

SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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SUSSEX MILLS GROUP NEWSLETTER 115



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Programme

Saturday 31st August at 2.30pm. Visit to Brede Pumping Station, TQ 814 178. Both triple expansion engines will be on show together with another six engines recently acquired from Folkestone. Members will be escorted round the site and will include a visit to the war emergency bunker.

Contact Ron Martin 01273 271330

Sunday 6th October 2002 at 2.30 p.m. Mills Group October Meeting at Barnham Windmill. Map ref SU 967 039. Please note the date has been changed from that published in the Programme Card

Contact Don Cox 01403 711137

Saturday 12th 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

AGM

Saturday 16th November at 2.30 pm at West Blatchington Mill Barn. Annual General Meeting followed by a talk by A.J.Franklin *Shipbuilding In 19th Century Lewes.*

Contact Ron Martin 01273 271330

Winter Lecture 16th March

C.Bryan

There was a good attendance at the meeting for the talk by Adge Roberts on the Hunston to Ford section of the Portsmouth and Arundel Navigation. A 'paste up' of the canal based on the first edition OS map was laid out for some 20 feet along the side of the room with some modern additions pencilled in to help locate the route.

Adge started his research in 1998 when he was attracted by the 'Canal Road' name in Yapton with no sign of a canal. He then presented a brief description of the construction, use and closure of the canal. Opened in 1823 having cost £45 000 more than the estimate to build, it never met the expected use and the company never paid a dividend, except when the land was finally sold off in 1896. The commercial use ceased in 1847.

The slides then illustrated the route as it is today, interspersed with earlier pictures from various sources. Many landowners have levelled off their part of the canal bed over the years but the towpath for most of the route, is still a public right of way. Only one bridge remains completely intact and is now a feature of a small housing estate in Yapton. The first three months of this year has seen a change by one landowner at Barnham who has dug out the canal bed for several hundred yards and revealed the brickwork to one of the seven cast iron swing bridges. These were similar but of shorter span than Poyntz Bridge which the SIAS restored on the Chichester arm of the canal. The cast iron bearing ring for the bridge pivot is similar to that for Poyntz Bridge. Coping stones to the swing bridges have turned up in numerous places in Barnham. One set is laid out in a large 'E' near the Murrell Arms public house to commemorate the late Queen Mother's 80th Birthday.

The extensive civil engineering work that went into the building of the canal was visible on the slides. In places the canal was on an embankment some 40 ft above the surrounding land and necessitated extensive brick culverts between 2 ft and 6 ft diameter and of considerable

length to drain the to drain the land on the north side. The last brick arch to carry a main road was at Ford and was still in use in 1933. Also at Ford was the steam engine house and two sets of locks. The water was pumped at certain states of the tide to allow only fresh water to be pumped into the canal.

A fascinating talk from an enthusiastic presenter.

Brighton Tramways

Robin Jones

The last lecture of the winter series took place at West Blatchington Mill Barn on 20th April 2002 and was attended by 55 members and visitors. Richard Pennell presented an interesting lecture showing a variety of slides taken from a collection of postcards and photographs of the Brighton Tramways system. He was assisted by Gordon Dinnage, who played recordings made by transport historians and staff who operated the trams. The recordings were played at suitable points throughout the lecture, although on occasions they appeared to be out of synchronisation with the slides shown on the screen.

Brighton Tramways opened as a 3 ft. 6 in. gauge system on 26th November 1901 and all tramcars were of the open top type. In the early years the southern terminus of the system was at Victoria Gardens. Each route was identified by letters, examples being service Q which operated from Victoria Gardens to Queen's Park, while service S went to Brighton Station. Following extensions to the system, the southern terminus was moved to the Aquarium in 1904. William Marsh became the Engineer and Manager in 1905 and held this position until the system closed in 1939. Also in 1905, 50 tramcars were operating. In the first year of operation 10 million passengers travelled on the Brighton trams and by the 1930s 24 million people were travelling each year. In 1914 Brighton Tramways started building their own tramcars, starting with Class A cars. As improvements were made the Class letter changed to the next letter with Class F cars being the final version. Each car was allocated a number with 80 being the highest numbered car. The first livery adopted by Brighton Tramways was maroon and cream, with plum red being the final livery before closure.

