



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating **SUSSEX MILLS
GROUP**

**Newsletter
No. 108**

Registered Charity No. 267159

Price 50p to non-members

October 2000

ISSN 0263 516X

MAIN CONTENTS

Programme - Winter

The winter lectures

Tramlink

Lewes to Uckfield Railway

Mills Group News

Lost Mills of Sussex - Rockhill Mill

AIA Conference report

PROGRAMME - WINTER

Members are reminded to inform contacts for events of their intention to attend at least 7 days beforehand.

Saturday 11th November at 2-30 pm.

Annual General Meeting at West Blatchington Mill Barn. After the AGM Ian Glenhill will give a talk about Volk's Railway.

Please note this is not the usual venue for the AGM.

Contact Ron Martin 01273 271330

Saturday 20th January at 7-30 pm at West Blatchington Mill Barn. Ben Franklin will give an illustrated talk: 'Shipbuilding in 19th Century Lewes' Members free, non-members £1-00

Saturday 17th February at 7-30 pm at West Blatchington Mill Barn. John Herniman of the Chichester Canal Society will give a talk on 'The Chichester Canal, Past, Present and Future'.

Members free, non-members £1-00

Tuesday ^{12th FEB} ~~13th March~~ at 7-30 pm. Joint meeting with Chichester Museum Society at East Pallant House, Chichester. Alfred Taylor of HMS Warrior Trust will give a talk on 'HMS Warrior 1860'.

Contact Chris Bryan 01243 773158

Saturday 31st March at 10-00 am in Christ's Hospital, Horsham, South Eastern Region Industrial Archaeology Conference (SERIAC). The SIAS is the host organisation this year. Details and booking forms will be enclosed with the January Newsletter.

WINTER LECTURE SERIES AT WEST BLATCHINGTON MILL BARN

BOB ALLEN.

We are very fortunate in being able to secure the services of Ben Franklin to speak about ship building in 19th century Lewes for the January Lecture. Mr Franklin is the acknowledged expert on this subject.

Coincidentally the February lecture has a floating flavour also. John Herniman of the Chichester Canal Society will give a talk on 'The Chichester Canal, Past, Present and Future'.

SHIP BUILDING IN 19TH CENTURY LEWES

BOB ALLEN

Mr Franklin will tutor a six session evening course at the Old Bakehouse Studio in Malling Street Lewes after Easter. The course, organised by the Lewes branch line of the WEA will deal with the building and launching (if recorded) of the seagoing ships built at Lewes in the 19th century, plus details of the ships' histories, and some information, where relevant about the ship builders themselves. There will be some site visits on the river banks.

Additionally Mr Franklin will cover the work of these ships in general (a number became colliers working out of Newhaven) but one was ocean going. He will also cover life on board ship.

He will also explain the development of the Ouse Navigations, although it is only the Lower Ouse Navigation that is important in the context of shipbuilding in Lewes. He also hopes to include something on the complex development of the Lewes railway systems which have significance, especially because the railway, of course, killed off the maritime nature of Lewes.

Leaflets about this course will be available at the talk in January or can be obtained from Bob Allen.

Travels on Tramlink (with some historical notes)

John Blackwell

With the opening of Croydon Tramlink during May of this year, and having a small input into the original planning of the system, through my previous employers LRT, a visit seemed a worthwhile experience.

The trams were supplied by Bombardier Transportation and built by their

subsidiary BWS in Vienna. They are very similar to the Cologne trams of 1995 comprising two sections, with a driving cab at each end, connected by a short central section on a bogie with concertina bellows to each part. Capable of speeds up to 50 mph they are numbered 2530 to 2553 following on from the previous highest numbered London tram.

