



# SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating **SUSSEX MILLS  
GROUP**

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## AUTUMN PROGRAMME 1998

Saturday 28th November. Annual General Meeting. 2-30pm at Haywards Heath Town Hall, Boltro Road, Haywards Heath.

After the Annual General Meeting there will be a talk by Prof. Ray Riley on the "Trials and Tribulations of Industrial Archaeology in Poland" where he has had considerable experience researching some of their fascinating industrial remains.

## **Proposed Railway Visit.**

It has been suggested that a private visit to Sir William McAlpine's private standard gauge railway could be arranged for Members of the Society sometime in 1999. The railway is located near to Henley-on-Thames and transport would have to be arranged by those participating. Dates of these open days will be determined in mid-October, 1998. If any Members are interested would they kindly get in touch with me as soon as possible.

RON MARTIN

## **100 not out.**

This issue marks a notable milestone, the 100th consecutive edition, of our Newsletter. In that first edition, in January 1974, the editor informed his readers 'that we hope this will be a regular quarterly feature in future, both interesting and informative' looking through the index, included with this issue, those aims have certainly been achieved. What is also remarkable is that there have only been 3 (4) editors, initially the late Professor E O Taylor, followed by that most successful of partnerships Brian Austen and Gordon Thomerson (or was it Gordon Thomerson and Brian Austen), and currently Bob Allen. They have added their individual touches whilst maintaining a digest of news, events, information and short articles.

The subjects have ranged from airfields to wind pumps and the locations from Amberley to Parkhurst Prison, with articles from the unusual, a horizontal windmill to the bizarre, Sussex frogmarks. What is obvious from the index is the breadth of subject matter and the depth of information, that you, the members, have provided. I hope it will encourage you to go rummaging in the back issues and inspire you to contribute to the next 100 issues.

JOHN BLACKWELL

*Editors note :- Contributors to the previous 100 issues*



*have been numerous and without their efforts the Newsletters would have been dull indeed. New contributors are always welcome so why not have a go? I am quite happy to edit your drafts.*

*Copies of articles from back issues of the Newsletter are available from the General Secretary for the cost of 40p to include photocopying and postage.*

## **'Roll Out The Barrel'**

An exhibition about local pubs and brewing is being arranged at Chichester District Museum, 29 Little London, Chichester, Tuesdays to Saturdays., from 26th September 1998 to 9th January 1999, 10-00am to 5-00pm

Chris Bryan, will be doing a walk in conjunction with the exhibition on Saturday 7th November to look at the remains of some of Chichester's breweries and maltings while a few buildings of pubs past and present will be highlighted en route. Tickets are available from the museum (01243) 784683. The walk starts at the museum.

CHRIS BRYAN

## **Visit to Dungeness Power Station.**

On one of those rare stiflingly hot days of June we met at the Visitor Centre and were faced with a dilemma. The lifts in the older Magnox power station had failed. Did we still want to view the ageing giant? We puffed up several hundred steps, pausing on the landings to get the magnificent views across the bay to Fairlight (and to get our breath back!) Eventually we stood above the reactor looking down at the charging floor. A giant charging machine was lowering fuel rods into the reactor. It was the name of the uranium oxide rod in its multifinned magnesium alloy casing which gave this type of reactor its name in the '50's when the station was built. As an ex gas-board employee from the time when we made real town gas from coal, the charger looked familiar as similar machines had been used to charge the vertical retorts in gasworks . A hundred little manholes, each covering the channel for a fuel rod stared back up at us as we heard our guide

explain how the process worked. Now we went downward until we reached the control room. The pointers of moving-coil meters wavered as information was displayed to the two operating engineers. This looked like a computer-free zone! Controls with massive black Bakelite knobs and real rotary switches and potentiometers on grey painted metal control cabinet surfaces abounded to bring a nostalgic tear to the eye of any valve radio enthusiast. The problem now was that the equipment, though functioning perfectly, was past its designed life of 25 years. One of the two control panels was being cannibalised to provide spare parts to keep the other working. Before returning to the 21st century displays of the visitor centre we had to be checked for any radioactive contamination. In place of pithead showers there was a suite of body scanners. One or two members of the party failed to operate the scanners correctly and occasionally a radiation alarm blared out its warning not to rejoin the real world until we had double checked that it was safe. None of our members was destined to glow in the dark, so all walked back to the entrance exhibition. On the way through the site we noticed one or two perspex 'bus shelters'. The works is a no-smoking area and these curved roof constructions are the refuges where Sir Walter Raleigh's disciples can indulge their habit.

The two hours of the tour had flashed by and after thanking our guides we left with much to remember and the wish to visit the much more modern advanced gas reactor next door on a future visit. Thanks to Pat Bracher for organising a really enjoyable outing.

BOB ALLEN

### Industry in the Chichester Area in the 1920's

A student studying at the Bishop Otter College in Chichester during 1927 - 1929 produced a project essay entitled "*The Influence of Geographical Factors on the Occupations of the People within a Five Miles Radius of Chichester*" by A. Haycock. The document survived to be presented to Chichester District Museum by the student's descendants. The essay provides an insight to a number of trades and Industries for the period and is fairly extensive, 56 pages, and includes photographs. Here are a few shortened extracts.

#### TANNING

There is a tannery at the extreme West of the city on the main road to Portsmouth. It is on the North bank of the River Lavant where the river has a distinct northerly



bend. Chichester station and cattle market are easily reached by road.

English hides only are used. These come from many parts of the country, the Midlands, Leeds, Nottingham, Portsmouth, London and Reading by rail and then by road to the tannery. When we visited the tannery on November 12th 1928 about 300 hides were being taken in a week. When the tannery is busy 1,000 hides can be taken. Much of the leather is sold to "Lotus and Delta", at Stone, Staffs. Some is sold to "Saxony Shoe Co.", Kilmamock and some exported to Wellington, New Zealand.