With respect to the infrastructure of the system, Richard Pennell mentioned the poles supporting the overhead wiring, which were embellished with scrollwork. Tram shelters were also mentioned which were introduced in 1910. A few shelters still remain, the two in Ditchling Road being good examples. The direction of trams approaching the Old Steine terminus, also known as the Aquarium, was changed from an anti-clockwise to a clockwise direction on 5th May 1929. Other reminiscences heard from past employees of Brighton Tramways included comments about the fares structure and a description of the braking system used on the cars.

At this point a break was taken for refreshments, when much discussion took place over tea/coffee and biscuits. The second half of the lecture covered the final years of operation. The system was considered for closure from 1930, to be replaced by trolleybuses. However they were not introduced until 1st May 1939, so trams and trolleybuses operated together in Brighton until 1st September 1939, the last day of tram operation. As the final years of the Brighton tram drew to a close various events took place, including special tours over the system in 1938 and 1939. Interesting photographs taken during the 1930s showed examples of advertising on the trams with Tamplin's Brewery being prominent. A slide showing a trolley reversal at the top of Elm Grove was shown, and a photograph of the many trams lined up at Brighton Racecourse was also seen. Following closure of the system, some trams were scrapped at the Lewes Road Depot and seats and cushions from the trams were for sale at 2/6d each! With a coloured slide of trolleybuses at Old Steine, Richard Pennell made reference to the Trolleybus operation in Brighton, which lasted for 22 years until the system closed in 1961. In conclusion more recent events associated with Brighton trams was mentioned, including the running day held in 2001 with a bus sporting the Brighton Tramway livery which operated in 1986 for the 85th anniversary and the fact that remains of tramcar 53 still exists at Ashington, owned privately.

After a number of questions and observations, John Blackwell gave a vote of thanks to Richard and Gordon for providing a nostalgic look back into Brighton's transport past, stressing the need to consider oral history as well as pictorial history when recording for posterity.

Horam Manor Historic Ironworking Centre

Robin Jones

Steady progress is being made to turn this project into a reality by seeking grant giving organisations to fund the project. Jackie Florey has been engaged as a fund raiser and she has written to over 68 organisations so far. Of those approached, 11 have shown interest including the Countryside Agency, English Heritage and Corus, formerly British Steel and a television company is also interested in the project. The educational value of the proposed Centre is always an aspect which is emphasised when approaching fund raising organisations. As there are many elements which make up the Ironworking Centre, it was interesting to learn that English Heritage may pay for the relining of the bank of the pond by the dam.

SUSSEX MAIN LINES – A YEAR 2002 SURVEY John Blackwell

Firstly a note and correction to Part 1. A coupé was a half compartment, at the end of a carriage with a window in the carriage end. These were exclusively first class, seating three in privacy and attached to the rear (or front) of the train, giving a panoramic view providing you were not next to the engine. A forerunner of the observation car!

Apologies for not knowing east from west; Holland Road Halt was to the WEST of the road bridge. The Cliftonville and West Brighton Station building is to the EAST, and the present station to the WEST of the footbridge at Hove. Thanks to Mike Slamo for noticing this.