Joining at East Croydon my first tour was Route 1 Elmers End - Wimbledon. Setting off for Wimbledon one traverses the shopping centre. (Crown Hill between the George and Church Street stops being a good photographic location). Passing under Roman Way road bridge the tram ascends a concrete flyover to cross the Sutton West Croydon railway line. One is now travelling on the route of the Croydon Wimbledon Railway, which opened in 1855 and closed on 31st May 1997 in preparation for Tramlink services. From Waddon Marsh to Mitcham the alignment follows that of the Surrey Iron Railway, the first railway in the world built for public use and the earliest to be sanctioned by Parliament. (It opened on 26th July 1803 and employed horse traction to haul wooden wagons on L-section cast iron rails. Waddon Marsh station was opened in 1930 to serve the industrial area around Purley Way and I can recall stepping into a desolate wasteland, when using this station in the 1970s, to visit London Transport's Food Production Centre in nearby Progress Way. That establishment then provided food to all London bus garages and Underground depots and is fondly remembered for the excellence of their Christmas puddings. The Waddon Marsh Tramlink stop is 200m west of the old station. One next passes the chimneys of Croydon B power station, now in the IKEA car park (Ampere Way stop), and the Tramlink depot at Therapia Way before reaching the Beddington Lane stop on the site of the former rail station. At Mitcham Junction another flyover takes the tram over the Sutton Victoria line before a stop alongside the Railtrack station. Westwards to Mitcham. The original station was a converted 18th century merchant's house and is now a listed building used as offices. It cannot be viewed from the Tramlink stop. Merton Park stop is on the site of the former station where the sadly derelict 1868 building can be seen. This was built for the Merton Wimbledon Railway that branched off here, closing to passengers in 1929 and goods in 1972. The tram terminates in platform 10 of Wimbledon station where the track bed has been raised to bring the tram entrances level with the platform. Returning to East Croydon the tram traverses a loop via West Croydon rail and bus stations and Wellesley Road/Whitgift Centre. West Croydon rail station was the terminus of the London - Croydon Railway which opened in 1839 but was originally the basin of the Croydon Canal, which ran from the Grand Surrey Canal at Deptford and opened in 1809. From this basin the canal company constructed an iron railway to a junction with the Surrey Iron Railway near the present day Reeves Corner. Tamworth Road, which the trams use, follows the alignment.

Leaving East Croydon and now travelling east through the town centre streets, the track drops down after the Sandilands stop to a make north and south junctions with the former Woodside - Selsdon Railway, which opened in 1885 linking the SER's Croydon (Addiscombe) line with the LB&SCR's Oxted - East Grinstead line. This line was never viable and although surprisingly electrified in 1935 it closed in 1983. Trams take the north-facing junction to both Elmers End and Beckenham; stops include Addiscombe on the site of Bingham Road station and Woodside where the 1885 station is boarded up. Then on to the terminus at Elmers End Railtrack station where trams use the former Addiscombe bay platform.

Returning to Arena stop and changing to Route 2, Beckenham Junction – Croydon, this route follows a new construction around South Norwood Country Park and Beckenham cemetery climbing to join the Crystal Palace Beckenham Junction Railtrack line at Birkbeck. From here the tram uses the former up line from Crystal Palace, which has been singled and separated, to a new terminus, previously a bus stand, in the station forecourt.

Route 3 New Addington – Croydon is the most scenic route and if time is limited this is the one to use. From Sandilands the tram takes the south-facing junction on to the former Woodside - Selsdon alignment and immediately enters the three contiguous tunnels that have been refurbished and lit. A short distance on, where the tram turns sharp left into Lloyd Park, the site of Coombe station is passed and the original alignment, which continues south, can be glimpsed. After entering Lloyd Park the route now on a newly constructed alignment continues up the wooded slopes of the attractive Addington Hills before running along the central reservation of Kent Gate Way dual carriageway to Addington Village where a new feeder bus station is sited. From here the line sweeps round for the final climb up a sapling lined roadside reservation before reaching the terminus at New Addington. The journey of about fifteen minutes compares very favourably with a bus journey of, if I recall correctly, forty-five minutes.

All the routes on the day I travelled were very well patronised, particularly in the town centre and it would be interesting to know if other forms of public transport have suffered. The system relies on the honesty of passengers to purchase a ticket before travelling and although I travelled for about six hours I did not encounter any revenue inspectors.

SUSSEX BRANCH LINES – A YEAR 2000 SURVEY John Blackwell

3 LEWES TO UCKFIELD AND EAST GRINSTEAD

A branch line line from Lewes to Uckfield opened in October 1858 and was

(Continued on page 13)



SUSSEX MILLS GROUP NEWS

edited by Don Cox

Sussex Mills Group is part of
The Sussex Industrial Archaeology
Society



CONTENTS

Dates and Events

News

Visit to Mapledurham Mill & Works of the Chiltern Partnership

Working Party at Dunford House.

Lost Windmills of Sussex – Rockhill Mill, Burwash

Post Mills with Roof Mounted Fantails

DATES AND EVENTS

On Saturday 4th November there is a windmill day school being held at Polegate Windmill with the tutors Lawrence Stevens and Peter Hill. Full details from Lawrence Stevens but booking **MUST** be carried out beforehand through Bexhill Museum on 01424 212433.

Friday 16th March Annual General Meeting. There will be a chance for all to carry out a *leaflet exchange*. See the next Newsletter for further details.

Saturday/Sunday ¹²12th & ¹³14th May National Mills Weekend.

Wednesday 11th July Mills Tour of some Kent Mills .