Lime is obtained from the chalk pits at Bedhampton. That obtained from Cocking is not so good. Oak bark from Crowborough, Mayfield, Henfield and some from local areas is used in some years, and a little from Romsey. Mimosa or wattle bark is occasionally used from Africa and Australia. Valonia acorns and nuts are imported from Smyrna, and Myrobalans from Calcutta and Bombay. String from Belfast is obtained via Southampton. A crude oil engine is used to provide power and "Shell" oil is obtained from Hamburg via Southampton.

Several by-products are formed during the process of tanning. Homs are sent to Bristol where they are made into a manure for the land. Hair is used in the manufacture of plaster of Paris. Fleshings (inner membranes on hides) are sent to Exeter and made into size. Trimmings from the hides are made into gelatine at Dartford, London and Luton.

When we visited the tannery 36 men were being employed in place of the possible 80. The slackness in trade was attributed to foreign competition. Czecho-Slovakian shoes may enter the country without duty.

The tannery is owned by Gibbings, Harrison & Co.

#### **GOVERNMENT HIGH EXPLOSIVES FACTORY 1917, AND BENTWOOD FACTORY 1923, LAVANT**

The first factory to be built in this area was completed in 1917 by the government, and was used for the manufacture of high explosives. Beech trees were obtained from the downs, and these were heated, charcoal being formed, and some useful volatile substance useful in the manufacture of ammunitions was obtained.

In 1923 the Bentwood factory was first opened for the manufacture of trunk hoops from local beech trees. It was closed down in 1926 owing to German competition, but reopened in November 1929. Beech from Singleton Forest, oak from West Dean Estate, and ash are used. Chair frames are made, wooden alder seats being imported from Estonia to London, then by rail to Lavant. London is the chief market for finished chairs and hoops. Water is pumped on the premises, a tube of 48ft having been sunk in the ground. When first pumped the water was 13ft 6in below the surface.



## **WESTHAMPNETT MILL**

The present mill dates from 1906. About 100,000 lbs of raw wheat are handled each week. This comes from Canada, Manitoba, the United States, the Argentine, Australia and about 40% from Sussex. All the foreign wheat comes to Southampton and is reshipped to Dell Quay. It is then brought by road to the mill. All the flour is sold in Britain. Eighteen men are employed in the mill.

The essay also includes visits to Fishbourne Water Works, chalk quarries, a hurdle maker, Westhampnett gravel quarry, a brick yard and Westgate Brewery.

The Lavant Bentwood factory is also mentioned in the book '*West Sussex Within Living Memory*' compiled by the West Sussex Federation of Women's Institutes (1993). It was the only factory in England to make the bent wood hoops that went round cabin trunks and the method of transporting the raw materials is worth further investigation.

## **University of Sussex day schools**

Members may be interested in a number of day schools that are coming up over the next few months I have selected those with a SIAS interest but the complete programme can be had from CCE at Sussex. :-01273-678040

31 Oct 98 Living and learning in 19th century Brighton  
Mike Strong

7 Nov 98 Railways in Sussex  
Andre Palfrey-Martin

6 March 99 Nineteenth century Brighton at work  
Geoffrey Mead

24 April 99 Brighton;1500-1800 Fishing town to resort  
Dr Sue Berry

5 June 99 Irish in 19th cent. Brighton  
Jaquie Frisby

19 June 99 Walking on Water: The story of Brighton's three piers  
Dr Fred Gray

GEOFFREY MEAD

## **Fishersgate, Southwick - Initial Research into an Ignored Community !**

Some communities seem to generate interest out of all proportion to their size, and a glance along a bookshelf of Sussex material (mine) shows sizeable batches of work on Alfriston, Ditchling and especially Rottingdean. These communities are noted for their preserved buildings and their literary and artistic associations National Trust, Eric Gill, and Kipling, respectively. Communities without these associations but with similarly sized populations are too often ignored and that can be a problem when attempting to track down information on their history. I have come across this recently while doing some research into that highlight of the Sussex coastline- Fishersgate !

To those unfamiliar with the Sussex West Coastway this community is grouped around a dingy halt on the railway between Portslade and Southwick. The ancient Hundred of Fishersgate, known as such since 1183, rather curiously divided itself between two Rapes of the county, Lewes and Bramber, and with the division of the county in the 1890s found itself split with Portslade, Hangleton and Aldrington in East Sussex, Old and New Shoreham, Southwick and Kingston in West Sussex.

The area under scrutiny lies in the south-east corner of Southwick parish and, as its place name suggests, is close to the shoreline of shifting creeks and shingle bars, mud flats and tidal runs that compose the lower course of the Adur.

Until the early 19th century the trade and industry of the place was similar to many others on the rich soils of the West Sussex coastal plain having rich grazing land and large arable fields, with a corn mill set back from the low cliff top. A large scale map of 1798 shows

one large field here but no housing. A series of small wharves were developed to export corn and import coal and timber for the burgeoning trade of Brighton 5 miles to the east. With the turnpiking of the highway westward from Brighton, taverns served a useful role providing stabling and sustenance, thus this small collection of clifftop dwellings included the King's Head on the cliff, with the Sussex Arms opposite and the Albion on the western fringe of the hamlet.

The Revenue maintained a Coast guard Station here until it slid down the cliff in the 1880s! Thus there was an industrial community with a sizeable primary contingent involved in farming, and secondary manufacturing with the mill and a number of tertiary trades involved with taverns, wharves, cartage and the Government service.