2 WORTHING TO FORD

The line from Shoreham, which had opened in 1840, was extended to Worthing, opening on 24th November 1845. A westward extension to Lyminster, (for Littlehampton) opened on 16th March 1846 and to Chichester on 8th June. Portsmouth being reached in 1847. West Worthing station was built by the railway contractor J.T.Firbank and opened on 4th November 1889. The station was part of an ambitious plan for the development of West Worthing as a seaside holiday resort with hotels and a pier at the end of Grand Avenue. A distinguished company of railway directors, developers and local worthies was entertained to lunch at the newly opened West Worthing Club (recently demolished) and combined business with pleasure with an auction of some plots of land which fetched high prices. Unfortunately these rosy hopes were not fulfilled and in 1893 financial difficulties intervened bringing the development to a temporary standstill. In the same year the progress of Worthing as a resort was severely retarded by a disastrous typhoid epidemic that caused serious financial loss to the railway company. In August of that year there was not a single visitor and it was to be many years before the town recovered from this set back. In 1905 a large goods yard was added at West Worthing to cope with the produce from market gardens that had sprung up around the area. In 1932, on part of this yard, carriage sheds were erected, now very dilapidated, for the inauguration of the electric train service between London, Brighton and West Worthing, which commenced on 1st January 1933. The station house, which remains, was built in the Italianate style favoured by the LB&SCR for many stations

coast (Portslade being one) during the 1870s and 80s, with heavy window hood mouldings and eaves corbels. When built, the stucco rendering was left unpainted giving a very drab appearance. The up platform buildings have gone as have the canopies both to the platform and over the pavement at the entrance. The resignalling of the late 1980s eliminated most of the attractive late Victorian signal boxes on the line. A huge modern footbridge occupies the site of Elm Grove level crossing at TQ 132 033, to the west of the carriage sheds.

Durrington is an example of the 'Southern' style station with brick buildings and extensive use of concrete for platforms often, as here, completed with a concrete footbridge. The platforms and bridge were constructed using pre-fabricated sections cast at the Southern Railway's Exmouth concrete works. The station was built on green fields and opened on 4th July 1937; it is now encircled with development. Of interest is the concrete road bridge for which the site engineer was apparently Henry Greenly better known for designing the miniature locomotives of the Romney, Hythe & Dymchurch Railway. Goring was an original station on the line but whether the present building dates from 1846 is doubtful as it is not built of flint with brick quoins. However the station is a simple single storey building largely obscured with a large angled modern platform canopy. The footbridge, which has lost its southern arm, is a typical product of H. Young iron founders of Pimlico. The level crossing keeper's cottage at Ferring at TQ 095 031 is typical of the many that once existed on this line. Built like the stations in knapped flint with brick quoins they were L-shaped with a bay window facing the track. These and the other windows had attractive interlaced cast iron frames that can now only be seen in old photographs of the buildings. Angmering is an 1876 replacement of the 1846 original station. It has some very decorative cast iron columns and brackets supporting the platform canopy of a design not found elsewhere in Sussex. The simple single storey goods shed which survives, although not in railway use, probably dates from the rebuilding. The empty and dilapidated station master's house had operational use on the ground floor with living accommodation above. Some 200 yards east of Lyminster level crossing at TQ 028 039 was the site of the 1846 Littlehampton Station, which closed in 1863 when the branch from Ford station was opened. A new halt was opened at the crossing for the motor train service in 1907 but this was short lived, closing in 1914. Nothing remains except the modern lifting barriers and an attractive contemporary cobbled flint inn called 'The Locomotive'. The next station westward

Sussex Mills Group

Edited by Robin Jones

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

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EDITORIAL

Robin Jones

Due to pressure of space, the Lost Windmills of Sussex article about White Mill at Westfield, will appear in the next Newsletter.

FORTHCOMING EVENTS

Sunday 21st July 2002 Fete at West Blatchington Windmill.

Sunday 4th August 2002 Stationary Engine Rally at Jill Windmill, Clayton

Sunday 11th August 2002 Open Day at Oldland Windmill.

Sunday 15th September 2002 Bygones Day at Shipley Windmill.

Sunday 6th October 2002 at 2.30 p.m. Mills Group October Meeting at Barnham Windmill.