Sunday 14th October Autumn Mills Meeting. Venue to be arranged.

NEWS.

SIMMONS' PAPERS

The Simmons' papers for Sussex have now been encapsulated and filed. These amount to approx. 3000 A4 sheets and are housed in 18 files. The papers have also been put onto microfiche. The papers are split into four classifications as follows :-

1. Index, Notes and Notes on Maps 154 pages
2. Windmill Survey Notes 1124 pages
3. Windmill Historic Notes 846 pages
4. Watermill Notes 802 pages

For sections 2, 3 & 4 the mills are listed under the parish/town in which the mill is situated. The parish is according to the pre 1974 boundaries.

The encapsulated papers are housed at West Blatchington Mill Barn and may be consulted at any reasonable time by making arrangements with Peter Hill (01273 776017). There is also a photocopier available so that copies can be made for a nominal charge. Should a large quantity of copying be required, Alan Mitchell is willing to do these and post them at costs subject to negotiation with Alan. There is also a microfiche reader at West Blatchington.

JILL WINDMILL

SIMON POTTER.

The dressing of the front stones has been completed and the stone furniture has been reassembled. On the morning of Saturday 27th May 2000 the wind was just right for milling, all the settings were fine and Jill ran extremely well. Two trainee millers from Lowfield Heath Windmill were in attendance and were given plenty of hands-on experience. We produced around three hundredweights of organic stone ground wholemeal flour. We all agreed that one can read technical books and talk to the many people who are eager to impart their knowledge and experiences of the "art of milling", but nothing compares with actually being inside a working flour mill. We awarded both trainees a bag of "Jill" flour.

On the following day, with the aid of binoculars, one of our guides observed the sweeps turning at Shipley Windmill. Enquiries on the "millers' grapevine" confirmed that she also was producing flour that weekend.

Work has commenced on the construction of an observation point in the grounds of the mill, consisting of a millstone on a circular plinth, on top of which will be an etched stainless steel plate. This will show Ron Martins's sketches of those windmills and other points of interest visible from Clayton. This plinth is being partly funded by money left to our Society in memory of Frank Gregory. On a clear day one can see seven windmills as well as the Hog's Back near Guildford, some 33 miles distant. Mind you, on a bad day one cannot see the adjacent car park twenty feet away! Two sweeps have been removed for inspection, cleaning and painting.

SUSSEX MILLS GROUP DAY TOUR 12TH JULY

PETER HILL

This year's outing was unquestionably a great success and despite the need to travel approximately 100 miles to our first destination, 33 enthusiastic members and friends arrived at Mapledurham Water Mill (4 miles northwest of Reading) by 11 am. Here at an idyllic location, we were greeted by the lady miller, Mildred Cookson, who gave us a most interesting and humorous introduction to the history of the last working water mill on the River Thames.

Following this, we were at liberty to explore the interior and watch in fascination as the undershot water wheel was set in motion and the mill came alive with the sounds of stones turning and the damsel chattering. From the beginning to end we were able to follow the full milling process down to the final task of bagging up and sealing the sacks of flour ready for despatch to local bakeries and health food outlets.

During the lunch break, some enjoyed a picnic in the tranquil surroundings of the picturesque mill whilst others sampled the fare at the local hostelry. Then it was a short drive to visit the premises of I.J.P. with whom the Chiltern Partnership has recently amalgamated.

Here we spent a most enjoyable and informative couple of hours exploring the workshops of a company devoted to the restoration of old timber buildings. Stone masonry, joinery, preparation of lime mortar, blacksmithing and millwrighting were just some of the many skilled crafts we were able to see at first hand. For those whose mills David Nicholls and his team are currently restoring, it was an opportunity to discuss the work in progress.

Finally refreshed by a cup of tea and biscuits provided by our hosts, we departed for the journey home having had a most memorable and rewarding day. If you were unable to join us this time you missed a real treat, but then there's always next year's tour to look forward to!

WORKING PARTY AT DUNSFORD HOUSE

DON COX

The WSCC Assistant County Archaeologist, John Mills requested Sussex Mills Group to assist him in the excavation and research into a previously unknown site of a water wheel driven pump. Thus on 19th August 2000 Peter Hill, myself, Ron Martin and Chris Bryan spent a pleasant day with John Mills clearing the undergrowth from a interesting site in the grounds of Dunford House just south of Midhurst. Dunford House is an YMCA owned conference centre once owned by Richard Cobden.