Throughout the 19th century there was a steady increase in the trade of the port stimulated largely by Brighton's growth, the coal and timber trades benefiting greatly. However this was not a community insulated from outside economic trends and trade advantage moved to the east when the Brighton - Shoreham railway was completed in May 1840 and a station was opened at Portslade. This stimulated growth of the harbour capacity, east of Fishersgate especially the timber yards and sawmills, and the existing brickfields at Copperas Gap, the coastal area of Portslade.

In 1855 the canal lock-gates were constructed to the west at the Rock, Southwick and the wharfage trade increased greatly, boosted by the construction of the gas works in 1870. As the brickfields in Copperas Gap were built over with housing for the gas-workers, the deposits of brickearth in Fishersgate became more intensively used and the brick making noted in Kelly's 1851 expanded directory.

Competition from the Britannia steam flour mills at Copperas Gap brought about the demise of the Fishersgate mill, which by the time of the Tithe Survey in 1842 was described as 'windmill - cement'. This survey showed housing along the coast with two small streets heading north and a cross street one block back. The church was represented by a Baptist Chapel situated strategically between the cement-mill and the Sussex Arms !

The 1875 map showed little more, although by 1898 there is a Congregational chapel and a school. In the early years of this century





## SUSSEX MILLS GROUP



Sussex Mills Group is part of  
Sussex Industrial Archaeology Society

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October 1998

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### Dates for the future

#### 100 Newsletters.

Although Sussex Mills Group as such has not been in existence for the life of the 100 copies of this newsletter, mills certainly have been part of the society from the very start. In issue number 1 L.Stevens reported on 'Excavated Windmills Sites in the Eastbourne Area'. Thenceforth every newsletter contained some reference to mills. Thus for 25 years this newsletter has been reporting on the wind and water mills in the county.

Frank Gregory (1917 - 1998)

from Peter Hill

What a wonderful send off Frank had! On the 19th June 1998 the chapel at Woodvale Crematorium was packed to capacity. Friends and representatives from all his many activities came there to say farewell to their friend and mentor. Though undoubtedly a sad occasion, one felt privileged to be present, to hear the marvellous tribute compiled by his family (to be published in the next SIH ed.) and to listen to the strains of 'The Watermill' by Ronald Binge... music which so conjured up the scene as Frank surveyed the splendour of water cascading over the wheel of an ancient mill capturing an atmosphere of peace and serenity. Following the service, the reception at West Blatchington windmill gave everyone the opportunity to reminisce on his life and achievements.

Finally in Saturday 5th September 1998, my wife and I accompanied his family to scatter his ashes at six mills of their choice - Jill, Oldland, Shipley, Nutley, Polegate and West Blatchington. Although this 'ceremony' could have been performed at very many mill sites both in the U.K. and abroad, there has to be a limit to all things and it was felt that it was at the chosen sites that he spent so much of his time.

All that remains now is for the decision to be made on the design and wording of commemorative plaques. These will be provided by the Sussex Mills Group and placed in as many mills as possibly associated with Frank thereby perpetuating the name which sprang to mind whenever mills were mentioned.

Leslie Martin.

On 20th September 1998 a small party assembled at Coultershaw Waterpump to unveil a clock with an inscribed plaque to the memory of Leslie Martin who spent so much time there. We were joined by several members of Leslie's family and with due ceremony and a short speech the curtain was removed to expose the clock.

Thus every occasion when we want to know the time at Coultershaw we shall be reminded of the times Leslie spent there.

High Salvington Windmill

by Bob Potts

We are pleased to advise that the Summer season has been generally good.

The numbers of visitors are slightly down on last year but we still have an open day to go and by past experience our member 'Friends' like to come and see the mill put to bed for the winter.

For the first time in seventeen years we had a disastrous fete day on 12th July. You may recall that the wind and rain was incessant, and by about 10 30 a.m. we had decided to call off the fete and attempt to replay it the following week. However that was the start of some very careful planning. How and where do you store 1500 cakes of all sorts and sizes ? 1200 ice creams ? Hundreds of plants ? And what about the 500 odd feet of tables that we've hired ? This sort of problem creates ingenuity in everyone and with some very kind assistance we managed.

With dedicated support from the Morris Dancers finding sufficient dancers, the Mayor changing his appointments, St John Ambulance finding a relief crew, the Worthing Herald reporting the disaster, our replay on the following Sunday was a splendid day. All our friends, families and supporters arrived and the fete continued as normal, resulting in a profit of some £2300. Our thanks to them all.

On a more serious note - we had the mill painted this year, it looks splendid. There is however a problem. When the painter began to scrape the paint off one of the stocks, he noticed a split in the timber. This was immediately reported to the Committee and with further investigation, it was found that the split is about 10 to 12 feet long and quite wide in places. We are at present dismantling the common sails concerned to investigate further.

Finally, we are officially opening our 'NEW BARN' at the mill on Sunday 18th October 1998 at 3.15 pm and anyone interested is welcome to come along.

Nutley Windmill

by Brian Pike

By the time that you read this report the 1998 season will be over. In spite of not charging for entrance to the Mill we have increased the takings on each open day compared with last year. The closure of the Crowborough Road while traffic calming was installed past the Mill did not appear to affect our visitors. Not charging for entrance has meant that we do not feel that we have to show people around the Mill but thanks to the additional helpers, we are able to do so on most occasions.

National Mills Day next year will be for the whole weekend - Saturday 8th May

and Sunday 9th May making a total of nine open days in 1999 for the Mill.

