

SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating SUSSEX MILLS GROUP

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PROGRAMME OF ACTIVITIES -

Tuesday 11th February. Annual Joint Meeting with Chichester Museum Society. Tony Yoward presents 'Mills & Milling'. Meet at Chichester District Council Offices, East Pallant House, Chichester, at 7-30pm, in the committee room, (lift access available). Parking nearby. Charge 50p. Contact Chris Bryan 01243-773158 or Museum 01243-784683.

Friday 7th March. Annual General Meeting of the Sussex Mills Group. Reports and election of committee followed by a talk. Meet at Bridge Cottage, Uckfield at 8-00pm. Contact Don Cox 01403-711137

Sunday 16th March. Working Day at Coultershaw Pump (SU 972 194). Meet at 10-30am . Bring packed lunch wellies. & old clothes. Contact Michael Palmer 01903-505626

Saturday 12th April . South East Region Industrial Archaeology Conference. (SERIAC) Meet at Avery Hill College, Eltham, London SE. 10-00am. Contact Ron Martin 01273-271330. Full details & booking form enclosed with this newsletter.

Saturday 17th May. Morning walk round Arundel & afternoon visit to pump house & dairy. Meet at 10-30am at Maison Dieu, immediately NE of bridge TQ 020 071. Pub lunch. Collection for the Arundel Society. Contact Michael Palmer 01903-505626

Sunday 11th May. National Mills Day. Please support your local mill by an offer of help on that day. Contact Don Cox 01403-711137

Saturday 21st June. Members' meeting. Meet at Michael Hall School, Kidbrooke Park at 2-30pm . Contact Ron Martin 01273-271330.

Saturday 2nd August. Mills Tour. Meet at Stone Cross Mill for 10-30am start. Contact Don Cox 01403-711137

Saturday 20th September. Day visit to Burgess Hill. 11.00am Contact Brian Austen 01444-413845.

Saturday 4th October Anniversary Luncheon. See below.

Sunday 12th October. Mills Group Open Meeting at Westham Village Hall. 2-30pm. Contact Brian Pike 01435 -873367

Anniversary Luncheon.

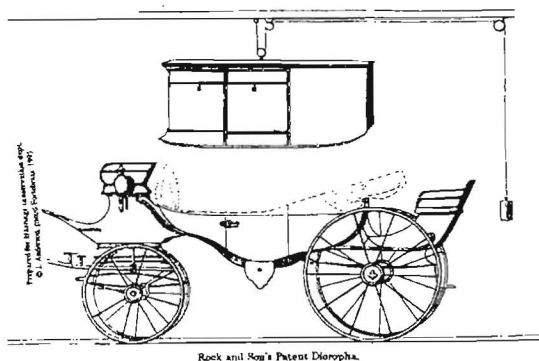
A luncheon will be held to celebrate the 30th anniversary of the SIAS. It is hoped that many long-standing former members will be able to attend. The event will take place at Clair Hall, Haywards Heath. After the sit-down meal, the meeting will be addressed by founder member Kim Leslie. The meal will cost not more than £22-50 per head. There will be a pay-bar for drinks.

It would help the organisers to judge which of the two rooms to use if those members and guests who think they might attend let Gordon Thomerson (01444-450722) know. **Please contact him before March 1st.** This is without obligation. Booking forms will be circulated with the next newsletter in April. REA

Camera Obscura

In answer to the member who asked at the AGM about the camera obscura which showed images of the South Coast, this was situated on the end of the pier at Eastbourne. It is believed that the lenses are still in place. There is a modern camera obscura in the Foredown Tower at Hangleton. Perhaps some of our members have more information and will write in. REA.

As yet there have been no responses to the mystery structure (newsletter 92) or for information about the Chermayeff house in Halland (also in the last issue).



