



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating **SUSSEX MILLS
GROUP**

**Newsletter
No. 110**

Registered Charity No. 267159

Price 50p to non-members

April 2001

ISSN 0263 516X

MAIN CONTENTS

Programme - Spring

From other Societies

Evening meetings :

Kings Standing, Crowborough

The Chichester Ship Canal

HMS Warrior

Railways to Midhurst

Mills Group News

Lost Mills of Sussex - Broadwater Post Mill

Book Reviews: Military Signals from the South
Coast

Sussex Breweries

News from Brede

News from Amberley

Programme-Spring

Saturday 12th May at 2-00 pm, "Industrial Kingston and Southwick", a walk led by Trevor Povey. Meet in the car park behind the shops in Southwick Square TQ 244054 Contact Trevor Povey on 01273 413376

Saturday 12th/Sunday 13th May National Mills Weekend. Various mills open . For a complete list please contact Don Cox 01403 711137

Saturday 16th June, at 7-00 pm at Brede Pumping Station, TQ 814178, members' evening jointly with Eastbourne Natural History and Archaeology Society. Contributions welcomed.

Contact Ron Martin

01273 271330

Wednesday 11th July at 11-30 am Mills Group tour of three Kent mills. Meet at Crabble Mill TR 298432

Contact Peter Hill 01273 776017

From Other Societies

R. Allen

Sunday 29th April at Amberley Working Museum; Veteran Cycle Day

Monday 7th May at Washbrooks Farm, Ditchling; Horsham Historics May Day Rally of historic vehicles

Sunday 13th May at Amberley Working Museum; Vintage Motorcycle Show

Saturday 19th May at Brede Waterworks, six miles north of Hastings; Brede Steam Engine Society Gala Open Day

Sunday 20th May at Amberley Working Museum; Stationary Engine Day

Monday 28th May at Buckingham Park, Shoreham; The Adur Transport Fayre

Saturday/Sunday 2nd/3rd June at Hadlow Down; Steam Rally

Saturday/Sunday 9th/10th June at Newhaven Fort; Horsham Historics Vehicle Rally and Model Exhibition

Saturday/Sunday 16th/17th June at Parham Park; Steam Rally

Saturday/Sunday 7th/8th July at Ardingly Showground; Vintage Vehicle show

Saturday/Sunday 14th/15th July at Amberley Working Museum; Railway Gala Weekend

Sunday 22nd July at Bentley Wildfowl and Motor Museum; Bentley Vintage Transport Rally

Saturday/Sunday 28th/29th July at the Bluebell Railway, Horsted Keynes Station Bluebell Railway Vintage Show.

Other events at Amberley Working Museum.

Saturday/Sunday 9th/10th June; Collectors' Weekend , when enthusiasts display collections of everything from dolls to penknives.

Saturday/Sunday 23rd/24th June, The All Electric Show of early gadgets and vintage radio sets in action plus science experiments.

Saturday/Sunday 30th June/1st July, The Fire Show of fire engines old and new, plus firefighting and rescue displays.



Reports on Evening Meetings

King's Standing, Crowborough

Ron Martin

The Society's first winter lecture of the season was given by the writer as a replacement for the advertised subject. The broadcasting stations were set up in the early days of WWII under the direction of Sefton Delmer in order to transmit bogus programmes in German purporting to come from Germany. Mixed up in the broadcast were items of "black" propaganda with the object of creating confusion to the enemy. The first stations were in the Woburn area in Bedfordshire where the studios were located. In 1941, a medium-wave transmitter was acquired from America which was the most powerful one in the world at that time and this was given the code name "ASPI" after the Gracie Fields song about the "Biggest Aspidistra in the World" and all subsequent transmitters were given ASPI numbers. The site for ASPI 1 was chosen on high ground in the Ashdown Forest and the transmitter was built underground. A full survey has been carried out of most of the original surface buildings and these include the No.1 Power House, partially underground, the "Cinema" building, designed to resemble a 1930s cinema, the "Barn" building which was extended in 1955 to house an additional transmitter, and the No.2 Power House, built in 1947. It is hoped that a full article about this site will be published in a future issue of Sussex Industrial History.

The Chichester Ship Canal – Past Present and Future

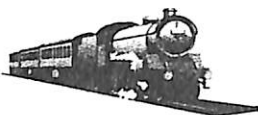
Chris Bryan

On a well attended winter meeting on a frosty evening, the Society was given an informative talk by John Herniman of the Chichester Canal Society. John gave an introduction on the period of canal building. John Rennie had been commissioned to survey canal routes to Chatham and Portsmouth in 1805. The Chichester Canal for sea going ships opened in 1822 after the Napoleonic wars, and although 50 feet (15m) wide, it was part of a narrow boat canal linking London to Portsmouth. The narrow boat section between Ford and Hunston had become unused by 1847 and the last ship to use the Chichester arm was in 1906.

John showed aerial views of the canal route, and some of various features on the canal which included several of Poyntz Bridge under restoration. Numerous slides showed activities of the Canal Society – boat trips, rowing, fishing, Father Christmas trips, Easter Bunny trips and raft races.

The speaker finished by saying that he was also a regular Lurgashall Mill steward at Singleton.

The joint meeting with Chichester Museum Society on 13th February. Alfred Taylor of HMS Warrior Trust gave a brief insight into the history, restoration and presentation of this historic warship berthed in Portsmouth. The ship was built in 20 months. The 4 ½ inch (114mm) thick plates were all rivetted by hand. The engine design was basically for a paddle steamer and had to be adapted to propeller drive for Warrior. Power came from 10 boilers each with four furnaces. The six coal bunkers were linked by a railway to the boilers. Launched at Blackwall in 1860, Warrior served with the Navy from 1861 to 1883 using primitive guns. She became a training ship until 1904, followed by use with HMS Vernon until 1924. Unsaleable for scrap the ship went to Pembroke Dock for use as a landing stage until 1979. The hull then went to Hartlepool and was restored over nine years and has now been in Portsmouth for 13 years. Portsmouth City Council spent £2¼ million for the berth. The original teak deck was concreted over while at Pembroke. At Hartlepool a pitch pine deck was fitted using wood from a Lancashire cotton mill, which has a life of only 15 years. When Warrior goes into dry dock in two years' time it is hoped there will be sufficient funds to fit a teak deck. The Lottery has already provided 75% of the £900,000 cost. Donations by purchasing a plank are welcome. The guns on board are all fibreglass replicas recreated from an original Warrior gun found on Jersey.