We have had Wealden District Council's new Conservation Officer visit the Mill to be shown around and discuss our plans for preventing further decay of the trestle. She was happy with our proposals but as the Mill is a Grade 2\* listed building, Wealden District Council have had to pass our proposals on to English Heritage for their approval. We cannot start until this is received. We could well have to wait till next year before starting. Over the last few months we have given the trestle several coats of tar, but not as many as we had hoped for, due to the weather conditions. We have also been repairing and renewing the cogs in the brake wheel which drives the French burr mill stones, in the front of the mill and have actually had the stones turning. This is probably the first time since 1908 and exactly thirty years since we started restoring the Mill. The stones will need dressing before we can consider grinding. They have been worn smooth.

The new work bench is now built, thanks to a gift of £100 from one of our members. Our work for the winter is to remove the two shuttered sweeps, which are the oldest, and refurbish them. The new bench will be very useful for all the work that we have to do.

The last open day this year was on 27th September but as we work at the mill most Wednesdays, we shall always be pleased for people to visit us.

#### Stone Cross Windmill

by Angela Long

The Heritage Lottery Fund announcement in March 1998 that they would support the restoration project for Stone Cross windmill with 75% of the cost (£142,000) was greeted with much excitement and anticipation by all concerned. THIS summer would be the one when work would really get started !!! Six months later - September 1998 - partnership funding in place, the contract at last signed but the go ahead cannot be given until further questions on PSS7 are answered !

SO, yet another summer has passed but with it, a growing membership (over 200 now with 24 life members) who have helped at fund raising events and Work Days. The later have continued in a horticultural rather than a building theme with a very small group of workers becoming skilled in hedge trimming, grass mowing and generally tidying up the site under the guidance of our exceptionally hard working Trustee Michael Chapman. It is surprising how much extraneous material has been extracted and removed from the Mill and its surroundings since the first Work Day in January 1996.

With all the housing development at Stone Cross, local interest in the restoration project is high. Local schools have been visited and Stone Cross CP School has taken a keen interest in the project. Sponsorship from their sponsored walk this year was donated to the mill and they hope they will be able to come along and see work in progress soon.

During 1998 we have been delighted to be able to welcome two private parties in the shape of the Mill's Section of SPAB at the start of their mill's tour in May. Then in June the '750 Club' - a group of vintage Austin 7 enthusiasts who, having driven their vehicles to a hostelry for lunch, came on to Stone Cross windmill for the afternoon



and were generously entertained to tea and biscuits by Mrs Chapman.  
We look forward to at least being able to start some preparation work before too long. Perhaps we shall be able to get the store shed replaced before winter gales attempt to blow it to pieces again but who knows ? It is not for want of effort that Stone Cross Mill Trust is still waiting to get real work started- roll on that day.  
(Ed:- it is the delays caused by English Heritage that have delayed work starting by some TWO years).

#### Ifield Watermill

by Ted Henbery

Inevitably the work carried out over previous years requires maintenance and at Ifield, the waterwheel, rebuilt some 15 years ago, has been undergoing repairs over the past two years. The internal elm boarding had deteriorated and the task of reinforcing it has just been completed. Sixty-four oak planks have been fitted within the metal buckets and this should ensure the working of the wheel for the next decade.

We shall be pursuing our aim of the installation of the final drive to the stones during the coming winter and a start will be made on cleaning and re-assembling the machinery obtained earlier in the year from Haxted Watermill.

#### Lowfield Heath Windmill

By Ted Henbery

The final stages Of the restoration are well in hand and the millwrights (E.Hole/Dorothea) are nearing completion of their current contract. The pair of patent sweeps are in place and adjustments are being carried out to the striking gear. The stone quants are being installed and the main drive turned by hand to prove the gear meshing. Much of the internal binning/spouts etc are completed to a high standard and looking very impressive. The new rear access steps have almost been completed by volunteers and should be in place by the end of September. There remain a number of more detailed items to be accomplished and it is anticipated that, with these being undertaken during the coming winter months, the mill should be in working order by April 1999.

#### Oldland Windmill.

by Philip Hicks

Work is still in progress slowly at Oldland mill. The new breast frame was completed late last year. Unfortunately during the 1935 restoration, the original style breast was lost when it was completely rebuilt, leaving just the 1839 prickpost. Hence when the present volunteer workforce began work on the breast in 1992 it was not clear how the original had actually been constructed. So it was decided to follow that of Lowfield Heath mill which consisted of mainly horizontal studding covered with vertical boarding and then overlaid in traditional weather boarding.

In 1997 work in this style of breast was halted when new evidence came to light of how the pre-1935 frame was constructed. Drawings were then prepared, new timber ordered and the structure is now virtually complete. The new design consists of 4 braces, 2 ledges and vertical studding. It will be overlaid with two layers of horizontal boarding.

The main projects undertaken this summer have been the rebuilding of the breast and tail gables along with the jointing of replacement rafters. As no record of the original breast gable exists, a drawing submitted by Vincent Pargeter was adopted. The new tail gable is a replica of the old one which fortunately had remained undisturbed since the mill finished work but the timbers were far too rotten to re-use. At the moment the jointing of replacement rafters is in progress. Laminated rafters have been manufactured because of difficulties in finding the correct shaped timber.

In August we held our Annual Open Day. The day was well attended by many visitors who showed great interest in the mill and the restoration work being undertaken. Mill volunteers produced cream teas and also had many side attractions.

Chailey Mill

by Philip Hicks

The Chiltern Partnership carried out some major repairs to the cap and sweeps following a grant from the Heritage Lottery Fund. This was completed last August. Major refurbishment has also taken place inside the mill of the museum artifacts, including the installation of St Peter's clock which has been restored by Michael Russ from Seaford.

Unfortunately since the sad death of James Down last year, Mill Open Days have been reduced to the last Sunday in each month and National Mills Day.

