



# SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY



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## SUSSEX MILLS GROUP NEWSLETTER 114

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Price 50p to non-members

April 2002

ISSN 0263 516X

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#### Programme

Saturday 11<sup>th</sup>/Sunday 12<sup>th</sup> May. National Mills Weekend. Many mills open.  
For a complete list please contact Peter Hill 01273 776017

Wednesday 15<sup>th</sup> May. at 11.00 am. Visit to Sugg Lighting Limited, Sussex Manor Business Park, Gatwick Road, Crawley TQ 285 388. A follow up to Mr Sugg's talk at SERIAC 2001. At 2.00 pm a visit to the Beehive Terminal, Gatwick Airport, newly restored as it was in the 1930s. TQ 286 399  
Contact Ted Henbery 01293 406132

Saturday 15<sup>th</sup> June at 7.00 pm. A walk round Lewes with Graham Mayhew. Meet at Barbican House by the entrance to Lewes Castle in Lewes High Street. TQ 415 101

Contact Pat Bracher 01273 813902

Wednesday 10<sup>th</sup> July. Mills Group tour of Essex mills. Starting at 11.30 am at Upminster Mill, TQ 557 867 (OS map 177).  
Contact Peter Hill 01273 776017

Saturday 31<sup>st</sup> August at 2.30 pm, a visit to Brede Pumping Station, TQ 814 178. Many new exhibits.

Contact Ron Martin 01273 271330

Saturday 12<sup>th</sup> October at 2.30 pm. Visit to the Bluebell Railway Loco Works. Meet at Sheffield Park Station, TQ 403 236

Contact Robin Jones 01323 760595

Sunday 13<sup>th</sup> October, Mills Group Autumn Meeting. Details and venue to be announced.

Contact Don Cox 01403 711137

### **AGM**

Saturday 16<sup>th</sup> November at 2.30 pm. at West Blatchington Mill Barn. Annual General Meeting followed by a talk by A.J.Franklin on Shipbuilding in 19<sup>th</sup> Century Lewes.

Contact Ron Martin 01273 271330

### **Amberley Working Museum**

Tuesday 28<sup>th</sup> May at 11.00 am opening of BT 'Connected Earth' building by HRH Prince Michael of Kent.

### **Brede Waterworks**

Saturday 18<sup>th</sup> May commencing at 10.00 am Gala Open Day with all engines turning and many visiting machines and other attractions. Entry is free.

## **Report on Evening Meetings**

### **Alternative uses of animal, wind and water power**

**Peter Hill**

The first of the SIAS winter evening lectures was given on Saturday 19<sup>th</sup> January at the West Blatchington Mill Barn. The talk commenced with an introduction to milling and the reasons that lead to the harnessing of animal, wind and water power after which followed a description of the wide variety of alternative uses to which this power was put. Examples included the treading barn at Mount Vernon, Virginia invented by George Washington for threshing corn, horse mills in Hungary used for oil production and man powered tread mills for raising water or masonry. Wind powered saw mills, drainage mills and oil mills in Sweden, Germany and Holland were described as were a water powered shingling mill in Ontario, a paper mill and a hammer mill in East Germany and a lumber mill in Nova Scotia. The 'pièce de résistance' was the desalination plant at Bad Kosen. Here brine from an underground reservoir

was pumped by water power 138 metres uphill to a gigantic 320 metre long vertical filtration bed, 20 metres high, packed with 200,000 blackthorn bushes on to which unwanted pollutants and mineral components crystallised as it slowly trickled through. The process was repeated 4 or 5 times until the final solution had reached a saturation of 25% and was then evaporated to produce 'White Gold' as the salt was known.

Although there was a rather disappointing turnout for the evening, all who attended thoroughly enjoyed the talk.



### **The Seaside Holiday 1900-1960**

John Blackwell presented the annual lecture at the joint meeting with the Chichester Museum Society to a large and appreciative audience. The talk contained a little industrial archaeology, a little architectural history and a little local history illustrated by some fine slides.

The building materials of the Victorian leisure industry were cast iron and glass; the architectural styles were based on Brighton's Royal Pavilion, Moorish tracery and onion domes. For pleasure the Victorians preferred to take a gentle dip from a bathing machine, listen to the band, roller skate, cycle, or take a gentle stroll along the promenade or pier. By the 1930s the materials were concrete, chromium and glass, the architecture influenced by the Moderne movement - white concrete, flat roofs and no surface decoration. The Victorian lady protected herself from the sun's rays but by the 1930s the cult of sun worship was firmly established. Radio and cinema were the nation's pastimes. Using Eastbourne as an example of an exclusive Edwardian resort (that petitioned the railway company not to issue any cheap day return tickets that would attract trippers rather than the bona fide visitor and holiday maker) we heard about pier construction and paddle steamers. Hastings was a similar resort but by the 1920s had become somewhat run down due to lack of investment. A new Borough Engineer, Sydney Little, was appointed and who became known as the "concrete king". He transformed the seafront with new promenades, shelters, underground car parks and an Olympic sized bathing pool all constructed in concrete. We were then taken to the nearby De La Warr Pavilion the first welded steel frame building in the UK and magnificently restored to its thirties condition. The Art Deco lido at Saltdean and the nearby Ocean Hotel were also described. The final stop of the evening was Worthing



with the Tramocar, the Southdown bus garage and the Dome and Odeon cinemas being illustrated.