SUSSEX BRANCH LINES – A YEAR 2000 SURVEY John Blackwell

5. RAILWAYS TO MIDHURST

One hundred years ago branches served the town of Midhurst from Petersfield to the west, from Pulborough in the east and Chichester to the south. The first to arrive was from Petersfield opening on the 1st September 1864 and closing on 5th February 1955. It was built by the London & South Western Railway, LSWR, the only incursion into Sussex by this company. The London Brighton & South Coast Railway, LB&SCR, had completed a branch from Three Bridges on the main line to Horsham in 1848 and this was extended to Petworth via Pulborough opening on the 10th October 1859. Following the opening of the Mid Sussex line from Pulborough to Ford in 1863 the line to Petworth became a branch. An extension to Midhurst opened on 15th October 1866. Passenger operation finished in February 1955 but goods services lingered on until 1964 at Midhurst and 1966 at Petworth. The LB&SCR's line from Chichester to Midhurst opened on 11th July 1881 with passenger services ceasing in 1935 and goods in 1953 other than a service for sugar beet from Lavant that lingered on until 1970.

The branch diverged from the Mid Sussex Line at Hardham Junction TQ 034175 where a pair of railway cottages remain. The first station, Fittleworth at TQ 007181, was a simple timber structure with brick chimneys stacks, opened in 1889, and now restored as a private residence, which can be seen from the entrance drive. The small wooden lockup goods shed also survives. Petworth station at SU 969191 is the second on this site being constructed in 1890. It is now bed and breakfast accommodation with a couple of Pullman carriages as extra sleeping quarters. The attractiveness of the wooden construction and detailing can once again be admired and the Victorian era evoked, if one forgets the two-mile trek to the town. The sole intermediate station on the extension to Midhurst was Selham at SU 934205, which opened in 1872. The only nearby habitation is the oddly named, but unchanged, Three Moles Inn and a passenger at this stop must have been a rarity. Today the station is a private residence, which can be glimpsed from the road. The 1866 LB&SCR Midhurst Station was situated on the opposite side of Bepton Road to the LSWR station. Passengers for Petersfield had to change trains by using a footbridge across the road, the rail connection between the rival companies was for wagons only which were horse drawn or fly shunted over the road.

Midhurst LSWR station has been incorporated into a small office development at SU 878211 but little can be seen of railway origin. A pair of railway cottages survives and by walking westward through the present industrial estate one comes upon the remains of the Midhurst Whites Brickworks the subject of an article in the current SIH, No.30. Journeying west to Elstead Station at SU 834206 all that remains is the road over bridge and the station name applied to post-railway industrial buildings. Rogate (& Harting) Station at SU 804218 was sited mid-way between the two villages at what has now developed into Nyewood. Here the station, which was identical to Elstead, has been incorporated into a factory conversion but the railway origins are more obvious with the distinctive bay window of the Ladies Waiting Room being retained. Although the Railway Tavern on the other side of the road has long closed, Ballards micro brewery is situated to the north of the line.

The branch from Chichester left the Portsmouth main line at the then Fishbourne level crossing at SU 847047. The track bed, which can be followed to Lavant, is now the Centurion Way cycle and bridleway. All stations on this branch were built in the ornate country house style to the designs of T. H. Myers, with lavish facilities for a sparsely populated rural area, identical to those on the Cuckoo and Bluebell lines. The upper storey of the station house consisted of mock Tudor timber framing with a band of incised flower decorations on the plaster infillings. These upper storeys were later partially tile hung to prevent water penetration. The flower decorations also appeared below the guttering on the single storey office buildings.

Lavant station at SU 857085 appears to be on three levels from the platform side, but only two on the approach road side. The platform side was actually a basement with a porters' room, lamp room, and gentlemen's toilets. The whole has now been sympathetically converted into flats, although I am not sure that the colour pink suits the plasterwork. Singleton Station at SU 866130 was the jewel of the

branch, designed to accommodate the lucrative Goodwood race traffic. The station now in private occupation (having until recently been used in connection with a vineyard) is at the head of an approach road opposite the entrance to West Dean House and gardens. The setting is somewhat marred by concrete retaining walls as here the line is carried on a thirty feet high embankment. A subway, still to be seen, led to stairs which ascended to the two island platforms where intending passengers could relax in a refreshment room with mirrors on the wall, stained glass windows, mahogany fittings and a marble counter with draught beer from hand pumps. Sadly this and the ornate canopies, similar to those at Horsted Keynes, were demolished in 1956, although the platforms remain. The men's toilet block, which previously had six WCs and ten urinals, is now in use as a football changing room. Immediately above was the locomotive turntable. Walking south along the edge of the football field one can find the brickwork which supported the pump house with a roof top water storage tank, on the embankment above. The slope to the left leads to the goods yard now used by a vehicle repairer. The goods shed, built in a matching decorative style to the station survives complete with internal hand crane, as does the yard crane.

Cocking Station at SU 874176 is now a private residence and can only be viewed from a footpath, which commences to the west of the railway overbridge. The tile hanging has been removed and an additional storey added to the "office" part of the building. The branch curved into Midhurst on a horseshoe curve which necessitated a new station half a mile to the east of the 1866 one, built in the same style as those on the branch. This was sited at SU 884207. The site of the station is now covered by housing; all that remains is a window lintel from the station carved 'LB&SCR AD 1880', set in a brick wall outside Adelaide House, a block of flats in The Fairway. From here can be seen the short tunnel which took the line to Pulborough beneath the A286; this has large steel doors to prevent access. The distance between the LB&SCR and LSWR stations was now considerable for passengers wishing to change, but it was not until 1895 that the two companies built a joint road between the stations. This was named New Road and is now part of the A286 into Midhurst. Following the formation of the Southern Railway, the LSWR station was closed in 1925 and the bridge over Bepton Road was rebuilt to allow through running to Petersfield. The Middleton Press albums *Branch Lines to Midhurst* and *Branch Lines Around Midhurst* make an excellent accompaniment to those wishing to trace the lines.