Recently public interest has greatly increased. On National Mills Day Over 60 visitors were recorded as compared with just 2 people when I opened the mill on one occasion in 1996.

Early Waterworks at Arundel.

from Michael Palmer.

In the course of researching the history of the Arundel Castle pump house at Swanbourne Lake (which will be written up in S.I.H. in due course) Mrs Sarah Rodger, the assistant Castle Librarian, turned up a quotation for supplying a waterwheeldriven and/or horse driven water pump in 1705, as follows:

'AN ESTIMATE of the charge for making an Engine to go by Water

For the ground work with the Water Wheel, and House to contain same, with the labourers work, and all the iron work, and brass work, belonging to the engine, to fill a two inch pipe, being substantiall, and well made, for Duration, the Crank being Three Inches and an half square, and all other work proportionable thereto. My Lady finding the Timber, Stone, Mortar, and Tiles £515:-:-

But if my Lady is contented with work less substantiall, it may be done for £360:-:-

And as much gotten, as by the other price.

For the Horse work, to raise Water from the Spring used by the Fellmonger, under the castle wall.

For building the House, and making the place Convenient, the Engine, Wheels, and all other materials belonging.

If Substantiall, and Lasting

£365:-:-

If less Substantiall

£256:-:-

Timber, Stones, Mortar, and Tiles being allowed as above.

As to the Price of Lead Pipe, you shall know in few daies, and what will be taken for burning, joyning, and laying.

The values of the Cestern must be left till my Ladys pleasure is known, what quantity of Water she would have it contain.'

On the reverse in another hand

'Feby ye 18th 1705. Ye Engenere about ye matter at Arundell in Sussex.

The Engener's name is Joseph Black & ye workmane name Menery Tandy who lives in Barbicon in London'. What a fascinating insight into business practice nearly 300 years ago.

So far, no evidence has come to light as to whether either or both of these machines were ever built, and if so where they were actually sited, though the horse gin is to draw from the spring under the Castle wall, and a waterwheel could presumably be supplied from Swanbourne Lake. Meanwhile one can just enjoy the wording !

Bishopstone Mill

found in the archives by John Blackwell

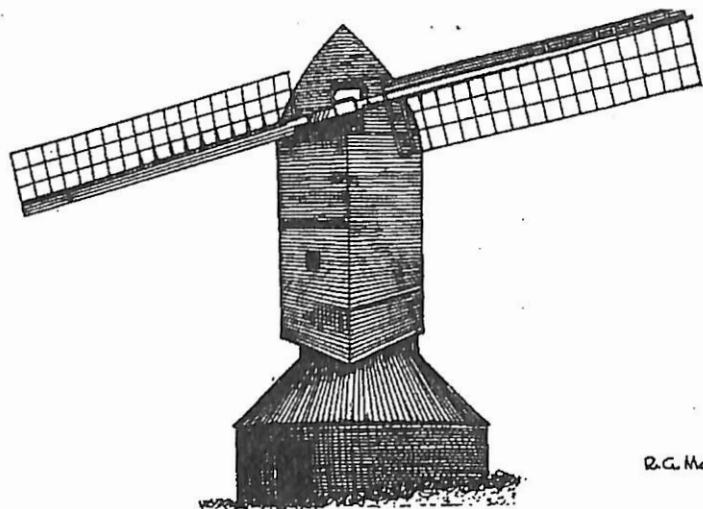
LB&SCR Minutes of a Board Meeting held on 16th May 1900.

'The General Manager having reported that the tenancy of the Cafe Royal, Regent Street, of the Bishopstone Mill for warehousing wines and spirits in bond expired on the 31st March last and that as the Mill is in a dilapidated condition and there is no prospect of re-letting it, his recommendation that, subject to the consent of the Newhaven Harbour Company, it will be pulled down and the old materials sold, was adopted.'

(PRO RAIL 414 101)

Coolham Windmill

by Ron Martin from photograph from Michael Yates



COOLHAM WINDMILL



## Lost Windmills of Sussex

### Guy Blythman

#### Coolham Post Mill

TQ 116232

The old post mill at Bailey's Farm, Coolham is believed to have stood originally at Kirdford, where it was erected between 1770 and 1780 and been moved to Coolham around 1800. According to the Defence Schedule of 1801 it and the local watermill, which were run in conjunction, could supply between them 20 sacks of flour in 24 hours.

The first miller that we know of is Sarah Killick, who was there in 1847. A Henry Killick was using the mill in 1855, 1858 and 1862. Possibly the Killick family had been working it for many years before him, as their ancestors had erected the watermill in c 1780.

In 1866 an E. Joyes was at the mill and from 1870 to 1887 James Thorpe was there. John Alfred Hams is recorded in 1890. The last man to use the mill was Henry Naldret, during whose time one of the sweeps blew off, the opposite sweep then being taken down. In 1898 the other pair of sweeps was also removed, and the mill ceased operation. It survived until 1915 when it was pulled down by carpenters from the Burrell estate, to which the property belonged, and the main timbers used in the construction of furniture for the Knepp Castle estate offices. In the 1930s various other parts could still be seen lying about the farm, and one millstone was embedded in the ground at the entrance to the mill house.

The mill body had a steeply-pitched roof - a feature which this writer at any rate associates with relatively old post mills as did the brick roundhouse. Michael Yates notes that the boards at the bottom front of the breast are heavily angled downwards and there appears to be an upward extension of the roundhouse roof.<sup>1</sup> Latterly the mill worked with two common and two spring sweeps, mounted on an iron windshaft which would have replaced an earlier wooden one. There were two pairs of stones.