A fascinating evening and I look forward to a future reprise.

## **Subscriptions 2002 and Membership Card**

**Peter Holtham**

Subscriptions became due on the 1<sup>st</sup> April, the rates being unchanged at £10 for full membership, £5 for family membership and £2 for Junior and Full Time Student membership. Early payment to the Membership Secretary (whose address appears on the back page) will help to keep the costs down.

As agreed at the AGM, non renewable one-off memberships cards are being produced and sent for members' retention. Receipts for payments will only be given if requested (S.A.E. appreciated).

## **SUSSEX MAIN LINES – A YEAR 2002 SURVEY**

**John Blackwell**

Following the interest shown in my Sussex Branch Line Survey I shall now be looking at the main lines, which are still, of course, very much operational. As with the branch lines the Middleton Press books by Vic Mitchell and Keith Smith are an essential accompaniment to those following the routes.

### **1. BRIGHTON TO WORTHING**

The section of line from Brighton to Shoreham was the first public railway in the county and a short description follows of the official opening day, Monday May 11<sup>th</sup> 1840, taken from the *Brighton Gazette* and witnessed by 'thousands of townspeople' from the hillsides around the station whose first sight this would have been of a means of transport that would revolutionise the nineteenth century.

*"The engine selected for the first trip was 'Kingston', conducted by Jackson, the engine driver who has been employed for the last twelve months in working the Brighton and Shoreham for the removal of earth along the line. Next to the tender were two first class carriages, each containing about 40 persons, consisting of a number of the Directors, and the principal tradesmen and local officers of the town. Then followed two second class and two first class carriages, principally to the use of ladies and containing 20 persons each. The rear was brought up by three of the luggage wagons, which had been fitted with forms containing accommodation for 70 other passengers, making the number taken in the first trip about 230.*

*Precisely at 3pm the whistle was blown but a locked 'break' (sic) made a delay of 11 minutes. The train 'passed the station house at Copperas Gap at 18 minutes past three, the entrance to the harbour at 23 minutes past three and arrived at Shoreham at 23 minutes after three'. During the day upwards of a 1,000 people travelled the five and a half miles behind the engines "Kingston" and "Eagle".*

*The next day, Tuesday 12<sup>th</sup> May, the line opened to the public and no less than 1,750 people travelled, many to a fete at the Swiss Gardens. The fares were third class 6d (2.5p), second class 9d (3.75p), first class 1s (5p) and coupé of the first class 1s-4d (7p). It was recorded that 'stations are erecting at Hove and Kingston, at the latter coals and merchandise will be stored that are intended for conveyance by the trains, coke ovens have also been constructed at Kingston for preparing fuel for the engines'.*

The development of Brighton Station has been detailed in SIH No 28 (1998) so our survey starts at the bridge carrying New England Road over the line. Here there are some fine flint walls which appear to be a feature of the line, reappearing at various points. These could well have originally been boundary walls. A short tunnel takes the line under Dyke Road. Above the tunnel Jill Post Mill was sited before being moved to Clayton in 1852. The first Hove Station opened in 1840 and closed in 1880, becoming a goods yard, which in turn closed in the 1970s. It was situated to the east of Holland Road where an industrial estate now stands and the only remains of railway use are former stables under the approach ramp to the road bridge over the railway. To the south of the goods yard was Hove Corporation's Electricity Works. In 1905 Holland Road Halt was opened to the east of the road bridge, this was one of a series of halts constructed to counter the use of road transport (buses in this area and a tramway further west) for short journeys. It remained in use until 1956 and the entrance to the westbound platform was down a flight of steps where the pavement widens just before the bridge over the line. As there was no footbridge a similar flight of steps led to the eastbound platform from the other side of the bridge.