Fire Destroys Christ's Hospital Signal Box.
(SERIAC not responsible !)

Bob Allen

Last year, on February 15th, one of the last remaining buildings at Christ's Hospital Station was destroyed by an arson attack. The 36 - lever box which had been built by the LB&SCR in 1902, served the station for almost 100 years. Since 1990 the box had been 'locked out' of Horsham and Billingshurst, but was kept fully operational in case the block section was required to be shortened. The severe damage, compounded by its lack of use means the remains will probably be demolished.



Sussex Mills Group



Edited by Robin Jones

**Sussex Mills Group is part of the
Sussex Industrial Archaeology Society**

CONTENTS

April 2001

Editorial
Dates and Events
News of Mills

Sussex and Surrey Mills - Some Comments on
the Literature, Part 1
Lost Windmills of Sussex - Broadwater Post Mill

EDITORIAL

Robin Jones

As you will see, this issue has a new Editor. I hope to be able to continue with the high standard of work achieved by our previous Editor, Don Cox and I would like to thank him for the excellent work in editing the Newsletter over the last few years.

I aim to continue in the same way providing a balance between Future Events, News from Mills, Articles and your Letters, which are always welcome. However due to limited space, I hope you will appreciate that any work submitted for publication may have to be shortened.

With the current situation regarding the Foot and Mouth outbreak, all members are strongly advised to contact the mill they intend to visit to ensure it is open. Telephone numbers can be found in the new blue Sussex Mills Open leaflet.

DATES AND EVENTS

Saturday/Sunday 13th/14th May . National Mills Weekend. There are many mills in Sussex open to the public this weekend, see enclosed leaflet for details.

Wednesday 11th July mills tour of three Kent mills,

Location details

O.S. Map:- Landranger Series 1:50,000 Sheet 179 Canterbury & E. Kent

Grid references:- Crabble Watermill, Dover TR 298 432 Heme Windmill, TR 184 665 Sarre Windmill, TR 259 651

Proposed Schedule

Meet at Crabble Mill at 11.00 a.m. Tour of mill and opportunity to visit art & craft gallery and shop. Lunch in cafe or packed lunch. Depart at 1.15 pm Take A2(T) road north to Barham and branch right on B2046 through Wingham to Gore Street 'T' junction. Turn right on A253 to Monkton and take left hand turn onto A299. Continue on this road to Heme.

Meet at Heme Mill at 2.00 p.m. for tour of mill etc. Depart at 3.15 pm and return to A299 travelling east to St. Nicholas at Wade then take right hand turn onto A28 and proceed to Sarre. Meet at Sarre Mill at 3.30 pm for tour of mill and grounds. Tea in the cafe and depart for home when ready.

The tour will involve a fair amount of driving but should prove worthwhile with the opportunity to visit three very interesting mills and the pleasant Kent countryside. For final details, please contact Peter Hill.

Other Mill Events.

Bank Holiday Weekend 26th to 28th May Shipley Festival at Shipley Mill. 2pm to 5pm

Sunday 15th July . Fete Day at Polegate Mill. 2pm to 5pm.

Wednesday 18th July, 21st Anniversary Celebrations at Coultershaw Mill, nr. Petworth. From 11am.

Sunday 22nd July, Fete Day at West Blatchington Mill. 2pm to 5pm.

Sunday 29nd July . Alternative Power Day at Jill Mill, Clayton. 2pm to 5pm.

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

NEWS OF MILLS

Stone Cross

compiled by Robin Jones

Although the mill is fully restored and able to grind, the site around the Mill still needs clearing. The piles of old bricks, concrete, wood and metal are products not of neglect, but by-products of the restoration process placed there during workdays by volunteer members over recent years. Clearance of this area will soon commence to make the site more presentable for visitors. Already the mill quite often attracts visitors when the sweeps turn on workdays, normally Wednesdays, to keep the machinery in good working order.

The new mill store positioned adjacent and on the windward side of the mill, was erected just before Christmas 2000. The store, which replaced a rather dilapidated structure, has been built of oak, which can be seen particularly in the frame supporting the corners at the front, in the door and window frames, and the doors themselves. Reclaimed tiles form an attractive roof. Treatment to the feathered boards, which form the outer walls, has been delayed due to the wet weather. However decoration of the interior of the store has already started by members of the Stone Cross Mill Trust. Dampness has also penetrated the mill tower at the level of the roundel roof, so interior decoration here is delayed.

On Wednesday 21st March the AGM of the Trust took place. After the formal business, John Hone, the Chairman gave an illustrated lecture on the Restoration of the Windmill. During the lecture John showed slides of the mill with its four sweeps prior to the gale of 1928, when one pair of sweeps were damaged. He also showed slides of the initial work carried out by volunteers, when restoration commenced, and internal shots before and after the restoration. The lecture concluded with slides showing the new cap, fan, stocks and sweeps being fitted, all restored by the millwrights IJP.

Polegate Mill

Robin Jones

Many improvements have been made to the mill over the winter season. These include changes in the reception area to conform to food hygiene regulations and modifications to the doors and windows to improve the security of the building.

Within the mill itself, two beam ends are being plated with steel plates and the floor boards, the 'Eureka' grain cleaner, wire machine and spouts will all be receiving attention. The smaller section of the new brake was collected from IJP in March and the old larger section delivered, for use as a pattern. It is hoped that the refurbished brake will have been completed by Easter.

A major new exhibit in the museum, designed to demonstrate the striker rod, spider and bell crank mechanism, has been constructed during the winter using parts from Battle Windmill, which have been in store for many years.

