the waterway cleared so that the water wheel will now turn on water power. She thanks Sussex Mills Day for their working day at the mill that inspired them to get going with the restoration.

Jill Windmill.

During the summer two sweeps were removed and renovated. They have now been replaced as I note from the Argus of 5th September 1996 which had photographs of the completion.

Shingley Windmill.

There is feverish activity at the mill at present (first two weeks in September) with the BBC filming. Friends of the mill are attending each day to check that the film crews do not do any irreparable damage to the mill.

Stone Cross Windmill.

As money has been sought from the National Lottery work cannot be carried out on the mill itself. However the outside now looks much better thanks to the monthly working parties there. The land has been cleared and levelled and much rubbish has been removed from the site. Three mill stones that were in the hedge opposite the mill have been lifted from the undergrowth and now stand against the mill. A security fence has been erected all around with locked gates. A hedge has been planted just inside the fence.

For all mill owners and Friends of Mill Groups.

Please let me have your plans for 1997 and in particular your admission times and charges. If I receive these before the end of this year they can be published in the next newsletter. Also what about National Mills Day 1997 ? The new leaflet of 'Mills open to the Public' is well in hand on the production side but we need finance. So far we have £200 in sponsorship but we need £1000. We need your help.

In addition to the comments elsewhere in this newsletter, I would like to add a personal tribute. I knew Martin for a long time and had great respect for his knowledge of windmills and especially for his engineering approach to the subject. He was always willing to help and pass on his knowledge to me. I shall miss him.
Don Cox

Book Reviews.

A Consolidated Glossary of British Mill Terms

Compiled and edited by Tony Yoward

Published by SPAB Price £4.50 plus P & P from Tony Yoward, Slipper Mill,
Emsworth Hants, PO10 8BS 01243 378452

So you thought you knew all those mill terms. With some 3000 items listed there are certainly some which I didn't know and even some I didn't know existed ! There are 49 pages of items with sections at the end on American terms, flint mill terms, gunpowder mill terms and paper mill terms. For the serious this is a real gem and one that will make all those glossaries in the back of mill books seem inadequate and in fact quite superfluous. How Tony has managed to explain all the terms by text only (no drawings) is something that I marvel at every time I read this glossary. However I do think that providing illustrations should be a next step as a way of identifying parts of a mill. It really would be helpful. A book that I thoroughly recommend and especially as Tony is one of our members.

Bygone Mills in the Horsham Area.

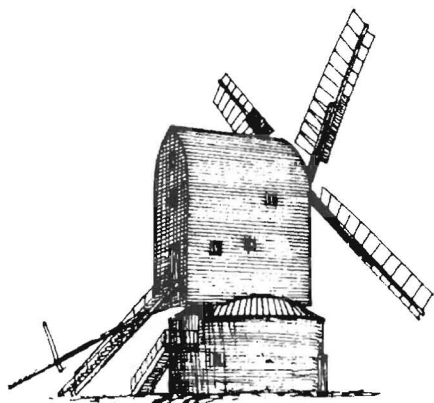
By George H.W. Coomber

Published by Horsham Museum Society 1996

Price £4.50 plus P & P from Horsham Museum Society, or better, from Don Cox which will help contribute to the Sussex Mills Group.

Again, this is a book which I thoroughly recommend, especially if you live in the Horsham area. The text is all based upon original research, much from documents in the Horsham Museum collection. 110 pages of A4 cover 32 mills in a radius of 8 miles around Horsham. There are over 50 illustrations of mills, documents, and advertisements. The big disappointment is the standard of reproduction of some of the photographs, but for the price you can't complain. What this book does show is that local knowledge and research carried out by a local historian which can produce detail, particularly of the period prior to 1850. Another bonus is the mixture of wind, water and steam mills. George is another of our members and it is good to see a member's research being published. I look forward to seeing the work of other members in print.