The present Hove station was opened in 1865 carrying the name Cliftonville and West Brighton, the 1865 building being to the west of the footbridge, this is currently unused and a little run down. In 1893 a spacious new booking hall was built with a small lantern roof to the east of the footbridge and the name changed to Hove and West Brighton; two years later it became plain Hove. The steel porte-cochère came from Victoria Station when that was rebuilt in 1908 and a supporting pier has glazed tiles with initials of the line's original owners, the London Brighton & South Coast Railway. Crossing the footbridge one can find

a wooden building that was used during peak hours as a booking office; opposite is arguably the finest range of factory buildings in the city the former Dubarry Soap and Perfumery Manufactory whose name and products are displayed in white mosaics, on a green background, at second floor level.

The next stop is Aldrington Halt, formerly Dyke Junction, until June 1932, the branch off being just discernible to the west. This was another wooden platform halt opened in 1905 but since rebuilt in Southern Railway prefabricated concrete components and moved slightly to the east. The present station at Portslade dates from 1881 and is built in the standard style in vogue at this date of a rendered two-storey building the same as at Polegate and London Road. The platforms have lost their canopies and the signal box on the opposite side of the level crossing has also gone; as indeed have all the boxes on the line to Shoreham. The original station was on the Shoreham side of the crossing and had staggered platforms typical of early railways. Fishergate Halt is similar to Aldrington though with a typical LB&SCR footbridge. Southwick Station was allegedly opened with the line but I have not found any documentary evidence to support this. The present platform buildings with canopies date from the 1890s whilst those at street level are a 1970s replacement. At the Shoreham end of the up platform a hand operated crane used to raise baskets of fresh shellfish from the street below. The bridge over Kingston Lane is worth viewing as it is original and unaltered; note here the flint walls.

To the south of the line ran the wartime Admiralty siding which passed between a gap in the houses and ran along the coast road before turning into Shoreham Harbour. This was used to transport materials for the construction during WW1 of the so called "mystery towers" which were in fact going to be used to support underwater submarine defences in the Channel but the war was over before they were completed. One was broken up and the other formed the base of the Knab Lighthouse; no trace of the siding which started from Kingston remains. Neither is there any trace of Kingston Station, its location was approximately between factory 5 and 6 of the modern BOC Edwards complex. The station opened shortly after the line and at that time it was envisaged that Kingston would be the departure point for cross channel shipping. However Newhaven took on that role. The station closed in 1879. My memory of Kingston was the hump in the coast road which carried it over sidings leading to the wharf, it was exciting to a young lad riding on the upper deck of a Southdown bus to spot a small tank engine working below. On the northern side of the line along the full length of Dolphin Road is another flint wall but there is no obvious entrance point to the up platform although probably passengers had to cross the line somewhere. Shoreham Station was also rebuilt in the 1890s and remains an attractive building. Note the coal merchants office now used by a taxi company. Both

# Sussex Mills Group

Edited by Robin Jones

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

Newsletter 114

April 2002

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## EDITORIAL

As you know our annual mills tour in recent years has been to mills outside of Sussex, mainly for members who have been in the society for some time and are familiar with Sussex mills. It has been proposed that for the benefit of new members, a Sussex mills tour be arranged in the autumn. To gauge the response to this could members interested in joining a tour of Sussex mills please contact the secretary of the Mills Group, Don Cox.

Due to pressure of space, the wind and watermill postcards article, Part 3, which will be about Ockford Watermill in Surrey, will appear in the next Newsletter.

## FORTHCOMING EVENTS

**Saturday 11<sup>th</sup> May and Sunday 12<sup>th</sup> May** National Mills Weekend.

**Sunday 26<sup>th</sup> May** at 3.00 pm there will be an Illustrated Talk 'Aberfeldy Watermill, Tayside' given by Roy Le Croisette at Polegate Windmill.

**Wednesday 10<sup>th</sup> July** Mills tour of Essex. For details of the route, see below.

**Sunday 14<sup>th</sup> July** Fetes at Polegate Windmill and High Salvington Mill

**Sunday 21<sup>st</sup> July Fete at West Blatchington Windmill.**

**Sunday 4<sup>th</sup> August** Stationary engine rally at Jill Windmill

**Sunday 11<sup>th</sup> August** Open day at Oldland Windmill

**Sunday 15<sup>th</sup> September** Bygones day at Shipley Windmill

### **ESSEX MILLS DAY TOUR WEDNESDAY JULY 10<sup>th</sup>**

#### **Route**

Take the M25 Motorway through the Dartford Tunnel (£1 toll), then leave at second Junction 29 on to A127 towards Romford. After a mile turn left to travel southwards past the railway station into the centre of Upminster, then turn right at the traffic lights on to A124. Upminster Windmill is along on the right. Allow approximately 2½ to 3 hours for the journey.