Annual General Meeting 2001

The Annual General Meeting of the Sussex Mills Group was held at The Barn, West Blatchington Mill, Hove on Friday 16th March starting at 8.00 pm There were 34 people present. The meeting opened with a welcome to all present by the Chairman, Peter Hill.

1. Apologies for Absence

Apologies for absence had been received from M. Palmer.

2. Minutes of the last meeting

The minutes of the last meeting held on 10th March 2000 having been circulated to all present and published in the Newsletter No 106 for April 2000 was adopted as a true record and signed by the Chairman.

3. Matters Arising

There were no matters arising that would not be covered by the agenda.

4. Chairman's Report

"Once again I am pleased to report a very favourable year on the Sussex mills scene with a great deal of activity across the county both on behalf of the group itself and the individual mills.

National Mills Day proved very successful with many of the participating mills reporting increased numbers of visitors. As in previous years we must thank Lawrence Stevens for all his efforts in publicising the events in the media.

The Day Tour to Mapledurham Watermill and IJP was undoubtedly a great success with 33 members and friends thoroughly enjoying the experience.

The Fete Days held at Polegate, High Salvington and West Blatchington Mills were also very well attended as was the Alternative Power Day at Jill mill. Thanks are due to Simon Potter for the leaflets he produced advertising the events.

The Annual 'get-together' at Michelham Priory in October was well attended and we enjoyed a light hearted introduction to the Simmons Papers from Lawrence Stevens after which there was a period of informal discussion on milling matters. In August, Don & I, along with Ron Martin and two others went along to the grounds of Dunford House, Midhurst and spent a most enjoyable session clearing out the undergrowth and the two wheel pits etc. around the remains of a waterwheel driven waterpump. Ron will be recording the site at a later date.

In November, Lawrence & I held a 'Windmill Day School' at Polegate Mill in conjunction with the Bexhill Museum. This was well attended and the participants thoroughly enjoyed their introduction to mills. Carol singing evenings held at West Blatchington & High Salvington Mills both raised over £200 for their chosen charities despite atrocious weather. The pre Christmas coffee morning at Jill Mill went off very well.

The Passport Scheme continues to flourish and in November we were very pleased to present the first silver coloured Dusty Miller badge along with a special plaque, to Rebecca Goodchild at Polegate Mill. We were extremely proud that the event was featured on the front cover of the SPAB Newsletter, hopefully drawing attention to the fact that we must encourage more younger enthusiasts to enjoy our mills, The perennial 'Sussex Mills T-Towels' still continue to sell well and we have now reached 3695 purchased to date!

Alan Mitchell completed the mammoth task of encapsulating the 3000 sheets of the H.E.S. Simmons Collection which are now safely housed here at West Blatchington. Already I have had several enquiries for details from them.

We are pleased to have available here tonight, the newly updated and printed 'Sussex Mills Open' leaflets and I hope you will all take some back with you along with other leaflets which have been brought for exchange. Our thanks to all concerned in producing the leaflet.

As to the individual mills themselves, restoration continues apace. Rather than report on each mill I think it is suffice for me to say that there are no major problems at present and regular updates in our Newsletter will keep you informed as to what is going on, Perhaps one astounding piece of information is that to date, the estimate for the restoration of Windmill Hill mill has reached £900,000! The mind boggles! The coming year promises to be no less active than the last.

Bob Potts is currently working on producing a series of 'collectors' multiple post-cards as a further fund raising idea for the mills which will complement the tea towels and passports.

May 13th and 14th will be National Mills Weekend with the usual attractions on offer at the mills including more amateur radio enthusiasts in operation than before and the possibility of amateur TV link-ups.

July 11th is the date of the Day Tour this year to Kent to visit Crabble Watermill and Herne and Sarre Windmills. Full information of times and routes etc. are published in this Newsletter.

Fete days are currently being arranged at West Blatchington, High Salvington, Polegate and Shipley Mills. Jill Mill will have the regular Alternative Power day This year sees the 21st anniversary of the opening of Coultershaw Water Pump and there will be celebrations there on 18th July, in conjunction with special events in Petworth. Once again Simon will be producing leaflets giving all the relative information.

October 14th is the date for the mills meeting; venue to be arranged.

The proposed video of the mills open to view continues to take shape and two weeks ago I received yet another draft to peruse. However, on Monday evening I received a 'phone call from Martyn Taylor to say that the premises at which he works were completely gutted by fire the previous week and this will further hold up the production of the video.

Finally on behalf of the Mills group I would like to extend our sincere congratulations to Ted Henbery on his award of the MBE for services to Ifield Mill. This is a wonderful achievement and we are very proud that it should have been awarded to one of our members. And that concludes my report for this evening."

5. Secretary's Report

Events of the group had been covered by the Chairman. Most of the Secretary's time had been spent on the new leaflet in co-ordinating the artwork, delivering it to the printer and arranging for the delivery of the leaflets. He still has to collect money to pay for the printing bill. Thanks are due to Geoff Madden for his work.

6. Election of the Chairman

Don Cox took the Chair and thanked Peter Hill for all his work over the year. Peter Hill was proposed as Chairman by Sir F. Sowrey. This was seconded by R. Martin and carried unanimously. Peter Hill then resumed as Chairman.

7. Election of Secretary

It was proposed by R. Jones and seconded by M. Chapman that Don Cox be elected Secretary. This was carried unanimously.

8. Election of the Committee Members

It was proposed by D.Jones and seconded by D. Clowes that the following be elected to the committee, A. Brown, M. Chapman, P. Hicks, T. Martin, A. Mitchell, J. Pelling, S. Potter, B. Pike, R. Potts, T. Ralph. and L. Stevens. This was carried unanimously.

9. Any Other Business.

9.1 Derek Stidder's Book on West Sussex Watermills. The secretary reported that he had spoken with Derek Stidder and the books were now being delivered to him.