(1) Photograph in National Monuments Record, Swindon and in "Bygone Corn Mills In The Horsham Area" by George Coomber. (Editors note: My understanding from an neighbour who died a few years ago and lived in Coolham in his youth told me that he remembered being lifted up as a boy to see the windmill on fire. This being so perhaps the removal of timbers above refers to the watermill.)

#### St George's Mill, Brighton.

The following extract has been passed to me from a non-member seeking further information as it concerns their family history. If you can help please contact me.

Deeds relating to Lands of John Mershe and Francis Greneharn November 1571 - This lists lands in many counties and the following is but a very small extract. originally in Latin ref PRO C66/1085 8437

'And all that our ruined windmill called St George's mill situate lying & being in Bighthempson in our county of Sussex and our piece of wasteland upon which another windmill once was built lying & being in Bighthempson aforesaid now or lately in the tenure or occupation of John Skace or his assigns & also all that our tenement or cottage with the appurtenances situated & being in Bighthempson aforesaid

now or lately in the tenure or occupation of John Willard or his assigns & also all that our tenement or cottage with the appurtenances situated lying & being in Brighthempson aforesaid now or lately in the tenure or occupation of Richard Humfrey the younger the which premises were formerly given granted assigned & appointed for the maintenance of a priest to celebrate divine service in the church of Brighthempson aforesaid .....

Dorothea Restorations Ltd.

Don Cox

On 26th June 1998 the above company held an Open Day in the car park adjacent to Lowfield Windmill. This event was to celebrate the merging of Ernest Hole & Son with Dorothea and to promote the new joint company. A marquee had been erected to contain display boards and artifacts showing the work of the company. The event started with a short talk on the work of the company. This was followed with the turning of the sweeps of the mill to show the work done and there were tours of the mill. Finally there was a slide show of the work of the company.

I was impressed with this and pleased to be able to find out something about the company as, with the present day system of grants to mills, the restoration of mills has to be done by firms such as this.

Mills Tour 1st August 1998.

Don Cox

Thanks to Tony Yoward for organising an excellent tour on mainly Hampshire mills. On a fine day approx 24 members assembled at Bursledon Windmill just off the M27 road to be shown over the mill and to see the video on the history of the mill. We then went to Botley Flour Mills to examine a large complex which has evolved over the last two centuries and is now being prepared to make a working roller mill museum. Next we visited Hockley Water Mill at Twyford to see the conversion of the building into dwellings but leaving the mill now with the waterwheel partly restored. At Chase Mill at Waltham Chase we saw a watermill that but for a mishap recently is capable of being worked. Finally we visited Durford Abbey Farm Wheel where a water wheel was used to drive farm machinery some 50 yards away inside a barn. Being part of an Ancient Monument the intention is to restore this.

A very good tour thanks to the organisation and historic notes supplied by Tony Yoward, Mary Yoward and other members of Hampshire Mills Group.

Dates for the future.

12th March 1999 Friday - Annual General Meeting starting at 8.00 pm at West Blatchington Mill Barn Followed by talk on watermills by Derek Stidder

Sunday 9th May 1999 National Mills Day

Saturday 17th July 1999 Mills Tour (details to be decided)

Sunday 17th October 1999 October Meeting

(venue to be decided)

Sussex Mills Group

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continued from page 8

the number of streets started to expand, with the railway halt opened by the L.B.& S.C.R. in 1905, possibly in response to the expansion of urban tramways and the threat of competition. The building of the electricity generating station on Southwick beach in 1902 was the stimulus for this activity as was the opening up of a brick field in the south east corner of the area.

Sometime before 1912 the firm of dyers and cleaners, Flinn's, established in Brighton in 1850 moved out to Fishersgate and was to physically dominate the community until the present day, although changing its name to "Bollom's" and then to "Apparelmaster UK"; Flinn's bought a great deal of land, much of which they sold off in 1932 when a spate of building by Braybon's ensued.

A map of 1932 showed a dramatic expansion of streets and of industry with Flinn's building more premises but clustering by the railway a whole clutch of manufacturers including Kingston Engineering Works, a tin plate works and a sizeable printers. The OS 25" map of 1932 does not show the petrol storage tanks on the wharf opposite the Albion although there is some evidence they were there by 1929.

In the post-war period the community with the two generating stations, the gas works and all the manufacturing must have been a bustling industrial spot and one which - like much of this area - had acquired suburban terraces of a lowly 'Tudorbethan' style ! The run down of the power generators saw a subsequent downturn in the local economy and the consequent loss of the substantial coal trade saw a sharp decline of harbour traffic; in the 1960's, local development schemes at Portslade - by - Sea and Southwick meant a dramatic change in the physical appearance of the coast road area, although at Fishersgate the housing was replaced by low rise blocks, and not as at Portslade by featureless warehouses.

A short walk around the area today reveals some aspects of all periods of Fishersgate's industrial past, the canal, the old pub names, the railway and the buildings of the Kingston Works, now the home of British Bulldog ice cream delivery vans !

I am indebted to the staff of WSRO for help in research so far undertaken and also to Nigel Divers of Southwick whose various



publications have been most helpful.

May I ask members having any information or memories of this area to contact me on 01273 501590. I would be most grateful !

GEOFFREY MEAD

## **A.I.A. Conference - Newton Abbot.**

The Association for Industrial Archaeology Conference took place this year in the Seal-Hayne Campus, the Agricultural Faculty of the University of Plymouth. The main buildings are arranged around a quadrangle and were built in 1909 - 14 and described by Bridget Cherry in the *Buildings of England- Devon* (1989) as "with red brick and stone in a rather fussy free Tudor. The gatehouse entrance with striped turrets and broad segmental arch is the best feature". The Friday seminar session and the Saturday morning lectures were on a variety of subjects related to I.A. in Devon and the Southwest including an excellent introduction to the I.A. of Devon by Peter Stanier. There were various afternoon visits and I opted for the steam train from Paignton to Kingswear, the ferry to Dartmouth and a walk round the town including a visit to the restored Newcomen engine.