Meet 11.30 am at :-

#### **Upminster Smock Mill (O.S. map 177 Ref. TQ 557 867)**

There we will be met by Roy Berry and other members of the Essex Mills Group who will accompany us on our tour. We will spend one hour looking at the mill then drive approximately ½ hour to

#### **Mountnessing Post Mill (O.S. map 167 Ref. TQ 631 979)**

Enjoy pub or picnic lunch and regroup at the mill approximately 2.00 p.m. for tour. Wind permitting, the sweeps will be turning for us. Leave at 3.00 pm

#### **Stock Mill Tower Mill (O.S. map 167 Ref. TL 698 988)**

Spend ¼ hour exploring the mill, and then drive on for approximately 10-15 minutes to

#### **Aythorpe Roding Post Mill (O.S. map 167 Ref. TL 590 152)**

Here again, weather permitting, the sweeps will be turning. Tour of the mill and leave for homeward journey at your leisure. (The possibility of acquiring tea nearby is being investigated)

**Homeward journey :-** Leave Aythorpe Roding and drive to M11 then on to the M25 - M23 - A23 and home |

As with the Kent tour in 2001, this trip will involve a fair amount of driving but should prove very worthwhile with the opportunity to see four fine restored mills.

Further details can be obtained from Peter Hill on 01273 776017



## **SUSSEX MILLS GROUP, MINUTES OF THE 2002 AGM**

The Annual General Meeting of the Sussex Mills Group was held at The Barn, West Blatchington Mill, Hove on Friday the 8th March starting at 7.45 pm.

There were 34 members present.

The meeting opened with a welcome to all present by Peter Hill, the Chairman.

### **1. Apologies for Absence**

Apologies for absence had been received from M. Palmer, J. Woodward-Nutt, Capt. A.G. Smalley, M. Yates and L. Stevens.

**2. Minutes of the last AGM** The minutes of the last AGM held on 16<sup>th</sup> March 2001, having been circulated to all present and published in Newsletter No. 110 for April 2001, were 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**

**4.1** It has been another extremely good 12 months for the group and despite Foot & Mouth restrictions during the early part of the season, all mills open to the public enjoyed good visitor numbers throughout the year. Nowadays, with so many alternative attractions available to the public at weekends, such as car boot sales and superstore shopping etc., we are fortunate to keep our visitor numbers fairly consistent.

**4.2** National Mills Weekend was well supported and as always we are extremely grateful to Lawrence Stevens for notifying all the local media of the occasion although it is sad that despite his efforts so many newspapers fail to make mention of the event.

**4.3** The Annual Day Tour to Kent had thirty-four members and friends enjoying visits to fine examples of both water and wind mills in the county. Blessed with a lovely summer's day it made a very pleasant and informative excursion.

**4.4** Fete days were held at West Blatchington, Polegate and High Salvington Mills and all reported increased visitor numbers and most importantly, takings! Likewise, the alternative power day at Jill was a great success. Our thanks to Simon Potter for producing the posters and leaflets advertising all of these events.

**4.5** The celebration of the 21<sup>st</sup> anniversary of the opening of Coultershaw went extremely well and congratulations must go to all involved in making it such a success.

**4.6** Stone Cross and West Blatchington Mills both opened their doors 'free of charge' for Heritage Weekend which was well supported.

**4.7** The October annual 'get-together' held at Ifield Mill, was reasonably well attended and after a short report by Ted Henbery on the work that has been carried out at the mill, a general discussion period was followed by the chance to view the Sussex Mills Video. This is now in the final stages of completion and should hopefully be available for sale by the start of the new season. The designs for the video sleeve are on view for comment here tonight.

**4.8** To complete a very full programme of events in 2001, during December Carol singing evenings held at Stone Cross, High Salvington and West Blatchington Mills raised in excess of £650 for the Charities of their choice and the special Christmas opening at Jill Mill proved as popular as ever.

**4.9** The Passport Scheme continues to flourish and approximately 1,500 have been issued to the participating mills. Another silver 'Dusty Miller' badge was awarded during the autumn.

**4.10** Tea-towels continue to sell well and we have now exceeded the 4,000 mark!

**4.11** Postcards. For one reason or another the setting up of the proposed 'collectors' series of multiple view postcards had to be put on hold until recently when now that he is semi-retired, Bob Potts is forging ahead with this project and we should have the finished cards on sale this season.

**4.12** As with previous AGM reports, it would take too long to make mention of all that has been going on at each individual mill but suffice to say that work continues apace and there are no major problems to report at present. However concern has been expressed at the condition of Cross-in-Hand Mill and the Group will pursue this to see what help and advice can be offered.

**4.13** As all here will I am sure be aware, two Sussex mills have recently benefited from Heritage Lottery Awards :-

**4.13.1** Rottingdean has been granted £41,800 to be used for the construction and fitting of four new sweeps plus other work to make the mill safe enough to be opened occasionally to the public.