9.2 Sacks. L. Stevens had acquired some sacks and these were available at the meeting.

9.3 It was reported that Nutley, Jill, Argos Hill & Batemans Mills are closed due to Foot & Mouth Disease regulations.

9.4 Cobbs Mill, Sayers Common & Highbridge Mill, Uckfield were reported as up for sale.

9.5 Alan Brown asked for help at Coultershaw working day on Sunday 18th March 2001.

9.6 Bob Potts reported that the postcard scheme was under way.

9.7 The "Fete" poster was discussed and Bob Potts asked that High Salvington be removed from the list as they were unable to find an organiser.

9.8 Thanks were expressed to Peter Hill for allowing the meeting at West Blatchington and to Joan Hill for providing the refreshments.

9.9 There being no further business that part of the meeting finished at 8.40 pm.

SUSSEX AND SURREY MILLS SOME COMMENTS ON THE LITERATURE, PART 1.

Michael Yates

I started collecting postcards of mills about 15 years ago and have gradually appreciated that the real photograph type carries a mass of detail much of which can be revealed to advantage by careful study with a hand lens. Often the detail revealed is at variance with the published data or supplements that data. The following observations are based on my general studies of the literature on Sussex and Surrey mills and are, I hope, of some interest to fellow members.

Batten ("English Windmills" Vol. 1, Architectural Press, 1930), despite having some good photographs of Sussex windmills, is often at fault in her descriptions. She describes Medmerry Mill near Selsey as a smock mill although it is a tower mill. She reports that Littlehampton Mill was in danger of being pulled down and replaced by a hotel. Postcards of it in the late 1920s show it was either part of or next to a casino and it is also recorded that it was not demolished until Dec. 1932 - Jan. 1933. Her photograph titled 'Punnetts Town, Blackdown Mill' actually shows Punnetts Town saw mill. She mistakenly names Punnetts Town mill as Cherry Black Mill when its correct name is Cherry Clack Mill and she says that both the Punnetts Town mills were dismantled in 1929. The saw mill continued working until 1933 and was demolished in 1934 whilst Cherry Clack mill is still standing today. She records that Hurtston Mill was a post and roundhouse type and that its base was still standing in 1930 and she also says that Staplecross was tarred. Hunston Mill was a 10 sided smock mill whose base is still standing and Staplecross Smock Mill was actually white painted. Batten also mentions a smock mill on a brick base on the Crawley to East Grinstead road at Pound Hill This mill is not described by any other writers on Sussex mills although Hemming ("*Windmills in Sussex*", C. W. Daniel, 1936) does refer to Batten's

description saying that he could find no trace of it. She also records that Nutbourne Mill was situated west of Chichester not near to Pulborough.

Hemming, like Batten, also has a collection of good photographs but does at times give incorrect information about the mills he discusses. He says that Winchelsea had spring sweeps although the postcards showing it in working condition, show it with one pair of spring and one pair of common sweeps. He describes the breast and roof of Argos Hill as being metal covered. The metal sheet was added after about 1909 as can be seen on an old postcard and then it did not cover the lower part of the breast. Battle is said by him to have a hooded or boat shaped cap whereas it has a typical Kentish cap. Hemming describes several Sussex tower and smock mills as having rounded beehive caps whereas they were multi-sided beehive (Clymping, Earnley, Jolesfield, Arundel and Halnaker). He says the cap on Peasmarsh Mill was tarred but a postcard photograph shows it as white painted. Nyetimber is described as beehive tending to ogee although it is clearly of the latter type and Patcham has a pepperpot not beehive cap. When describing Shipley Mill, Hemming says that the sides of the smock are rounded and that its cap is covered with burnt brick tiles, comments which are not borne out by old postcards. He notes that the brick base of the old smock mill at Sidley, Bexhill was two storeys high although a postcard photograph of this mill shows it to have had a one storey brick base. Probably Hemming's worse error is his perpetuation of the story that Salvington Mill was built around a living oak tree.

Brunnarius ("The Windmills of Sussex", Phillimore, 1979) records that the sweeps of West Ashling hollow post mill were taken down early in the First World War. A real photograph postcard that was postally used in March 1912 clearly shows that the sweeps had been removed before this date leaving only the stocks. He, like Batten, records Staplecross mill as being black tarred although his photograph and several postcards show it was white painted. Earnley Smock Mill is described by Brunnarius as being white painted whereas the photographic postcards of it show it as black tarred with white painted sweeps and fantail. For Battle mill, a postcard photograph adds to the description by Brunnarius of its sweeps by showing them to have been of the shuttered elliptical spring with leading boards type.

Part 2 will appear in the next Newsletter.