During previous clearance work by BTCV volunteers, the remains of a water wheel driving a water pump to the house was uncovered. Our object was to clear the site further to try to discover what was there and why. There was one breast shot water wheel and interestingly the sides of the wheel are cast iron metal, rendered, yes, rendered as normally found covering brickwork. There are two pits containing the remains of pumps of some sort and some shafting. However Ron Martin will now prepare some drawings of the site which we hope will help decide what went on there. John Mills has looked into the records for the house and the maps of the area but this has not shown up anything as yet.

BURWASH – ROCKHILL MILL TQ 632232

This mill stood on Holbans Farm south of the road from Heathfield to Burwash, just east of the boundary between the two parishes. It was said to have been the last post mill built in Sussex, and to have owed its construction to a desire for a mill at which stolen corn could be ground. One account states that it was built by Stephen Neve in c.1860 at his millwrighting premises at Rushlake Green and transported to Rockhill in sections (this according to a member of the Neve family). However it appears to have been standing in 1839 when John Hayward paid 11s 10½d “for a windmill below Morris’ Town”. The rateable value of this was £6 and he was owner and occupier. Hayward was killed whilst visiting Cross-in-Hand Fair on 19th November 1842 - the report of his death in the Sussex Advertiser on the 22nd does not say how. The actual miller in this year was John Allcorn according the Tithe Map Schedule. Shortly after this, the mill was put on the market. The sale notice stated that the mill “has been built only about 5 years”, suggesting a date of c.1838 for its erection.

Allcorn is given as tenant in 1844 and 1847. H.E.S.Simmons’ notes imply that Hayward was erroneously listed as owner in the ratebook of the previous year; in the books of 1845, 1846 and 1847 the words “the proprietors” under the column headed “owner”. The books for 1845 and 1846 both give William Allcorn as occupier. In 1849 John Fielder is listed as owner with Thomas Ellis junior as tenant. The property is described as two houses, mill and land at Morris Town £35-5-0. Ellis was at the mill in 1851, 1855 and 1858. He lost his life in an accident at another mill in May 1861 after which his widow carried on the business for a short time before putting the mill up for sale in 1863. It was purchased by David Collins, founder of the firm of millwrights of that name. A directory of 1870 gives the name Alfred Geering along with that of Collins. It was for sale again in 1873 and appears to have been bought by John Richardson, who used it in conjunction with a mill at Burwash. Richardson was at Rockhill in 1878, 1882 and 1887. His presence there in the latter year indicates that yet another sale on 1883 was unsuccessful. However by 1890 the mill had passed to the Dallaway family, subsequent directories giving variously John Dallaway, Dallaway Brothers or John Dalaway and Sons as miller(s). John Dallaway at some point built a steam mill near the windmill, after which the latter was rarely used.

I am not clear as to the date when the mill finally stopped working. It was probably disused by 1915 when the farm was being run by a Women’s Co-operative with a Miss A.W. Emerson as managing director.

In 1922 one pair of stones was removed and installed in Barcombe

Watermill. By the mid 1930's the sails and much of the machinery were missing leaving the mill little more than an empty shell and the structure in very poor condition. The windshaft remained in place. The iron sheeting covering the roof, breast and sides of the mill may have helped to prolong its life to some extent. It was standing in July 1939 but by the autumn of 1940 it had been reduced to a heap of wreckage, having collapsed after being weakened by German bombing earlier in the year ⁽¹⁾.

The mill was a white one with a vertically boarded wooden roundhouse, and as noted above, the roof, breast and sides were encased in iron sheeting. It had four spring sweeps with leading boards and drove two pairs of stones. The fantail had been fitted to the tailpole by 1843 when it is mentioned in the sale notice but in the long run it proved to be troublesome and inefficient and was removed. Another noticeable feature, shared with Somerhill Mill at Warbleton, was the small mushroom shaped brick piers on which the wooden roundhouse rested.

(1) Photographs in the National Monuments Records, Royal Commission on Historic Monuments, Swindon; note in Paul Davis Collection, University of Kent Library.