**4.13.2** Windmill Hill Mill has been granted the record amount of £577,000 which when the matching sum of £130,000 has been raised, will cover the restoration of the body of the mill and all external features including sweeps but a further £70,000 has been quoted to install machinery and return the mill to working order. The whole undertaking is a massive one and a tremendous amount has still to be achieved before the project can get off the ground.

**4.14** The coming season promises to be as busy as the last with all the aforementioned events taking place once again. These will be listed in future Newsletters so do watch out for them. And whilst mentioning the Newsletter, I would like to say how pleased we are that Robin Jones has taken over as editor. Already we have seen the fruits of his work and we must congratulate him on what he has achieved.

**4.15** This year's day tour will be on Wednesday 10<sup>th</sup> July to visit mills in Essex

and I have copies of the proposed itinerary available for anyone who is interested.

**4.16** Finally, Malcolm Dawes and I have worked together to revise and update his late father's book '*The Windmills & Millers of Brighton*'. This incorporates many additions, corrections and new photos and will be available soon, retailing at £4.95.

#### **5. 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 R. Martin, this was seconded by R. Bonnett and carried unanimously. Peter Hill then resumed as Chairman.

#### **6. Election of Secretary**

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

#### **7. Election of the Committee Members**

It was proposed by D. Jones and seconded by R. Martin that the following be elected to the committee :-

R. Bonnett, A. Brown, M. Chapman, D. Clowes, P. Hicks, E. Henbery, R. Jones, A. Mitchell, J. Pelling, B. Pike, S. Potter, R. Potts, T. Ralph and L. Stevens.

This was carried unanimously.

#### **8. Any Other Business.**

**8.1** A questionnaire was circulated to all concerned requesting information regarding National Mills Weekend.

**8.2** The chairman reported that Annie Crowther of Lewes was offering her windmill book at commercial rates to be sold at mills.

**8.3** The following events were recommended for support. Coultershaw working party on 17<sup>th</sup> March, Polegate AGM on 26<sup>th</sup> March, Jill AGM on 10<sup>th</sup> April and Stone Cross AGM on 23<sup>rd</sup> April.

**8.4** Details of grain for grinding from Lee Farm partnership were given.

**8.5** R. Martin recommended the AIA National Conference to members and he has details.

**8.6** J. Blackwell requested articles on mill related subjects for SIH from mill members.

**8.7** Details of the mills tour of Essex in July were given. A suggestion for an additional tour on Sussex was discussed and agreed as worth a trial if somebody would organise one.

**8.8** Insurance of school parties was discussed briefly. This appears to be a West Sussex problem with only High Salvington reporting paying the extra money to cover £10M.

**8.9** Thanks were expressed to Peter Hill for hosting the meeting at West Blatchington and to Joan Hill for providing the refreshments.

**8.10** There being no further business the meeting closed at 8.40 pm.

## **NEWS FROM SUSSEX MILLS**

### **Stone Cross Windmill**

**Robin Jones**

In the winter 2001 Newsletter of the Stone Cross Mill Trust, it was reported that the windmill received over 1000 visitors during the 2001 season before she closed to the public at the end of September. Membership of the Trust has reached 500, a tremendous achievement after only 6 years since the Trust was formed. Work on the mill structure continues with the outside brickwork of the roundel now painted black, its original colour. Inside the mill, the painting of the interior of the roundel is still to be completed, and the reinstatement of the Armfield dresser and jog-scry, which is an inclined oscillating sieve, is to be carried out

### **Windmill Hill Windmill**

**Robin Jones**

It was announced in the *Sussex Express* dated December 14<sup>th</sup> 2001, that the Mill had received a grant of £577,000 from the Heritage Lottery Fund, the biggest grant ever given to a single windmill. A further £130,000 will now be required to allow restoration work to begin. Bee Frost, the chair of the Windmill Trust said "This is brilliant news for the windmill. It's been a long time coming. We first applied to the Heritage Lottery Fund in 1997". The news came after the Friends of the Windmill produced a leaflet in October to bring their campaign into the spotlight. Bee concluded by saying "The grant recognises the importance of a unique example of our industrial heritage and landmark that gives its name to the village". On January 8<sup>th</sup>, a meeting was held at Herstmonceux when progress on the proposed restoration was discussed. After a short slide presentation by Bee Frost, a general discussion took place. In the current phase, the body of the mill and internal timbers will be restored, using as much original material as possible. New sweeps will be fitted and a new tailpole installed, making the mill visually complete. The sweeps will be made to turn and the mill will be able to revolve on her post. Restoration of the majority of the mill fabric will be carried out by I J P Building Conservation Ltd. of Binfield Heath, Oxfordshire, and will take about 18 months from the start of the project expected to commence this spring. Restoration of the internal machinery will be completed in a later phase, which it is estimated will cost £70,000. Much of the restoration will be carried out in the I J P workshops.