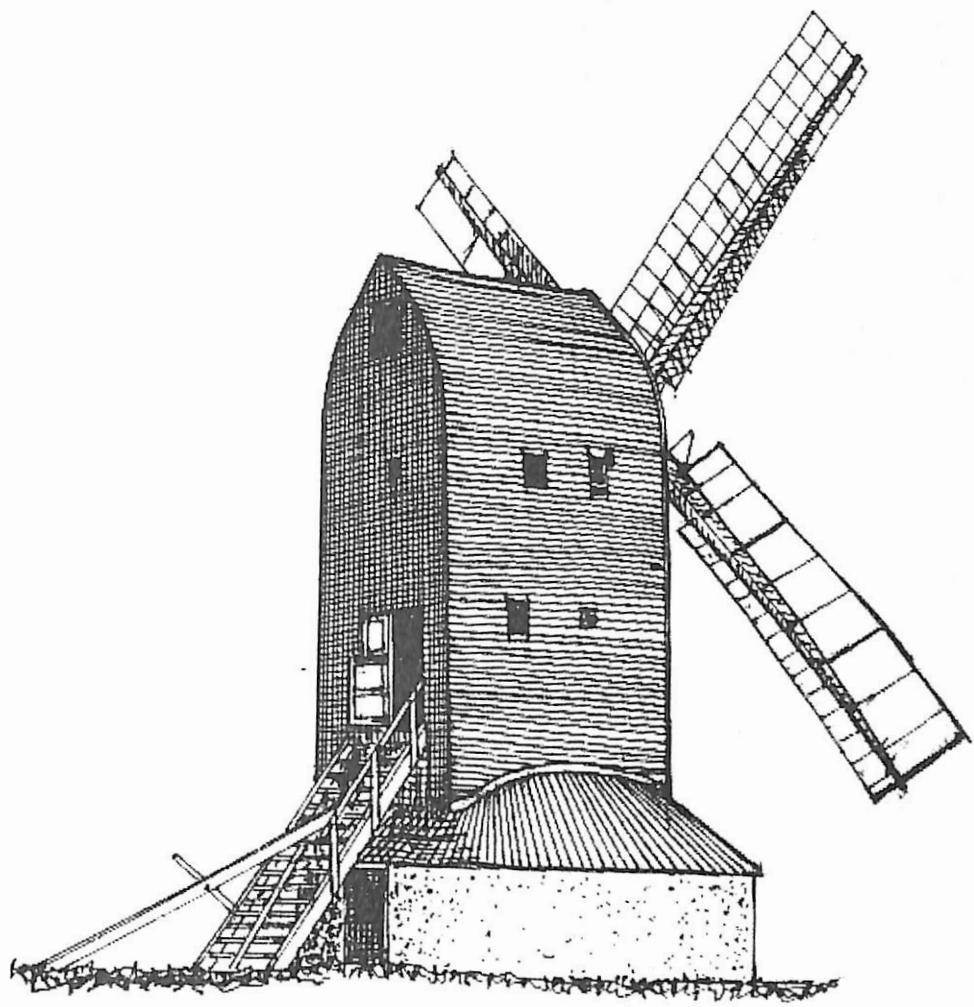
LOST WINDMILLS OF SUSSEX

Guy Blythman

BROADWATER POST MILL(TQ 136058)

The first indication of this mill's existence is its appearance on a map of 1780. In 1792 the miller was Thomas Heather. By 1796 he had been replaced by Edward Penfold, who upon his death in 1837 was described in an obituary in the Brighton Gazette as "one of those primitive, unassuming and true old English hearted yeomen, of whom we regret to say so few are left."

In 1816, when it was put up for sale, the mill was part of the manor and estate of Offington, and was occupied by William Patching. Who bought it is not known but two years later, in 1818, it was in the occupation of Mr S Stubbs. In 1823 the tenant was Mark Markwick. The mill was for sale again in 1837. A directory for the years 1841-2 gives Edward Isden as miller in addition to Charles Ballard. At a date which has been given by one source as 1859 and by another as 1870, the estate including the farm and mill was acquired by Captain T. F. Wisden of the Warren. By 1890 Charles Ballard had given up the



CISSBURY / BROADWATER MILL

R.G. Martin

mill, devoting himself to his hobby of collecting flint implements on the Downs. His son Richard then took it over, and was there in 1890 and 1895. As with a good many other Sussex windmills, the "miller" was essentially a foreman, the actual task of grinding being performed by another person; the last regular grinder was Henry Isted, who left in 1901 to go to a mill at Forest Green in Surrey. Isted, who succeeded a man named Hyland, was at Broadwater for 19 years.

The mill, which was run for a short time after Isden left by the owner of High Salvington Mill, who employed one miller for both windmills, is said to have ceased work in 1910. However its condition when demolished for safety reasons early in the First World War indicates it had been out of use for longer than the four or five years this would suggest. Although the sails were still on, the body was in a near-skeleton condition with most of the weatherboarding gone. Perhaps vandalism, or gale damage, or both, played a part in its rapid deterioration. The mill house was itself pulled down in 1937.

Broadwater was a black mill with a single-storey flint roundhouse. It had two common and two spring sails working two pairs of stones.

Letter from Caroline Vicary

Low Cost Marketing Research from a Polegate Windmill Volunteer

I have recently joined the Polegate Windmill Society and received a warm welcome from Pat and Lawrence Stevens. I enjoy painting the interior as a volunteer, even if the weather isn't always on my side, which is something we are all familiar with. Over the last few weeks and during the Sussex Mills Annual General Meeting it became apparent that funds for promotional and marketing activities are spent wisely.

Whilst working on a Marketing Project for the Sussex Toy and Model Museum in Trafalgar Street, Brighton, I gathered a lot of information about low cost and at times free advertising opportunities for charities. The South East England Tourist Board offer an entry in their Group Organisers Guide for £30.00 plus vat £ 35.25, this is a special rate for registered charities, This also includes an option to advertise "two for the price of one tickets" on their web site.

Whilst I appreciate some Windmills and Watermills have already planned their advertising activities for this year, Peter Hill suggested carrying out some research and then reporting back. I am gathering information about an entry in the guide for next year.

Last year the Group Organisers Guide was available in hard copy and it was distributed to tour operators, those included in the guide and other people who organised group visits. From now on it will be made available via the South East England Tourist Board web site www.seetb.org.uk. Links are available from their site to a preferred site at a cost. Details are on their way to me. I did explain that there are a number of Mills, but that they were part of the same charity. So I am hoping to arrange a special rate if anyone is interested in having an entry as a group.

In the meantime comments are welcome. Please send them to me in writing via Robin Jones and indicate if they can be included in the update I will write for the next Newsletter,

Letter from Ronald Hawksley commenting on Newsletter 108

Mr Yates supposes that all post mill fantails in the Rye area were fitted about the 1870s because Wittersham, Union Mill had its fantail added in 1870, but he overlooks three considerably earlier examples in Sussex, namely Framfield (now at Cross-in-Hand), Hove Mill

(now at Clayton), and Cuckfield, also Flimwell, which was moved with its fantail from Nottingham, but that drove on to the trestle. Flint says Stanton Chair evidently has a rack around the top of the roundhouse, not on top of it, but he is wrong, Peter Doleman of Stanton says that there was no rack on the roundhouse; Wailes says it drove like Ramsey, Simmons like Ramsey or Icklesham. Also southern post mills rock too much for such a drive, particularly the Sussex and East Suffolk types, which have no seat on the trestle. However such a drive was used with a Midland type roundhouse at Lower Dean (Beds) and Ellington (Hunts) (now at Madingley, Cambs.) with a tailpole. Also Romsey was a sixth Suffolk example, as it was moved from Woodbridge. Lydd Old Mill had four spring sweeps, and there was no striking gear. It probably had East Kent quarter-elliptic springs, such as I saw in use at Ash, or possibly semi-elliptic springs fixed sideways on the stock like I saw at Hawkinge Eastern.