POST MILLS WITH ROOF MOUNTED FANTAILS

MICHAEL YATES

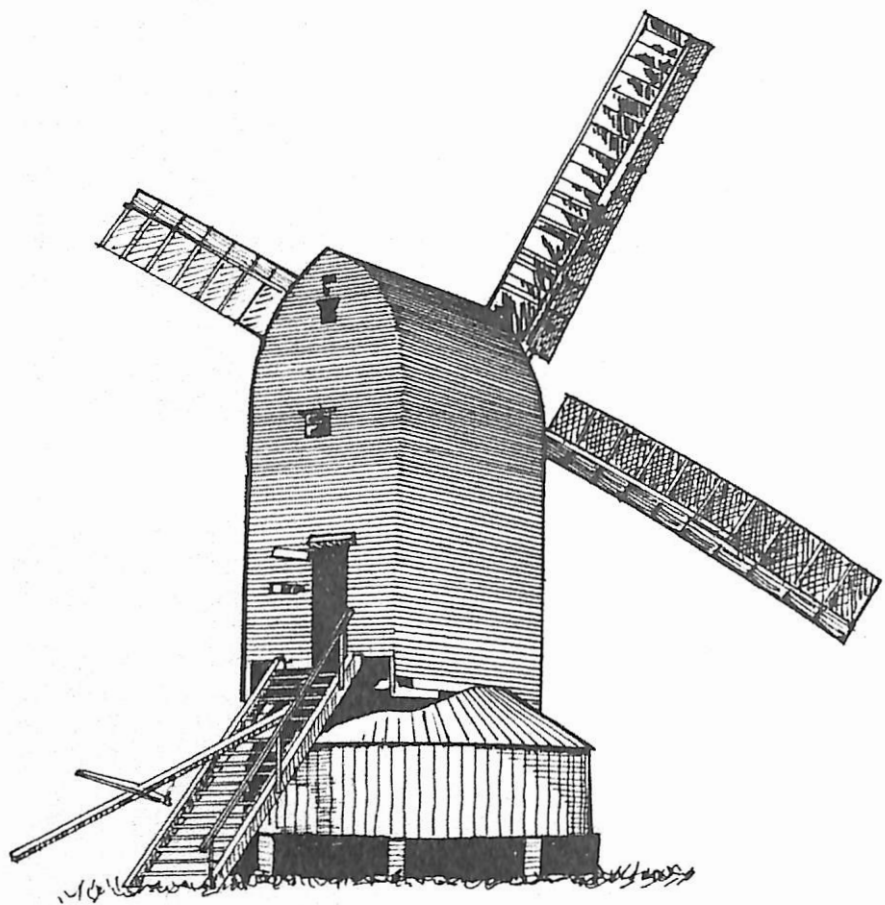
The mounting of fantails on a post mill roof was an improvement which did not prove popular although it is recorded in at least four of the English Counties.

There are two recorded examples in Essex ⁽¹⁾; that at Ramsey driving through a vertical rod to a worm ring circling the post just above the quarter bars, whilst that at Little Bentley is said to have driven a wheel on the end of the tailpole through intermediate gearing. Little Bentley also had two outrigger wheels on the ladder.

Suffolk ⁽²⁾ had five post mills with roof fantails. These were at Halifax near Ipswich (drive method not specified), Stanton Chair (drive probably via a rack on the top of the roundhouse wall), High Mill, Swefling (drive probably similar to Little Bentley), Swiland (drive as for Ramsey) and Wortham Ling (drive to wheels on the base of the ladder). Two of these mills, Swefling and Swiland, completed their working days with the more conventional ladder fantail.

It is when we consider Kent and Sussex ^(3,4,& 5) that we find a small and probably unique area approximately 11 miles by 8½ miles that was graced by five true post mills all winded by roof mounted fantails. The mills that stood here were: -

(Continued on page 11)



ROCK HILL MILL BURWASH R. G. Martin

(Continued from page 9)

Hog Hill Mill, Icklesham, Sussex (TQ 888160)
Still standing, preserved, private

Udimore, Sussex (TQ 867189)
Demolished 1922

St Leonard's Mill, Winchelsea, Sussex (TQ 902176)
Blown down October 1987

The Old Mill, Lydd, Kent (TR 036203)
Burnt down 26 Feb 1900

Old Mill, Wittersham, Kent (TQ 902273)
Demolished 1922)

We are fortunate that good photographs and photographic postcards of these mills exist showing them in working condition or in good repair. Four of them (Hog Hill, Udimore, Winchelsea, Old Mill, Wittersham) certainly had a geared drive down the rear of the body and the side of the ladder to tram wheels mounted on the base of the ladder. Regrettably, for the mill at Lydd, only one photograph appears to exist and this shows the front of the mill, but it is probable that the drive from the fantail was similar. At Hog Hill Mill, Icklesham, the tram wheels are slightly offset with respect to each other and are probably set at a tangent on the radius to the post. Details of the wheels on the other mills cannot be seen easily in the photographic records. All the fantails had eight blades. Winchelsea and Lydd had single storey roundhouses, the others having two stories. Hog Hill Mill, Udimore and Old Mill, Wittersham had two pairs of elliptical spring sweeps whilst Winchelsea had one pair of elliptical spring and one pair of common sweeps and Lydd had one pair of elliptical spring and one pair of patent sweeps.