**HEATHFIELD, BROAD OAK MILL**

This post mill stood within the village of Heathfield on the main road from there to Burwash, to the southwest of a crossroads.

Robert Haffenden Jnr. was the owner and occupier in 1842 according to the Tithe Map, and he was still there in 1845. At some time after the latter date, Stephen Bourner from Battle took over the running of the mill, residing both at the Mill House and at Broadhurst Farm two and a half miles away, where he was found drowned in January 1850. The mill seems to have remained in his family, for an H. Bourner is given as miller in 1851 and a James Bourner in 1858. The mill was advertised to be let in March of the latter year. The notice in the *Sussex Advertiser* stated that the present tenant - presumably James - was leaving the neighbourhood. William Bourner was miller by 1862, and between 1883 and 1887 was able to purchase the mill. At some point a steam mill was built on the property and this appears to have taken away much of the windmill's trade, for in 1889 a directory lists William Bourner as milling by steam only. However the windmill was still in use, and in good condition, when burnt down on the morning of 11th March 1890. The *Sussex Express* reports the incident thus:

*"Fire on the morning of 11th inst. The wind flour mill known as Broad Oak Mill, belonging to Mr W Bourner, was burnt to the ground with nearly all its contents. It was first discovered by Mr G. Gardner Jnr. of Milkhouse Toll, about a quarter past two on Tuesday morning, who was about seeing to some lambs, he being about a mile from the mill, went to Mr Bourner's, called them up, and then with Mr J. Dunk, baker to Mr Bourner, ran to the mill, burst the roundhouse door open, and brought out a goodly number of sacks of corn. They were soon joined by others of the surrounding neighbours, who worked willingly as long as they were able, the mill all the time being in a blaze above their heads. The burning timber beginning to fall through, they had to give over and then simply could stand by and see the mill burn to the ground, the post falling about 7 o'clock. The grinder left the mill about 8 o'clock on Monday evening when everything was apparently alright."*

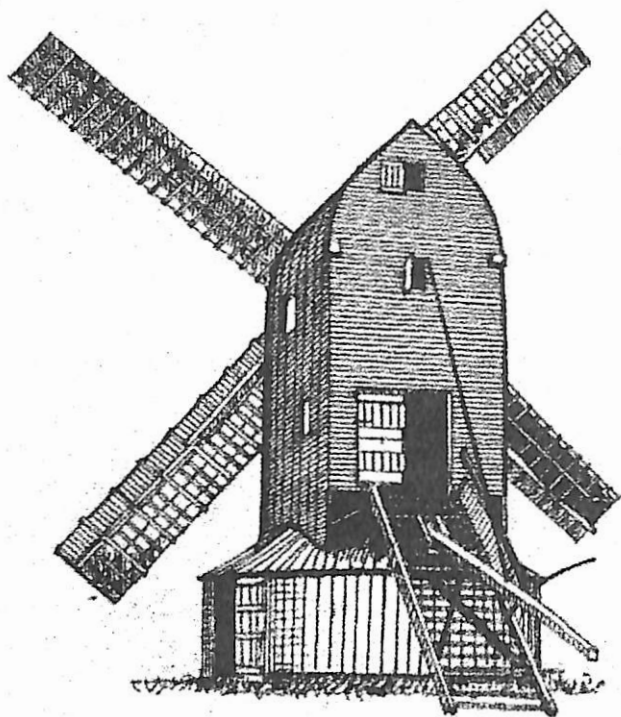
The cause of the fire was not known. Fortunately Mr Bourner was insured. In the 1930s the site of the mill was still easily discernible behind a house called York Lodge and a shop, which was formerly the mill house and baker's shop.

Among grinders employed at the mill were Daniel Deopham, T. O. Drury, John Guest, and George Mockford, the latter being the last before she was burnt down. John Guest later became William Bourner's son-in-law. He became owner of the post mill at Flimwell in 1880, but later returned to Broad Oak having



in the meantime acquired the steam mill there. After leaving Broad Oak, Drury worked for a time at Swingate Mill, Guston, near Dover.

The mill was a white one with a single-storey wooden roundhouse, and two common and two shuttered sails working two pairs of stones, one peak and one burr.