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ROCK AND SON CARRIAGE MANUFACTURE, HASTINGS

The extract from the 1856 Sussex Advertiser quoted in the October Newsletter reminds me that I was asked recently to look at the premises where Rock and Son carried out their business. This is at Nos. 40 and 41 White Rock, Hastings currently occupied by Courts Furniture. This was built sometime between 1875 and 1899 and comprises the front buildings three stories high with attic, behind which is a single storey area with top lighting, formerly the showroom and at the rear a three storey workshop block starting at third floor level of the front shop and which is built up against the cliff face. The front elevation has Gothic windows and cant bay windows with a parapet and gabled dormer windows. Unfortunately the modern shopfront completely obscures the ground floor windows and arches but the rest of this elevation is substantially as it was when originally built.

The road immediately to the north is St. Michael's Place and as this is on top of the cliff it is considerably higher than White Rock at the south side. At the northwest of the workshop block there was a carriage hoist to enable access to be obtained from St. Michael's Place down into the workshops. This hoist is still extant, the top part having been used until recently as a garage with access from St. Michael's Place and with a recent concrete floor infilling the lift shaft. The shaft 2.37 x 4.27m internally is built of brick, 225mm thick up to 2.33m above St. Michael's Place level and with softwood timber framing above, weather-boarded externally and with a slate covered hipped roof. The operating platform and hoisting apparatus are supported on three sets of 4" x 6" softwood beams with 4" x 4" posts and 4" x 3" braces. The operating area at each end is floored.

The winding shaft is supported at the centre of the upper beams and is cased with wood and about 200mm diameter. At each end of this shaft is an 8-spoke 1.21m diameter cast iron gear wheel with 150mm diameter sprocket with square shaft and removable hand cranks. There is a 0.60m diameter brake wheel with iron brake band and a weighted brake lever arranged as a fail-safe device. The travelling platform and supporting framework are no longer extant. It is hoped that this hoist can be preserved in situ.

In the 1856 advertisement there is mention of the DIOROPHA carriage. This was an interesting contraption very reminiscent of the hard-tops which were available for sports cars until recently. Rock and Son also produced the "Patent Collapsing Head for Carriages" which was invisible when not in use and could be erected and applied to all sorts of vehicles such as dog-carts, phaetons, gigs and other light vehicles. Would this be the origins of what we now refer to as a "drop-head" ?

Ron Martin.

LIME KILNS

Sussex has a wealth of lime kilns for use as agricultural lime or for building purposes. Margaret Holt published an article in Sussex Industrial History No.2 in Summer 1971 *Lime Kilns in Central Sussex* covering those on the scarp face of the South Downs between Duncton and Glynde with another group in the Northchapel, Ebernoe and Plaistow area but apart from a few individual surveys nothing further has been done.

There are two basic types of kilns to be found in Sussex. The 'flare kiln' is probably the simplest with a pot typically about 3m diameter and 3m high. The kiln is filled by first constructing a rough dome of chalk or limestone on a shelf running around the base. On top of this is loaded the material to be converted into lime. The kiln is fired through the firing hole and continued until the whole of the charge is burnt.

The second type is the shaft kiln which is can be used either intermittently or continuously. These typically have a pot tapering from 3m diameter at the top to 1.5m at the bottom and 8m high with a draw-hole at the bottom usually with an access tunnel.

I have recently surveyed the 18th century 'flare kiln' at Ebernoe (SU 972278) which has just been completely restored by local residents. This has a sandstone retaining wall at the front with a characteristic recessed front around the firing hole. The pot is lined with tapered bricks 175mm thick. This is built on flat ground and access to the charging platform was by way of a ramp.

Lime Kilns known in Sussex .

West Sussex

Clayton	TQ 298139
Cocking	SU 877171
Ebernoe	SU 968279
Fulking, Perching Manor	TQ 239113
Hurstpierpoint, Wolstonbury	TQ275141
Kirdford, Roundwick	SU 983291
Loxwood, Roundstreet Comm.	TQ049288
Newtimber	TQ 279136
Northchapel, Pound Green	SU 951293
Northchapel, Colhook Corner	SU 957273
Northchapel, Colhook Corner	SU 957272
Northchapel, Frith Hill	SU 965294
Northchapel, Garlands Farm	SU 963294
Northchapel, Spring Kiln	SU 967275
Northchapel, Hammer Bridge	SU 975296
Northchapel, Little Frithfold	SU 984296
Northchapel, Mitchellpark	SU 971298
Plaistow	TQ 003308
Poynings	TQ 266119
Pyecombe, Saddlescombe	TQ 278119
Sompting, Titch Hill Farm	TQ163064
Steyning	SU 965294
Upper Beeding	TQ 202008