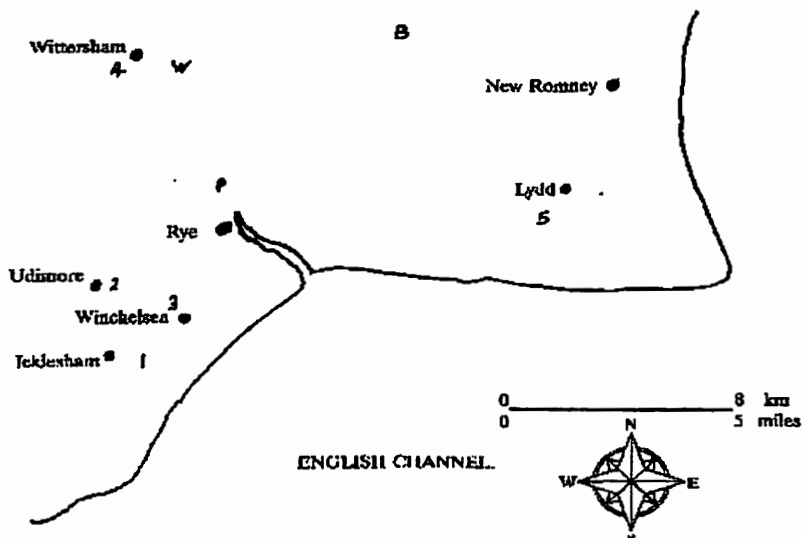
This group of five was not the only post mills in this small area as there were at least three others that were winded by the more traditional tailpole. These were Playden, Sussex (TQ 922214), Brenzett, Kent (TR 001274) and Stocks Mill, Wittersham, Kent (TQ 913273).

As a conclusion to this short article, I suggest that, because of the considerable similarity between the five post mills with roof mounted fantails in this Kent/Sussex border area, it is probable that they were all 'modernised' by the same, now possibly unnamed, millwright and that the modifications were carried out in about the 1870s, the date given by Coles Finch ⁽⁵⁾ for the addition of the roof fantail to the Old Mill, Wittersham.

References

1. Farries, Kenneth G., "Essex Windmills, Millers and Millwrights", Vol 1 – 5, Charles Skilton, 1981 – 1988.
2. Flint, Brian, "Suffolk Windmills", The Boyden Press, 1979
3. Hemming, Peter, "Windmills in Sussex", C.W.Daniel, 1936
4. Brunnarius, Martin, "The Windmills of Sussex", Phillimore, 1979
5. Coles Finch, William, "Watermills & Windmills", C.W.Daniel, 1933

POST MILLS WITH ROOF MOUNTED PANTAILS - SUSSEX/KENT BORDER.



Sussex Mills Group

Chairman	P.J. Hill	97 Holmes Avenue, Hove, BN3 7LE (01273 776017)	
Secretary	D.H. Cox	3 Middle Rd, Partridge Green, Horsham RH13 8JA (01403 711137)	
Committee	A. Brown	M. Chapman	P. Hicks
	P. James	T. Martin	A. Mitchell
	B. Pike	S. Potter	R. Potts
	T. Ralph	K. Stretton-Smith	

(Continued from page 4)

extended in 1868 to join the East Grinstead - Tunbridge Wells line at Groombridge, via Buxted and Crowborough. Closure of the Lewes - Uckfield section came in February 1969 but the 1868 extension remains operational. The 1858 Uckfield branch line left the Lewes - Haywards Heath line immediately south of Hamsey crossing at TQ405121, where the alignment can still be easily traced. Regrettably the crossing keeper's cottage, where the line crossed Nobles Lane at TQ408124, has recently been converted and although retaining the name Old Line Cottage there is little evidence of railway architecture. Prior to alteration, the building had a slate hung wall facing the former track, a wooden porch, and decorative bargeboards, features typical of the period. Barcombe Mills Station at TQ429149 is now nicely restored and in use as a tea room and restaurant. It comprises the 1858 station house, 1901 single storey offices, and a wooden shelter on the down platform. Isfield Station at TQ452172 is a mirror image of Barcombe Mills and the whole has been lovingly restored in Southern Railway cream, green and white paintwork as the headquarters for a preserved line which runs about a mile northwards. It is known as the Lavender Line, after a coal merchant A E Lavender who occupied the yard. Much remains of interest including the attractive Saxby & Farmer signal box with sliding casement windows and hipped roof on a brick lower half, (a design once so common but now almost extinct) and a crane which came from Christ's Hospital goods shed. A small wooden lockup goods shed, typical of country stations where goods traffic could not justify a brick one, was latterly used as the aforementioned coal merchant's office.