Patent sweeps have been unknown in east central Kent and the far east of Sussex, apart from the new rebuild at Woodchurch Lower Mill.

Two patents and two springs are only recorded at Ingatestone and High Easter, Essex.

The local characteristics which are a feature of Kent and Sussex seem to have been more concerned with millers and millwrights. Cranbrook has an East Sussex Downs windshaft, a fanstage (now a copy) and a fantail of the type central Kent use and the western quarter of Sussex, and a Kentish push striking rod and brake wheel, all fitted by Medhurst of Lewes in 1840.

Broad Oak, Rock Hill Mill was in Heathfield parish. It was built with a fantail in 1838. I was told the miller was cranking it round one day when there was no wind when he asked a passing millwright to remove the fantail. Stephen Neve can only have been an employee at the time. Partial assembly of a post mill for removal is impracticable, and they always moved either with the body whole or with it in small pieces.

Later full-sized Sussex post mills were Tilsmore (near Heathfield) 1842/5 and Lancing 1849.

Kelly's 1870 directory gives Collins and Geering in Burwash. Collins evidently had Dudwell and Rock Hill Mills in conjunction, while Geering had no connection. The last directory reference is 1913 (steam and wind). The machinery was still in it in 1933 when I went in, and it is very unlikely that it was ever removed.

Sussex Mills Group

Chairman P.J. Hill 97, Holmes Avenue, Hove, BN3 7LE
(01273 776017)

Secretary D.H. Cox 3, Middle Road, Partridge Green, Horsham RH13 8JA
(01403 711137)

Committee

A. Brown
A. Mitchell
R. Potts

M. Chapman
B. Pike
L. Stevens

P. Hicks
J. Pelling
T. Ralph

T. Martin
S. Potter



Book Review

Brian Austen

John Goodwin, Military Signals from the South Coast Middleton Press (Midhurst 2000), ISBN 1 901706 540 pp128 pbk. £13.95

Before the days of effective radio communication, military commanders had problems. Intelligence of enemy strengths and activity and the ability to give orders to forces under their command were essential; the side that could operate effectively in this field had a great advantage. This book traces efforts at military communication along Britain's most exposed coast for invasion from the Spanish Armada scare in 1588 until the arrival of the electric telegraph in the mid-nineteenth century.

The industrial archaeologist seeking physical evidence of communication structures will perhaps be disappointed, for apart from the semaphore tower on Chatley Heath in Surrey, little survives. This however is more than made up for by the wealth of information on signalling systems (beacons, lights, flags and mechanical telegraphs), codes, both army and navy, the problems in establishing and operating such systems and the invention shown in solving the problems. Much of the information relates to the period of the Revolutionary and Napoleonic Wars (1793-1815) and is based on extensive research in War Office and Admiralty papers, but other sources at the National Maritime Museum and contemporary and more recent publications help to fill the gaps.

The book is well illustrated with maps and drawings, 71 in all, that reinforce the text material. This is a book which will fascinate and inform all who are interested in military defence systems and communications and will point them to the sites of all known signalling stations.

Available from booksellers or from the publishers at Easebourne Lane, Midhurst, West Sussex GU29 9AZ post free.

**Sussex Breweries. Graham Holter. S. B. Publications. pp.108 pbk. £7.95.
John Blackwell**

During the last quarter of the nineteenth century there were over two hundred breweries in Sussex, every town and large village having at least one. According to the Brewers Journal in 1875 Brighton had sixty. This was their zenith and from that time consolidation by takeover and closure, together with licensing legislation and taxation, reduced numbers so that by the 1950's only two, Kemp Town and Tamplin's remained. When I joined the drinking classes in the late fifties mild was 11 ½ d (5p) and bitter 1/1d (6p). Today there are no breweries in Brighton and only one in Sussex, Harveys of Lewes, (excluding eight or so micro-breweries). Graham Holter, a journalist with the Morning Advertiser, has produced a potted history of all the major breweries together with tales of some

of the brewers. I particularly liked that about a Major Molesworth who returning from the horror of the trenches took over the Poynings Brewery with the vision that "decent beer should be sold to working men at reasonable prices in the comfort of their own homes". With a work force of ex-army comrades he embarked on a door-to-door sales campaign. This must have been reasonably successful as the brewery prospered until another conflict forced closure in 1940.

Graham acknowledges the assistance and encouragement of our Archivist and brewery historian, Peter Holtham, whose exhaustive notes proved invaluable. Fewer than a dozen brewery buildings throughout the county now survive; they have been particularly susceptible to redevelopment rather than re-use. The book is well illustrated and although most of the photographs have appeared before, this is no criticism of the author or publisher, as views of Sussex breweries when working, appear non-existent.⁽¹⁾ This very readable and reasonably priced book fills a gap in the industrial history of Sussex and is highly recommended. It should be obtainable from your local bookseller. And by the way if you thought lager had only been available here within the last twenty five years you would have been wrong; in 1896 'Brighton Lager' was being marketed by the Kemp Town Brewery.

(1) If members know of any illustrations Peter Holtham would be most interested.

AIA Conference in Cambridge 17th - 23rd. August, 2001 Ron Martin

Details of this year's annual AIA Conference are now available. The conference will take place from 18.00 on Friday 17th. to 14.00 on Sunday 19th. August with a Seminar on Friday 17th 10.00 - 17.00, and an additional programme which runs until 16.00 on Thursday, 23rd. August. The Conference is located in the Fitzwilliam College, Cambridge and full details of the Conference with programme and Application Form may be obtained from me.