Upper Beeding, Golding Barn TQ 208107

Upper Beeding, Truleigh Manor TQ 22311

Washington, Duncton Quarry TQ 123128

Washington, Lower Chancton TQ 138132

West Grinstead, Bay Bridge, TQ 163206

Wisborough Green, Newbridge TQ 06926

Wiston, Chanctonbury Ring TQ 143126

East Sussex

Ditchling BeaconTQ 329133

East Chilmington, Novington TQ 369129

Glynde TQ 458086

Offham TQ 399118

Lewes, Cliffe TQ 422103

Lewes, Malling Hill, New Pit TQ426113

Lewes, Sotherham TQ 427093

Lewes, Bridgewick Pit TQ 428114

Long Man TQ 541035

Streat, The Gote TQ 348131

Westmeston TQ 339132

Ron Martin

A.I.A. CONFERENCE, BANGOR, SEPTEMBER, 1996

The Annual Conference of the A.I.A. was located in the University of Wales in Bangor. This proved to be an excellent location with a host of interesting sites within a short distance. The Conference was well attended and the organisation was excellent. The weekend was mainly devoted to business and introductory lectures. The weather generally was brilliant and there were numerous unforgettable visits and supporting lectures. Here is a sample of the visits which impressed me.

Firstly Penrhyn Castle built by the Lord Penrhyn, the owners of the slate quarry in 1835. I found this interesting because of the presence of Mathematical Tiles on an earlier 1780s building and of an Ice House in a Tower. Down on the quay at Port Penrhyn is a range of lime kilns and a circular 12-seater privy. (Although how private can you get with 11 other occupants?). Railway buffs were excited by the visits to the Talylyn Railway workshop and a ride on the Ffestiniog Railway from Port Madoc. From the midway station we went into the Manofferen Slate Quarry, a working site where we spent over an hour underground exploring the workings and inclines.

Another great day started with a visit to the Conway bridges - the 1848 Stephenson tubular railway bridge and the 1826 Telford suspension bridge with a view both underneath from a boat and then a walk over the road bridge. After a walk around Llandudno we went up the 1902 Great Orme Tramway, one of the only two cable-hauled street tramways in the world, finishing with a visit to the Great Orme Copper Mine recently found to have Bronze Age workings and with a crawl route for the adventurous.

Anglesey has many interesting sites. Parys Mountain is one of the largest copper mines in the world and is just one vast red-coloured hole with also the remains of settling tanks and a 5-sailed tower mill. Port Amlych is the port from which the copper was shipped and has a variety of sites - lime kilns, a dry dock, ore bins and a Customs House. Porthwen brickworks on a spectacular coastal site used silica sand and has the remains of two beehive kilns and square chimneys, moulding sheds and a quay. Holyhead Stone Quarry of 1847 opened to provide stone for the Holyhead Breakwater and silica sand was discovered on the site and a brickworks was built on the site. There is also a fully restored tower mill, Melin Llynnon, on the island.

The final morning was a visit to the Penrhyn slate Quarry with vast areas of workings, a huge pit and massive tips. It is remarkable that 95% of the material dug out of slate workings goes to waste. The site also includes two water balance shafts. The day finished with a visit to Bethesda where many of Lord Penrhyn's workers lived and the remarkable Jerusalem Chapel.

All in all, this was an excellent conference apart from the paucity of Sussex members. How about more of you joining us in Newcastle in 1997.

Ron Martin

GENERAL SECRETARY'S REPORT 1996

Our Society continues to flourish. Our Membership is consistent. Our finances are sound. We continue to fulfill the objectives that are laid down in our Constitution, that is to say 1. Recording, 2. Preservation and restoration 3. Studying and preserving records and 4. Publishing the results of such studying.