Sunday morning was devoted to the A.G.M. and the Rolt Memorial lecture given this year by Keith Falconer on the railway remains at Swindon. Rather damp visits in the afternoon were to the former industrial areas of Exeter and to the Meldon quarry where various minerals were quarried including aplite (used for glass enamelling) and limestone.

The Monday visits were to Coldharbour Mill, Beer limestone mine and the Colyton Tannery - the last tannery in England to use the traditional oak bark method and still partly water-powered. The total elapsed time from receiving the hides to the finished leather can be as long as 15 months and the smell was revolting ! The highlight of the walk on Tuesday to various iron working sites on the Brendon Hills, was the incline on a standard gauge railway line originally self-acting 1030 m long at a gradient of 1 in 4. This was built in 1861 to take iron ore from the mines down to Watchet. We walked all the way down and back up again - and I will swear that it was twice as far coming back ! In places the incline is in a 60 m deep ravine with the track in the middle on a 10 m high embankment.

The highlight of Wednesday was the visit to Wheal Betsy engine

house - the only complete example in Devon and then the Mary Tavy hydro-electric station - England's largest, first opened in 1932 and still operational. On Thursday we looked at Hay Tor Quarry and tramways with the rails carved out of solid granite and the gunpowder mills near Postbridge with a visit to a working maltings in the evening. The final general day was a visit to Plymouth and the Devonport Dockyard including a boat trip round Plymouth Sound.

All in all this was an excellent conference with lovely scenery and weather! Next year it is to take place in north Kent from 10th to 16th of September and I hope to see more of you there as I found it lonely being almost the only representative from Sussex.

RON MARTIN

## **Water Towers in Sussex**

Water Towers were found necessary before the advent of pressurised mains as it was required to create a head of water for gravity fed mains. Where there is convenient high ground above the level of the supply points surface reservoirs are often used but in flatter countryside the water tower was the only option. The other factor is that reservoirs required a large area of land compared to towers. We have several fine examples in Sussex of older towers particularly the stone one in East Grinstead and the brick ones at Balcombe, Turner's Hill, West Hoathly and the Princess Royal Hospital in Haywards Heath but the majority are of reinforced concrete. Some of these have the tank mounted on four, six or eight columns sometimes with a central access shaft. The other design is with a central shaft with the tank set oversailing. The Friston Tower is a very fine solid octagonal concrete buttressed tower of the 1930s.

The Society has been asked by the Institution of Civil Engineers for information about public water towers in Sussex. I have located the following, noting their Parish, location and construction and would be grateful if Members can inform me of any that have been missed. Not all these are still in use and some are very difficult to find. It is surprising how such prominent structures can be invisible when surrounded by trees.

## **EAST SUSSEX**

BATTLE, Netherfield Water Tower	TQ 709 188	Concrete
BATTLE, Telham Water Tower	TQ 776 139	Concrete
CROWBOROUGH	TQ 51 30	Masonry
EASTBOURNE, Cherry Gardens Water Tower	TV 589 991	Concrete
EWHURST, Staplecross Water Tower	TQ 781 214	Steel
FRISTON, Friston Water Tower	TV 553 985	Concrete
HASTINGS, Ore	TQ 848 117	Concrete
IDEN, Iden Water Tower	TQ 917 232	Concrete
MOUNTFIELD, Mountfield Water Tower	TQ 742 211	Concrete
NINFIELD, Standard Hill Water Tower	TQ 699 126	Concrete
PEASMARSH, Peasmarsh Water Tower	TQ 881 216	Concrete
RYE, Rye Hill Water Tower	TQ 920 212	Concrete

## **WEST SUSSEX**

BOGNOR REGIS	(Dem)	SZ 935 992	Masonry
BURGESS HILL		TQ 317 175	Concrete
COLGATE, Buchan Hill Water Tower		TQ 251 331	Concrete
COLGATE, Colgate Water Tower		TQ 226 330	Concrete
EAST GRINSTEAD Water Tower		TQ 397 379	Stone
EAST GRINSTEAD, Tilkhurst		TQ 373 375	Concrete
EAST GRINSTEAD, The Placeland		TQ 389 388	Concrete
EAST WITTERING		SU 797 973	Concrete
HAYWARDS HEATH, Princess Royal Hospital		TQ 339 230	Brick
SELSEY	(Dem)	TQ 854 935	Timber
SLAUGHAM, Balcombe Water Tower		TQ 283 305	Brick
SLAUGHAM, Mount Pleasant Farm		TQ 283 329	Steel
SLAUGHAM, Warminglid Water Tower		TQ 256 250	Concrete
STEYNING, Wappingthorne Farm		TQ 169 137	Concrete
TURNER'S HILL, Water Tower		TQ 340 354	Brick
WEST HOATHLY, Selsfield Water Tower		TQ 349 342	Brick

## **BRIGHTON & HOVE**

Brighton, The Peppercot	TQ 321 047	Rendered
Portslade, Foredown Tower,	TQ 257 071	Brick

**RON MARTIN**

## **Extract from Newsletter No. 25 (January 1980)**

Newsletter. The customary four issues of the Newsletter were circulated in January, April, June, and October. The Editor thanked the contributors and again asked that any Member having knowledge, experience or comment about any relevant activities, even though quite trivial, should submit it for possible publication. The 'deadline' for contributions was the middle of the month preceding that of publication.