BROAD OAK MILL HEATHFIELD

© R. G. Martin

### Sussex Mills Group

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8JA  
(01403 711137)

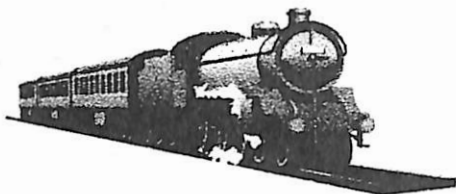
Committee	R. Bonnett	A. Brown	M. Chapman	D. Clowes
	E. Henbery	P. Hicks	R. Jones	A. Mitchell
	J. Pelling	B. Pike	S. Potter	R. Potts
	L. Stevens	T. Ralph		

signal boxes and the goods shed have disappeared. The nearby Burrell Arms was the terminus for the horse drawn Brighton to Shoreham Tramway; this did not in fact run to Brighton (as the promoters would have wished) but terminated in New Church Road at Westbourne Villas on the Hove boundary. Hove was implacably against any form of street tramway.

Shoreham did not remain a terminus for long; on 24<sup>th</sup> November 1845 an extension was opened to Worthing, this time without the celebrations of five years before. After passing Buckingham Lane on the level, the line rises, crossing over four roads in quick succession followed by 19 brick arches and then a wooden trestle viaduct "strong enough to carry a town" across the River Adur. The present steel viaduct was erected in 1893. The large diameter pipe attached to the south side carried town gas from the works at Portslade. Another of the wooden halts was constructed where New Salts Farm Road now meets the airport perimeter road. This opened in 1910 as Bungalow Town Halt and served the shanty town of dwellings, many made from old railway carriages, that is now Shoreham Beach. It was closed when the line was electrified in 1933 but reopened in 1935 as Shoreham Airport to serve the newly constructed terminal building. The halt finally closed in 1940 at the same time as most of the bungalows were demolished, because of the threat of invasion.

The original station at Lancing survives, incorporated into an 1890s extension. Built of flint with brick quoins it is typical of the style of buildings used for the extension to Chichester. Currently boarded up but "To Let" it is a remarkable survival in this busy location. In 1912 the LB&SCR built a new carriage works on a greenfield site to the west of Lancing Station the site of which is now enclosed by Chartwell Road. The carriage shop remains, currently occupied by Manhattan Furniture, but the corresponding paint shop has been replaced. Bessborough Terrace, a cul-de-sac off the coast road appears to be company housing for the foremen at the works (the workforce being transported from Brighton by the legendary "Lancing Belle"). From the cul-de-sac a footpath leading to the site passed the remains of the war memorial now devoid of names. The works closed in the mid sixties but I can remember in the 1950s the annual open days, with a special train from Brighton, and seeing there the unique double-decker Bulleid carriages. East Worthing (formerly Ham Bridge until 1949) is another of the 1905 halts. This one retains its Southern Railway wooden ticket office.

At Worthing can be found the remains of three stations. To the east of the present station is the original 1845 flint and brick station - a superb five bay two-storey station house flanked on each side by single storey offices. It is a listed building, now beautifully restored, and in use as offices. At the west end of the present down platform is a fragment of the second station, built in 1869; three gables (originally glazed) are supported by elaborate cast iron columns with six pointed stars within the spandrels. These originally ran the full length of both up and down platforms and are unique on the LB&SCR, though common on the Midland Railway. Was the company experimenting with a new style or because of financial constraint following the collapse of a well known railway banking house in 1866 were they bought cheaply from the Midland Railway? The present station was constructed in 1908 and if one follows the southern boundary one can see, set in the ground, plates bearing the initials LB&SCR which defined the company's responsibility from that of the local council.



**Proposal to convey sea water from Brighton to Kennington Common,  
Lambeth, 1799** **Michael Leppard**

An imaginative commercial proposition which came to nothing is documented in correspondence of the Wiltshire solicitor James Crowdy, who acted as solicitor to a scheme to construct a sea water pipeline from Brighton to Kennington Common in 1799. The scheme was prompted by the developing taste for sea bathing for medicinal and recreational purposes and partly inspired by the success of Mr Lloyd's sea water baths at Newgate Street, London, which were supplied by ship. The pipeline was to run from a bath house and reservoir on the coast via Glover's Hill, Reigate, where reservoirs and engines were to be sited, to further baths at Kennington Common. The invigorating effects of sea water are extolled by John Robinson, one of the backers, who asked that Crowdy inform Robertson's wife that he was already feeling the benefits which *'will do me more good than anything I can possibly have, nay more than Dr Graham's Celestial Bed (a celebrated London establishment for rejuvenating flagging relationships), and that you don't doubt but I shall arrive with such courage and brightness that a young Robinson will soon make its appearance.'*

Despite such an endorsement and optimistic predictions of the profits to be made, insufficient subscribers came forward.