On the subject of Recording - this is proceeding slowly. We still want a lot more help from Members particularly on the urban areas. Surveying of sites has been or is being carried out at Orfold Lock, the Arundel Pump House, Lime kilns at Duncton and Ebernoe, Brede Waterworks, a wine vault in Lewes and various WWII structures.

As to preservation and restoration, the Society has been assisting in getting the Stone Cross Mill Trust set up. At the Arundel Pump House and Duncton Lime Kiln restoration is being considered. At Brede both engines are now regularly running under compressed air. At Poyntz Bridge work continues and painting with Hammerite is now being done. It is hoped to have the bridge lowered onto its bearings in August next year. Coultershaw Beam Pump which is run by the Society has had a successful year with a considerable increased number of visitors partly as a result of opening on Bank Holidays. More assistance is always required and please do not forget the Working Party in March when all members are welcome.

Study and preservation of documents is being carried out by various members but I would like to put in a special plea for work to be carried out on lime kilns. Virtually nothing has been done by the Society since Margaret Holt published her article in S.I.H. No.2 in 1971. The Monuments Protection Programme is currently considering Lime, Cement and Plaster and this is a very pertinent time to get this research carried out.

Publishing of S.I.H. is being done under the direction of our Editor, Brian Austen and of the Newsletter by Bob Allen and a consistently high standard is being maintained. Frank Gregory's book on watermills is already in the hand of the publishers and work is just about to commence on a revision of the Field Guide. Molly Beswick's book *Brickmaking in Sussex* continues to sell.

Membership currently stands at 387 as against 391 last year. Financially the Society has been fortunate in receiving various donations, particularly one of £250 from photographic recording carried out at the former Royal West Sussex Hospital in Chichester at the request of the developers. Lottery funding has been obtained by Lowfield Heath Mill and Michelham Water Mill and East Sussex County Council has given money to Windmill Hill, Michelham and Stone Cross.

A varied programme of events was carried out during the year with visits to Chatham Dockyard; a tour of the Body Shop at Littlehampton; a mills tour starting at Ifield and thereafter mainly outside Sussex; a combined visit to the De La Warr Pavilion in Bexhill and Brede Waterworks where the Worthington-Simpson engine was operating under compressed air: to Ricardo's in Shoreham; to King and Barnes Brewery in Horsham as well as two Mills Group Meetings and the Members' Evening held in Newhaven Fort.

The Society has been involved with other organisations - participating in the Sussex History Forum, South East Region I.A. Panel, the A.I.A. Affiliated Society's Weekend in Ironbridge and SERIAC, which this year was held in Dover and the Heritage Weekend which took place in Brunswick Square, Hove in September. Information about the Society can now be found on the Internet.

Finally, I would like to thank all the Officers and Committee, to Members who have helped organise meetings, to contributors to the Society's publications and finally yourselves. Without you the Society would not exist.

Ron Martin

Evidence for an Early 19th Century Railway in the Ashburnham Estate Limestone Mines

Documentary research into limestone mining operations in the late 18th and early 19th centuries on the estates of the Earl of Ashburnham has revealed strong evidence of the use of railed transport underground as early as 1806. This is an earlier recorded use of railed transport in Sussex than at the Offham chalkpits, where a railed incline was in use by 1809.

The evidence comes from a series of account books (day books) held in the East Sussex Record Office, the accounts detailing monthly income and expenditure for the mining and lime-burning operations between Battle and Robertsbridge. On the expenditure side, the activities of the individual teams of employees are described, together with remunerations due. Thus we have such entries as

April 1803

pd Crouch and Co, getting stone	105 yds at 3/-	£15-15-0
pd Rowbotham and Co, sinking a shaft	10 fathoms at 10/6	£5-5-0
pd Medhurst and Co, stacking stone &c	60 yds at 2/-	£6-0-0

These are most typical of the entries and a casual look at the books reveals the seasonal nature of the business, lime being burned in the summer and autumn, and limestone stocks being replenished by mining in the winter and spring. Among the entries for 1806 we find the following:

March	pd Ludlam, Eaton & Co laying down Rails	£2-15-6
April	pd Ludlam, Eaton & Co laying Rails &c	£6-18-0
May	pd Wragg and Co laying down Rails &c	£9-6-10 ½
November	pd Spray & Co laying down Rail Way	£3-11-3