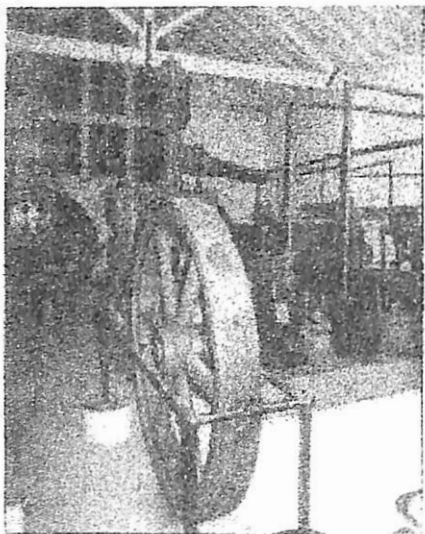
I hope that there will be more Sussex Members joining me in Cambridge than managed to get to Manchester last year. Visits and talks given are really worth while and enable one to widen one's appreciation of industrial archaeology in other parts of the country.

News from Brede.

Bob Allen

As I write it is impossible to visit the site since the private road leading to the waterworks and the works themselves are surrounded by grazing land. It is especially important for the farm to discourage any vehicles which might have come from other counties. This has given the 'Dirty Hands Brigade' a chance to get over to Folkestone Cherry Garden Upper Waterworks to start dismantling the Worthington Simpson which is to be transferred to the heritage collection at Brede and which is pictured on the next page.

The floor of the old boiler house at Brede is now covered in engine and pump parts. When these are finally cleaned and reassembled they will be mounted on concrete plinths to form the finest collection of steam pumping machinery in the Southeast of England. The Vaporax Steam Generator, generously donated by Amberley Working Museum will power the smaller engines. The Giants of Brede, the huge triple expansion engines, will get steam from a Cochrane 'Wee Chieftain' oil fired water tube boiler which has been purchased from an animal feed mill in Robertsbridge and which has now been installed in the boiler house extension.



Above are two views of the Worthington-Simpson compound engine No. 35385 which was installed in 1918 by Robey & Co of Lincoln at the Denge pumping station, Littlestone-on Sea on the Kent/Sussex border. It was fully operational here until 1976 when it was dismantled and re-erected at the Cherry Garden Upper works at Folkestone.

The Brede Steam Engine Society is currently looking for more volunteers to be involved in the work of cleaning and restoring machinery. Working parties are mainly involved on Saturdays throughout the year, with occasional mid-week working on particular projects. If you are interested please contact the Hon secretary, Derek Miller-Timmins on 01424 882343 or the Chairman, John Foxley, MBE, 01323 897310.

AMBERLEY working museum

News from Amberley Working Museum

Bob Allen

You might notice from the title of this piece that the name of the museum has been changed to reflect the fact that there are 36 acres of working exhibits at this site. Previous titles suggested that either it was a museum confined to the processing of chalk or that it was a small museum devoted to the history of the local village. 17 Brown tourist signs around the Arundel and Amberley area of West Sussex have been ammended to announce the new title.

Many new projects are planned for the expansion of activities on the site. The most urgent of these is the provision of a new restaurant building to service the needs of the anticipated larger throughput of visitors. This had been made possible through two large donations, subject to work starting this year, but extra funds are urgently being sought.

The Tool and Trade History Society is hoping to open the new Hall of Tools in June. The construction of the building is nearing completion in spite of the poor weather this winter. The building was made possible by a grant from the Worshipful Company of Carpenters. The windows and various internal fittings are being made by the students of the Building Crafts College, near Regents Park in London.

The most exciting news is that negotiations are in an advanced stage for the National Communications Collection, currently housed in Central London, to come to a brand new building in the Amberley site. The Museum has already taken delivery of two more historic kiosks which have come from a BT store in Oxfordshire. The first is a K1, a concrete kiosk of quaint appearance, dating from the 1920s, with a stepped roof, topped with enamel "Telephone" signs. The second is a K4 similar in appearance to the regular red kiosks, designed by Gilbert Scott, but rather larger, as it accommodates a pillar box and two stamp machines in the back. Both have already featured in a BBC radio broadcast highlighting the detrimental impact on phone box use of the ever more popular mobile phone.

Amberley would be pleased to receive, for copying, any photographs of historic phone boxes in Sussex locations.

The Museum is open every day except Mondays and Tuesdays in May, June and July. There is no grazing on site so it is somewhere to visit during the current restrictions. There is a reduced admission fee for students and the over 60s.

The Sussex Industrial Archaeology Society

Officers

President	Air Marshal Sir Frederick Sowrey, Home Farm , Heron's Ghyll, Uckfield	
Chairman	J.S.F. Blackwell, 21 Hythe Rd, Brighton, BN1 6JR	
Vice-Chairman	D.H. Cox, 3 Middle Rd, Partridge Green, RH13 8JA	01273 557674
General Sec.	R.G. Martin, 42 Falmer Ave, Saltdean, Brighton, BN2 8FG,	01403 711137
Treasurer	P.J. Holtham, 12 St Helens Cres., Hove, BN3 8EP	01273 271330
Editor	B. Austen, 1 Mercedes Cottages, St Johns Rd, Haywards Heath RH16 4EH	01273 413790
Newsletter editor	R.E.Allen, 7 Heathfield Road, Seaford, BN25 1TH	01444 413845
Archivist	P.J. Holtham	01323 896724
Publicity		Vacancy
Programme Coordinator:	Mrs P.M. Bracher, 2 Hayes Close, Ringmer, Lewes, BN8 5HN	01273 813902
Area Secretaries		
Eastern Area	R.F.Jones, 3 Nutley Mill Rd, Stone Cross, BN24 5PD	01323 760595
Western Area	Brig. A.E. Baxter, 9 Madeira Ave., Worthing, BN11 2AT	01903 201002
Central Area	J.S.F. Blackwell, 21 Hythe Rd, Brighton, BN1 6JR	01273 557674
Northern Area	E.W. Henbery, MBE, 10 Mole Close, Langley Green, Crawley, RH11 7PN	01293 406132

COMMITTEE MEMBERS

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

LATEST DATE FOR COPY FOR THE JULY NEWSLETTER IS 14th JUNE.

Copy for the 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, R.F. Jones, whose address is above.)

NEW SIAS website : www.sussexias.co.uk

© SIAS on behalf of the contributors 2001