Uckfield, the original terminus of the branch line line remains operational but a new station has been constructed on the opposite side of the road to avoid the inconvenience of a level crossing. The 1901 station buildings and the brick goods shed at TQ472209 survive, although boarded up and overgrown, but the iron footbridge has gone. The signal box, now in commercial use, is a wooden version of that at Isfield. Two days after my visit on the 5th September the station was damaged by fire .

In 1868, when the branch line line was extended, the junction at Hamsey was abandoned and a new line was constructed which climbed on a brick viaduct from Lewes Station and crossed Cliffe High Street on an iron bridge before joining the 1858 line north of Hamsey church at TQ414127. All traces of the viaduct and bridge have been swept away. Over the years there have been suggestions of re-opening the branch line line using the original alignment and there is currently a firm proposal to do so from one of the railway franchise bidders.

The Lewes - East Grinstead Line opened in August 1882 and closed in March 1958. The line left the Lewes - Uckfield line at Culver Junction at TQ425143. The facilities were lavish with seven stations costing £17,000 each and eleven signal boxes over the seventeen miles. At Barcombe

Station at TQ417157 the station house remains as a private residence and cannot easily be viewed. All that marks the site of Newick and Chailey station at TQ401209 is the name Station Road. Sheffield Park Station at TQ404237 is the headquarters of the Bluebell Railway, now in its fortieth year of operation. A rail journey on this is thoroughly recommended to inspect the stations at Horsted Keynes at TQ371292, where the canopies on platforms 1 and 2 have been reinstated using materials from Hassocks and Lavant Stations, and Kingscote at TQ357365, where it should be noted there is no vehicular access. There was an intermediate station at West Hoathly at TQ371328, which was sited immediately after Sharpthorne Tunnel, but this was demolished in about 1965 before the Bluebell Railway extended operations to Kingscote. The station houses are all designed in the country house style for which the architect was T. H. Myres. These fine buildings are tile hung on the upper storey and incorporate decorative plasterwork motifs, company monograms and dates of construction. The extensive glazed and boarded canopies are supported on both cast iron and wooden brackets with cast iron columns that also perform the function of rainwater down pipes. From Horsted Keynes a branch line line to Haywards Heath was opened in September 1883 and closed in October 1963. There was one station at Ardingly at TQ340276, built to serve the nearby public school, of which the station house and booking office survive. The platforms and canopies were cleared and a road stone depot established. For many years stone from Somerset was delivered, using the branch line line from Haywards Heath, but I believe this traffic has now ceased although the plant remains as part of Hanson Industries. From Kingscote the Bluebell Railway is reinstating the branch line line across Imberhorne Viaduct at TQ384378 a fine nine - arch red brick structure and into a new, as yet unbuilt, terminus at East Grinstead. The attractive original East Grinstead (low level) Station at TQ387382 was replaced by a ghastly CLASP building in the 1970s that currently serves as the terminus of the branch line line from Oxted.

AIA CONFERENCE AT MANCHESTER, SEPTEMBER 2000

RON MARTIN

How does one compress the AIA AGM, and 13 lectures and 44 different visits into a short report ? It is of course impossible, so here are a few of my impressions of the Manchester Conference, which was located in Hulme Hall in the University of Manchester.

Firstly the disappointments - the Delph Basin at Worsley, where the Duke of Bridgewater's Canal of 1865 emerged from the mine, is sadly overgrown and no access to the mine was allowed. The extraordinary orange colour of the water gave it an appearance of severe pollution, but this is only due to non-toxic iron ochre leaking out from the mine.

The second unfortunate non-event was the failure to see the Anderton

Boat lift as this is currently undergoing a £7m restoration and is completely shrouded in scaffolding and sheeting. This was built in 1870 to transport barges from the Trent and Mersey Canal down to the River Weaver, with two balanced tanks originally hydraulically operated. Completion of the restoration is expected by September 2001. ●

The third disappointment, an interesting building but devoid of any machinery was the Hydraulic Pump House, the last of three which served Manchester, providing power to some 600 customers in its heyday. It was closed in 1972 and now houses the Labour History Museum - with hardly a mention of the building's original function.

The most amazing and sad talk was given by Adrian Davies about the Wet Earth Colliery. Until recently he was curator of the local museum and after the local authority gave up financing the investigation of the wheel pit of the colliery set out on a personal quest to explore the tunnels leading to the wheel pit from the other end. He and a local exploration group cleared out hundreds of metres of blocked tunnels, often in foul slime up to their armpits, finally after 8 ½ years reaching the wheel pit. Having got the whole system opened up the local authority with its usual cavalier attitude to such things recently shut the operation down and closed the museum.