It is not absolutely clear whether this activity took place on the surface or underground. However, a later contemporary account is quite clear that something resembling a railway was being used underground by 1813, when Rev. Arthur Young published his “General View of the Agriculture of the County of Sussex”, in which he writes

“The limeworks are situated in a valley in the centre of Orchard-wood, Dallington -forest. &c. The shaft by which we descended is four feet by five. boarded, with ladders for the men to go and return from their work, which is 80 feet deep, more or less: through this the stone is drawn up in barrels, of 5cwt. to each, one descending while the other ascends. The whole machinery is moved by a horse, and is the same with that generally used in collieries. Drains are constructed at the bottom to take off the water, by means of a level, continued as the work moves on, and serves not only for conveying away the water. but also for bringing air to the different works. The process in separating the limestone from the solid bed is, to blast it with gunpowder: a hole is bored in the rock with an auger: a pricker is taken out, and a wheat straw filled with powder is put into the place of it, and a small piece of touch-paper to the top of the straw, so as to communicate with the powder within, and give time to the workmen to seek a place of safety. When the rock is blown up, the stone rolls down in large blocks, which are broken to a portable size. and then conveyed in barrows or little wagons, on roads framed for the wheels to roll along. to the foot of the shaft. a boy fills the bucket, which is drawn up, and stacked into square yards, being previously cleansed of all dirt and shale, which would otherwise vitrify and injure the lime. Each stack is five yards in breadth, and ten long; from thence it is taken to the kilns as wanted.”

Clearly we seem to have here evidence of an underground plateway in regular use at that time. "Roads framed for the wheels to roll along" seems to be a reasonable description of flanged rails, or a plateway, such as was in regular use on industrial sites at the time, throughout Britain. The nearest comparable sites at the time were the stone quarries of east Surrey where underground workings at Godstone are known to have been served by a cast iron plateway. This was horse-drawn, with large blocks of building stone being conveyed to the surface along galleries that followed the shallow dip of the Upper Greensand beds down into the hillside.

It is very unlikely that horses were used underground in the Sussex limestone mines, the logistics of caring for horses in a mine served solely by shafts would have proved too complex for what was a small-scale mining venture. It is also not clear whether the railway was of iron or wood. If of iron, is it possible that they may have been cast at the Ashburnham ironworks, still in operation at that time? Material for a wooden railway would have been easy to obtain, but would have required a great deal more maintenance, especially in the harsh underground environment of a wet limestone mine. There are no references in the ledgers to repair work being undertaken specifically to the railway, and an iron railway is much more likely to have been laid.

references

Day books for limeworks. Ashburnham Estate Papers, East Sussex Record Office ref. Ashburnham 1845-1853

YOUNG, Rev. Arthur, 1813. "General View of the Agriculture of the County of Sussex"

Peter Burgess
8th October 1996

Amberley is 18 years old!

The museum first opened to the public on 26 May 1979 and during its first season the museum welcomed 19,777 visitors. Since that time the museum has grown each year with new buildings and displays. Andy Breese, a self-employed blacksmith, was our first craftsman when he joined in 1980. The museum is now home to another five craftspeople, as well as to the West Sussex woodturners and the local branch of the Tool and Trades History Society.

Our eighteenth birthday year marks the coming of age of the museum and during 1996, the trustees have been turning their thoughts to the future. They have been considering how the museum should continue its development, both to achieve its original aims and to remain attractive to visitors. The development plan setting out the trustees' vision of the future will be launched during the 18th birthday year.

The trustees have also launched an appeal to build a much needed reserve fund. As one of the few museums of our type which gets no public sector funding, we need to rely on paying visitors to fund our work. The economic situation of the last few years has caused a reduction in visitors, and therefore a reduction in income. We have used up our reserves to fund our activities during this period and now need to build them up again.

Robert Taylor

The 1997 season

The museum will open on Saturday 8 March for its 1997 season. Apart from our enhanced special event programme we will be having activities and demonstrations for SET 97, the National Week of Science, Engineering and Technology. During the 'New Lamps for Old' activities visitors will be able to see demonstrations of lighting from rush lights to the modern low energy lamps of today. The demonstrations will take place on the weekends of 15 and 16 March, and 22 and 23 March. Please ring the museum on 01798 831370 for further details.