LOST WINDMILLS OF SUSSEX NINFIELD POST MILL



NINFIELD MILL

© R.G. Martin

On 15th June 1807 the Sussex Weekly Advertiser reported the removal of a post mill belonging to a Mr Edmunds from Boreham Street to Ninfield the previous Tuesday (the 9th). The mill travelled a distance of 3 miles; it was on the road for only four hours. one of them spent removing a turnpike gate to allow its passage . and this was considered to be good going. The structure, whose weight was estimated at eight tons, was conveyed to its destination on a 4- wheeled carriage specially built for the purpose. The mill's new position was close to the junction of the Battle and Bexhill roads, at a spot named Ninfield Stock, where the old stocks were, and I believe still are, preserved. Although the evidence is not conclusive there is no reason to suppose that this mill and the one which stood until 1937 were not one and the same.

The mill made the news again In 1810, when we read in the 19th November issue of the SWA that "the round beam of Ninfield Stocks windmill was snapped in two by the violence of the wind on Friday se'nnight, but luckily without any further damage to the mill." And on 5th October 1812 the paper reports that "a few days since. Mr Edmunds, miller, of Ninfield Stocks, bet 2 guineas that he could lift a sack containing 5 bushels of wheat from the floor and place it on his back, which he performed with great ease, winning his bet "

Edmunds tried to sell the mill in 1811, but we do not know whether he was successful. According to the Tithe Map of 1840 the occupier was Samuel Beency. A.B. Beency miller, who was living at Ashburnham in 1836, and was probably a relative of Samuel's

may have been connected with the mill at around this time. Benjamin Beene and George Tutt are listed under Ninfield in a directory of 1845, but it is thought that Samuel Beene worked the mill for Benjamin, the latter being the owner. The Beeneys may well have been connected with the family of that name who for some years operated Windmill Hill mill not far away.

Benjamin continues to appear in the directories throughout the 1850s. In 1855 and 1858 he was being assisted by Stephen Goldsmith, who crops up again on several occasions during the mill's subsequent history, helping out various millers, his last appearance being in 1882. Names subsequently given are Lemmon & Cuthbert (1862), J Cuthbert & Co (1866, 1870), Sidney Cuthbert (1874, 1878), E. Haylor and Barton Bros. (1882), Barton Bros. alone (1887) and finally William Morris who came from Boreham Street mill, Wartling, just prior to 1890. The mill is last thought to have worked around 1900, although Morris and someone called Divall are listed as millers in 1905 and 1909. Possibly steam power alone was being used by the second of these three dates. At some time after the third the business closed down altogether.

The mill was a large white one with a high roof. A glance at the photograph from which the drawing accompanying this article was made suggests to the writer that it may have been one of the biggest post mills ever built in the county, but since no measurements appear to have been made this must remain mere speculation. It stood above a two-storey brick roundhouse, in the upper floor of which was a door reached by a ladder. There were four double-shuttered sails with leading boards and three pairs of stones, two in the breast and one in the tail. One or more of the stones was fitted out to be driven from outside by a portable steam engine; the external pulley on one side of the mill body could be seen up to the time of the structure's demolition. According to Peter Hemming there were a flour-sifter and a crusher.

After the mill ceased work the stones and other machinery were removed. The sails were left on, one pair falling off in 1930 while the other remained to the last though in a very battered condition. At first the mill doesn't seem to have deteriorated particularly rapidly, but by the end of its life it was in a very poor state with much of the interior visible from the road and the brakewheel partly exposed. It was eventually condemned as unsafe and the body pulled down on 9th August 1937; shortly afterwards the roundhouse was also demolished. Latterly the structure sported advertisements in large gold lettering for a brand of brown bread.

The mill, which stood on Standard Hill close to and overlooking the north side of the main road west of the village, was a well-known landmark both to motorists and to pilots on Continental air routes.

President	Air Marshal Sir Frederick Sowrey Home Farm, Herons Ghyll, Uckfield
Chairman	J.S.F. Blackwell, 21 Hythe Rd, Brighton BN2 6JR (01272) 557674
Vice-Chairman	D.H. Cox, 3 Middle Rd, Partridge Green, RH13 8JA(01403) 711137
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