The most interesting site that I visited was the Torrs Industrial Trail at New Mills, built in a deep gorge at the confluence of the rivers Goyt and Sett and with a most extraordinary collection of bridges, weirs, mills and watercourses all compressed into a small area. A Millennium Walkway 175 yards long, has recently been erected part way up the retaining wall along the side of the river Goyt giving a magnificent view of Torr Vale Mill opposite.

At the Lion Salt Works we saw the salt pans where brine was evaporated and actually saw this being carried on a small scale - I have a sample to prove it ! The nearby town of Northwich has suffered grievously from subsidence due to the extraction of salt and brine. It had been largely rebuilt in the 19th century with timber framed buildings as brick buildings collapsed - even recent structures are founded on steel joists which can be jacked up as necessary.

Interest in steam was satisfied at Ellenroad Mill in Rochdale which contains an 1841 Whitelees beam engine and the huge mill engine of 1899, rebuilt in 1916 as a 2,650 h.p. twin tandem compound steam engine which drove the mill until 1970. The flywheel rotates so quickly that the eye cannot see the boarding which encases it to cut down on the draught !

No visit to Manchester should be made without visiting a cotton mill and we visited the Swan Lane Mill in Bolton, the only Lancashire mill still spinning cotton. This mill was built in 1901/4 as two of three separate units and now houses ring spinning machinery.

On the final day we went to the magnificent Quarry Bank Mill at Styal. This is now a National Trust property. It was built by Samuel Clegg in 1784 and flourished as a mill and a working community with the Cleggs as benevolent employers. Examples of the various processes in spinning and weaving were all demonstrated and we were able to see the recently replaced high breast shot water wheel 24 ft diameter and 22 ft wide, which makes the wheel at Ifield look like a toy. The original wheel had been replaced by a Gilkes turbine in 1904 and this in turn has now been removed to make way for the new wheel and is on display elsewhere. Various operating steam engines were also on view but none on their original site. A final visit to the Apprentices' House completed the tour and the Conference,

My interest in building materials was stimulated by the brickwork of many of the buildings in the area. Most of the bricks are from Accrington and are very hard plain red bricks - these were also used to build the 1903 Engine House at Brede. In Lancashire they are normally laid with a 2 or 3 mm joint and run four course to 13" or 13 ½ " as compared to 12" which is normal down South. Almost exclusively, the walls are built in English garden wall bond, with one course of headers and five courses of stretchers. This seems odd as many of these buildings would appear to have load bearing walls and this bond is by no means the strongest.

Officers

President	Air Marshal Sir Frederick Sowrey, Home Farm, Heron's Ghyll, Uckfield	
Chairman	J.S.F. Blackwell, 21 Hythe Rd, Brighton, BN1 6JR	01273 557674
Vice-Chairman	D.H. Cox, 3 Middle Rd, Partridge Green, RH13 8JA	01403 711137
General Sec.	R.G. Martin, 42 Falmer Ave, Saltdean, Brighton, BN2 8FG,	01273 271330
Treasurer	P.J. Holtham, 12 St Helens Cres., Hove, BN3 8EP	01273 413790
Editor	B. Austen, 1 Mercedes Cottages, St Johns Rd, Haywards Heath RH16 4EH	01444 413845
Archivist	P.J. Holtham	
Publicity		Vacancy
Programme Coordinator	Mrs P. Bracher, 2 Hayes Close, Ringmer, Lewes, BN8 5HN	01273 813902
Area Secretaries		
Eastern Area	R.F. Jones, 3 Nutley Mill Rd, Stone Cross, Pevensey, BN24 5PD	01323 760595
Western Area	Brig. A.E. Baxter, 9 Madeira Ave., Worthing, BN11 2AT	01903 201602
Central Area	J.S.F. Blackwell, 21 Hythe Rd, Brighton, BN1 6JR	01273 557674
Northern Area	E.W. Henbery, 10 Mole Close, Langley Green, Crawley, RH11 7PN	01293 406132

COMMITTEE MEMBERS

R.E. Allen, C. Bryan, M.H. Dawes, Mrs D. Durden, P.J. Hill, R.M. Palmer, H. Stanning, R.L. Wilson.

LATEST DATE FOR COPY FOR THE JANUARY NEWSLETTER IS 14th DECEMBER.

Copy for the SIAS Newsletter should be sent to:

R.E. Allen, 7 Heathfield Road, Seaford, East Sussex, BN25 1TH, 01323 896724

e-mail footprints@tesco.net

(Copy for the Mills Group section should be sent to the editor of the Mills Group Newsletter, D.H. Cox, whose address is above.)