**New edition of  
The Windmills and Millers of Brighton  
available from mid April 2002 at £4.95**

**Originally published in 1988  
as No 18 of Sussex Industrial History  
Journal of the Sussex Industrial Archaeology Society**

**For the new edition the opportunity has been taken  
to include additional research,  
to detail recent developments in mill restoration,  
to correct some minor errors,  
and to provide more illustrations.**

**The book brings together an immense  
amount of research material on the wind-  
mills and the millers who built and oper-  
ated the mills in the Brighton area over  
many years, until the gradual demise of the  
industry at the beginning of the 20th Cen-  
tury. The book also includes many aspects  
of social history of the town during the  
18th and 19th Centuries.**

**The book will be available from mid April and will  
be sold from the shops at  
West Blatchington and Jill Windmills.**

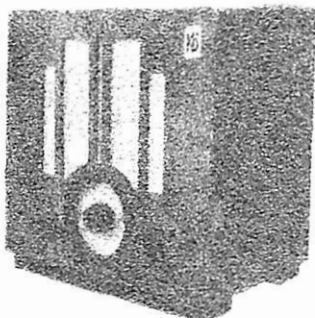
**It can also be obtained directly from  
The Sussex Industrial Archaeology Society  
by sending a cheque (payable to SIAS) for £5.50 (55p P&P)  
to Ron Martin, General Secretary of the Sussex Industrial Archaeology Society,  
42 Falmer Avenue, Brighton, BN2 8FG.**

## King's Standing Broadcasting Transmitters

Ron Martin

As this is the 60<sup>th</sup> anniversary of the first broadcast from the wireless transmitters at King's Standing at Crowborough, an exhibition on the history of the site is being held at the Ashdown Forest Visitor Centre, Wych Cross, Forest Row from 30th April.

The Visitor Centre is open from 2.00 pm to 5.00 pm on weekdays and 11.00 am to 5.00 pm at weekends.



## The Historic Ironworking Centre at Horam Manor

Robln Jones

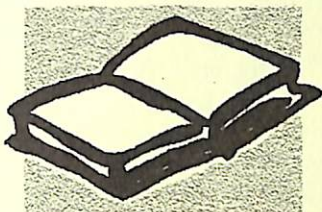
Progress continues to be made in the planning of the centre at Horam Manor. The furnace and forge will be constructed in the way they would have been in Tudor times to give the outward appearance a degree of authenticity, while the education building and visitor centre, which will be of timber frame construction, will be built to blend in with other buildings and the surrounding countryside.

Assistance with the manufacture of the waterwheel, bellows and other machinery, which will be required to enable the furnace and forge to work, is being carried out by Jonathon Minns of the British Engineerium at Hove. Some working parts will be connected to an electricity supply to allow the machinery to operate.

A very important aspect of the project is to approach grant giving organisations, and for this purpose a fundraiser has been appointed. In order to assist in this, Jeremy Hodgkinson is in the process of producing a multi-sheet leaflet about the project. The leaflet will show an isometric drawing of the proposed complex, and the buildings to be erected on the



site will be described and their purpose explained. The Trustees of the project have been approached by a researcher from the BBC asking about the possibility of including the Ironworking Centre in the next Adam Hart Davies series of programmes, which will be 'What the Tudors did for us', now in the planning stage.



## Book Review

Brian Austen

Anthony Bryan, *Villages of Sussex*, Frith Book Company (2001)  
ISBN 1-85937-295-3, paperback, 122 pages, £9.99

This is one of a series of books issued by the Francis Frith Collection, in part to publicise their extensive photographic archive. For this reason the introductory pages relate the life of Francis Frith and explain the importance of the archive today. The remainder of the book provides a selection of Frith photographs of Sussex villages. The locations extend across the whole of the counties of East Sussex and West Sussex, though some of the villages are not included as might be expected considering the size of the book. The dates of the photographs are indicated and range from about 1900 to the 1960s. Their quality is excellent with a degree of sharpness that enables detail to be seen with ease, as might be expected from a commercial photographer. The captions are informative, commenting on the features of the photographs and providing additional information about the villages concerned, with material on industrial archaeology sites. Several mill illustrations are included, buses feature in a number of photographs (but no trains). Shops, post offices and public houses abound.

The book represents good value for money and even includes the offer of a free print of any one of the book illustrations. It is possible to find fault in the detail as in most books. Why is Horley included? Why is Whitmans Green named as a village when the Cuckfield village sign is shown in the photograph? Such quibble do not however detract from the value of the book as a photographic record of the Sussex village scene and rural life of the first seven decades of the last century.

# The Sussex Industrial Archaeology Society

registered Charity No. 267189

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LATEST DATE FOR COPY FOR THE JULY NEWSLETTER IS 14<sup>th</sup> JUNE

Copy for the Newsletter should be sent to:

R.E. Allen, 7 Heathfield Road, Seaford, East Sussex, BN25 1TH, 01323 896724  
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(Copy for the Mills Group section should be sent to the editor of the Mills Group Newsletter, R.F. Jones,  
whose address is above.)