E.O. Taylor, Editor ,

### Honorary General Secretary.

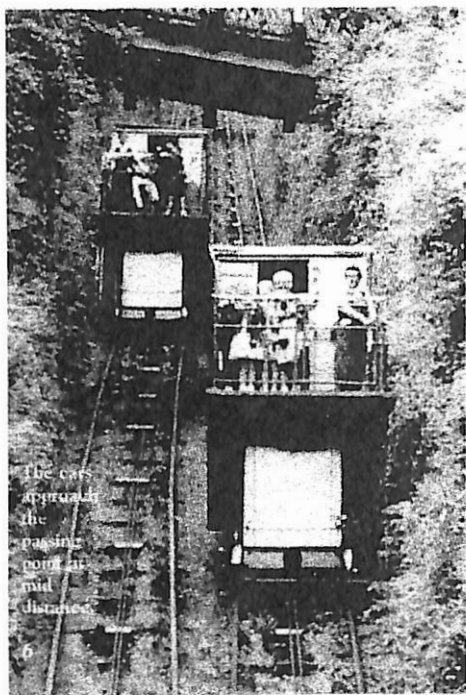
The Society is very grateful to Mr R.G.Martin for accepting the post of Honorary General Secretary. . .

In this issue there were field activities reported at Coultershaw; Ifield Mill; Burton Mill; Clayton (Jill) Mill; Cobbs Mill; West Ashling; and the Brick Group.

There were reports of 5 publications by SIAS members : '*English Provincial Posts*' by Brian Austen, '*Sussex Railway Architecture*' by John Hoare, '*Traditional Buildings*' by Roy Armstrong, '*Quilt Winders and Pod Shavers*' by Hugh Barty-King (Cricket bat and ball manufacture), and '*The Windmills of Sussex*' by Martin Brunnarius.

## I.A. on Holiday - North Devon 1998

Having installed ourselves in our cottage at Dean Steep, just outside Lynton, North Devon, we made the cliff railway almost our first port of call. The Lynton and Lynmouth Cliff Railway, to give it its full title, is billed as "Devon's top tourist attraction". This is probably well-deserved, for it is extremely popular and our rides, both down and up, were shared with a great many people of all ages. Its vital statistics are as follows: The rails are 862 feet (262 metres) long and the top station, in Lynton, is 430 feet (131 metres) above the lower station, in Lynmouth, giving an inclination of 1:1.75. Work began on the railway in 1887 and it took less than three years to complete. The inaugural descent was on 9th April 1880 and it has been in operation ever since - even during the two World Wars. It was designed by George Marks (who is believed to have been a 'disciple' of Brunel - he later became Baron Marks of Woolwich). Each car holds up to 40 passengers and weighs 10 tons when fully loaded. The most interesting fact about this cliff railway is that it is unique as far as its operation is concerned. It is the only one in the world powered by water - the others



have been electrified or run on encapsulated water systems where there is a reservoir at the top and bottom of the lift. The Lynton/Lynmouth system works on a simple balancing principle. The water comes through pipes from the West Lyn River and is stored in reservoirs. Each car has a 700 gallon (3182 litre) tank mounted between the wheels. As water is discharged from the lower car, the heavier top car descends, so pulling the lower car up the cliff.

It was interesting, also, to visit Glen Lyn, where we saw the hydroelectric scheme installed in the Gorge in 1898 to drive turbines and provide domestic current and street lighting.

Finally on this holiday, we were interested to explore the remains of the



Lyton and Barmstaple Railway, opened in 1898 and stretching for 19 miles. Built to a gauge of 2ft (61cm) it had 5 locomotives, 17 bogie coaches and 32 wagons. Despite being taken over by the Southern Railway in 1923, falling revenue led to its closure in 1935. There are, however, plans to reopen at least part of it, making Woody Bay Station the starting point for the NEW Lyton and Barmstaple Railway.

DIANA DURDEN

## A Brief Look Back

A quick look back through the back numbers of the Newsletter reveals some slight but interesting changes. The first edition (January 1974) was typewritten on to quarto white sheets but from issue 42 onwards the present familiar A5 size inside pale green covers was the standard, except for issues 50, 75, and the current 100th edition where the gold cover indicated each milestone of publication.

There had been 5 issues of the Newsletter of the Sussex Archaeology Group but the last of these had been in April 1970 and do not really count in the unbroken line of publications since 1974.

The news in that first issue reflected the changes in the Society over the last 24 years. The Society had just applied to the Charity Commissioners to be registered as a charity at law. Subscriptions were £2. What a bargain our subscription is now! There were reports of study groups, and of working parties at sites with industrial remains.

The 12 pages of issue 50 (April 1986) contained Area Secretary reports (North, West and Central Sussex) mills news was covered within these reports. It also recorded the setting up of the Amberley Chalk Pits Association to support what is now the Amberley Museum. It also had articles on Sussex bricks, and the demolition of Catt's Mill in Brighton.

The 16 pages of issue 75 contained line drawings of Shrimpey Lane bridge, an account of the blasting of the cliff at Seaford, a report of the Worthing Research Group of the SIAS (Michael Palmer, Kate Cosway, George Martin, Michael Bevan, Peter Pearce, Leslie Martin and Tony Baxter). There was an account of the Brightling to Mounthfield cableway, a description of Chichester in 1840 and a report that Amberley Museum had achieved the status of Registered Museum under the MGC registration scheme. The issue was dated July 1992.

In this bumper 24 page centenary edition I pay homage to my editorial predecessors and give my thanks to the regular contributors, many of whom have written in this issue.

BOB ALLEN



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( Copy for the Mills Group section should be sent to the editor of the Mills Group  
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