Sunday 20th April 1997

COBWEB RUN VINTAGE CAR & MOTORCYCLE GATHERING

Venue: AMBERLEY MUSEUM, near Arundel Tel 01798-831370

Sunday 27th April 1997

AMBERLEY VETERAN CYCLE DAY

Venue: AMBERLEY MUSEUM~ near Arundel Tel: 01798-831370

1997 SEASON DATES:

Open 8 March - 2 November

Weds. - Suns. 10am - 5pm.

Open daily during local school holidays as follows:

Easter: 26 March - 13 April.

Half Term: 21 May - 1 June.

Summer: 16 July - 21 Sept

Half Term: 22 Oct. - 2 Nov.

1997 ADMISSION PRICES

Adult: £ 5.00

Child: £ 2.50

Senior: £ 4.50

Family: £13.50



SUSSEX MILLS GROUP



Peter Pearce Peter died suddenly on Saturday 1st December 1996. The day beforehand he was working in the morning on the restoration of Oldland Mill with the usual band of volunteers. In the evening he was doing similar work at High Salvington mill when he felt unwell and was taken to his home. From there he was admitted hospital and shortly after midnight he died. I am sure that Peter would chosen that way if he had any say in the choice. I first met Peter eight years ago when he became a founder member of the Sussex Mills Group committee and came to know and admire the quiet unassuming person that he was. I persuaded him to organise the yearly mills tour for us. This he did with methodical enthusiasm that ensured that the tours were a well organised event that we all enjoyed. Peter was a life member of SPAB and had been so for approx. 50 years. Peter will be missed by many.

Don Cox.

Peter's funeral was at Worthing Crematorium where the large chapel was overflowing, with friends standing at the back.

REA.

Mills Meeting 6th October 1996 held at Barnham Mill.

The meeting was attended by approximately 30 people representing 10 Sussex mills. the main speaker was Miss Judith Bell from the Heritage Lottery Fund. (She is also the Case Officer dealing with the application for funds by Stone Cross Mill trust). Miss Bell outlined the five main heritage areas covered by the Heritage Lottery Fund as

- (1) Historical Buildings - applications represent 48% of total
- (2) Land of scenic, scientific or historic importance
- (3) Printed books, manuscripts, archives
- (4) Museum and gallery Collections - 26 %
- (5) Industrial, transport and maritime heritage

The Heritage Lottery Fund trustees have now agreed that the policy for partnership funding should be as follows. Applicants seeking grants over £100,000 will be expected to offer 25% partnership whereas applicants seeking less than £100,000 will be expected to find 10%. No private or commercial applications are accepted. the smallest grant to date is £1500 and the largest is £23 million.

476 grants have been made representing £270 million.

As at March 1996 the applications by size of grants made stands as at:-

Under £100,000	56%
£100,000 to £499,000	28%
£500,000 to £999,999	6%
£1m to £10m	9%
over £10m	1%

Applications by type of organisations:-

charity	42%
central government	1%
church	15%
local authority	4%
private sector	8%

The Heritage Lottery Fund, in considering applications, seeks to ensure that the project, if approved, will end up with value added for money. In the case of mills two or more assessors are asked to approve each application - one or more is usually from SPAB.

Note 1) members' volunteer labour can be taken into account and evaluated as partnership funding.

2) Work that is undertaken by professionals will require technical specifications and drawings - this may be asked for with the application (Stone Cross have been asked). From this competitive tendering will have to be carried out and approved by the HFL. (It is this competitive tendering and assessment that has held up Michelham Priory mill in starting work although they have been told that they have been allocated funds.)

Further points from a Lottery Update Magazine are:-

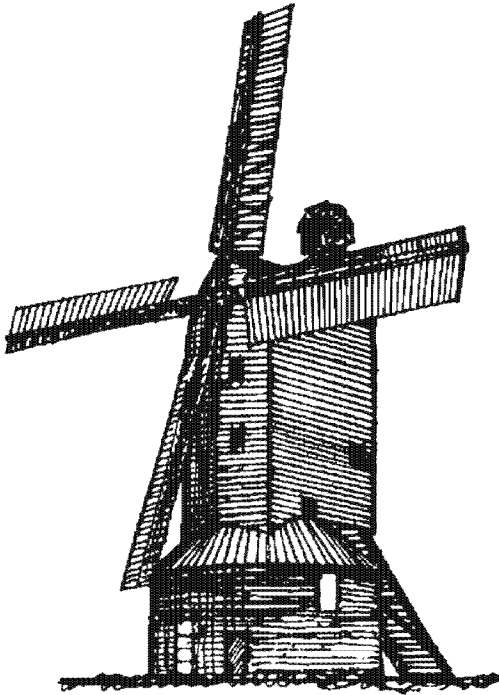
General Policy - the Heritage Lottery Fund is an opportunity to fund a broader cross-section of the heritage and advisors welcome the way Heritage Lottery Fund are looking at a broader range of heritage.

- it is hoped that the positive consideration would be given to joint schemes on a regional/national basis, e.g. linking museums, archives and heritage sites and placing more emphases on access, education, and outreach and the use of modern technology.

- future revenue funding would continue to be highly uncertain for large sectors of the heritage.

One final point on the subject. Oldland Mill have the honour of being the first mill in Sussex to be refused a grant. The reasons given were, and I quote :-

- "1) The application provided did not provide sufficient evidence of how the building would-be interpreted for the public. While it is noted that the mill would offer an educational function , other mills in the immediate vicinity already offer this facility.
- 2) There were concerns about the public access to the site. Trustees noted that the mill lies down a private road (albeit a public footpath and bridleway) and the nearest available car park (which is not public) at a significant distance from the site.



UDIMORE MILL

R.G. Martin

3) There were concerns about the quality of the work carried out to date. Replacement of material so far had not been on like for like basis. It was noted that listed building consent had not been sought before the mill was dismantled and this led to concerns about how future work would be carried out. We would normally expect such projects to be based on the best practice including thorough research with proper documentation.

I thank John Annett for letting me have a copy of their letter of refusal. Don Cox

LOST MILLS OF SUSSEX **UDIMORE POST MILL**

This mill seems to have been built in or around 1790, judging from the evidence of a copper coin of that date which was fixed to the post. In 1801 the owner was George Sloman who advertised for a "sober steady man as a grinder, one who understands his business", offering "constant employ and a good dwelling house near the mill". In the following year the mill was sold, the Purchaser evidently being Richard Chester who in 1805 insured it for £600, £300 for the structure and £300 for the machinery within. The policy forbade the use of a steam engine or a kiln, such items being considered to be fire hazards. The Defence Schedules drawn up in the early 1800s stated that the mill could supply 5 sacks of corn daily if there was enough wind.

By 1845 the miller was Peter Stonham; in 1858 it was John Collins Henley. After his death in c1868 John was succeeded by his brother Henry who seems to have remained the owner until the mill's closure in c1914, when the crowntree was found to be worm-eaten, although latterly the actual running of the mill was undertaken by Richard Weston, formerly of Argos Hill mill. A Mr L J Hodson told H B S Simmons in 1934 that a family named Reeve also worked it at one time.

The mill was demolished in 1922 by a Mr Elliott, who had recently acquired the property. Some of its timbers including the post were afterwards used in the restoration of old houses in Church Street, Rye. In the 1930s the mound on which it stood still remained.

Udimore was a large white mill standing above a tarred 2-storey roundhouse, with four double-shuttered spring sails working three pairs of stones, a dressing machine and a smutter. Along with several other post mills in this part of Sussex, and the adjoining region of Kent, it had a fantail on the roof.

GUY BLYTHMAN

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Mills Group

(Copy for the Mills Group section should be sent to D.H. Cox whose address is below.)

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Committee:	F. Gregory, P.Gruber, P Hill, P. James, A. Mitchell, S. Potter

LATEST DATE FOR COPY FOR THE APRIL NEWSLETTER IS MARCH 14th
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