NATIONAL MILLS WEEKEND IN SUSSEX

Robin Jones

During the weekend of 11th and 12th May 2002, I visited six windmills and at each mill a variety of additional attractions had been laid on. My first visit was on Saturday morning to Stone Cross Mill. Inside the mill, guides were on hand to explain to the public how the mill works. On the ground floor in the roundel, a stall selling mill souvenirs, including the new Sussex windmills video retailing at £6.95 and available at most Sussex mills, and a stall selling soft toys could be found. A radio station had also been set up to contact other mills, a long standing tradition for National Mills Weekend. Another mill I visited on Saturday was Nutley Mill. Standing on the edge of Ash-down Forest I arrived to be greeted by Bob Bonnett, who had just opened the mill, as it was a few minutes after 2 o'clock. Again a Radio Station, courtesy of the Crowborough Radio Club was set up in the mill grounds. While in the mill, Bob explained to me the work that had recently been carried out which was reported in *Newsletter 113*. He also said he had sold out of the Sussex windmill videos.

On Sunday I decided to pay a visit to Windmill Hill Mill, with pre-publicity widely distributed locally as 'Steam at the Mill', which resulted in over 300 people attending the event. At this mill, still shrouded in scaffolding, a vast array of attractions had been assembled. In the grounds of the mill a number of steam exhibits could be seen. There were two stationary engines, both working and grinding corn and two vintage tractors on show. However the major steam exhibit on show was a Burrell traction engine 'Prince' built at their Thetford works in 1916. A belt was connected between the Engine and a large circular wood saw and the sawing of logs were demonstrated during the day. An excellent commentary on all the steam exhibits on show was provided by David Vaughan who organised the transport attractions on display. Other attractions at Windmill Hill Mill included stalls selling books, bric-a-brac, plants and organic food. There was also milling artefacts and domestic items displayed by David and Pearl Bourne of Hailsham. Guided tours of the mill took place at regular intervals.

I then moved on to West Blatchington Mill where upon arrival another traction engine was observed. This was 'Victoria, Empress of India', built by Marshall's of Gainsborough, which was in steam. On the grass by the mill entrance, three stationary engines were

operating with one connected to a Bamford corn mill.

Inside the mill there was an excellent display of miniature locomotives in the North Barn organised by the Brighton & Hove Society of Miniature Locomotive Engineers. Models included a LB&SCR Terrier W8 Fresh-water locomotive and a 4" scale model of a Foster traction engine of 1919. Refreshments were also available in the North Barn.

The mill broke all previous attendance records with 210 adults and 114 children visiting the mill boosting funds substantially, ending an extremely successful day. Due to the large amount of interest shown in the miniature locomotives, the Mill has invited the exhibitors back for National Mills Weekend in 2003, which may include some working exhibits outside of the mill.

My next port of call was at Jill Mill, Clayton. Here the Mid Sussex Amateur Radio Society had set up their equipment in the grounds of the mill. I also had a look in the mill and had refreshments in the round house. Teas and cakes were available as well as windmill biscuits, which some visitors were attracted to!

My final mill to visit was the tower mill at Polegate where many visitors were being guided through the mill. Soon after my arrival the Long Man Morris Men and ladies from the Fleet Morris gave a display of Morris Dancing. The Morris Men visit many venues during the year. Earlier in the day they visited the mills at Punnetts Town, Windmill Hill, Michelham Priory and Stone Cross. The radio station at Polegate, set up in the mill museum, contacted a record 25 mills during the weekend. John Vaughan, the organiser, attributed this to the good reception that was achieved by connecting the aerial to the top of the highest sweep.

Over the two days of the National Mills Weekend, I had an enjoyable time visiting Sussex windmills. My overall impression was the large number of visitors to be found at the mills, which hopefully reflected the same interest in other parts of the country. Also it was enlightening to appreciate all the hard work put in by volunteers at all the mills to provide the variety of additional attractions and to make the weekend a successful occasion.

LOST WINDMILLS OF SUSSEX

Guy Blythman

WHITE MILL, WESTFIELD

In the 1930s the site of this post mill lay at the southeast corner of a crossroads at Mill Lane, close to a house known as "Highlands"

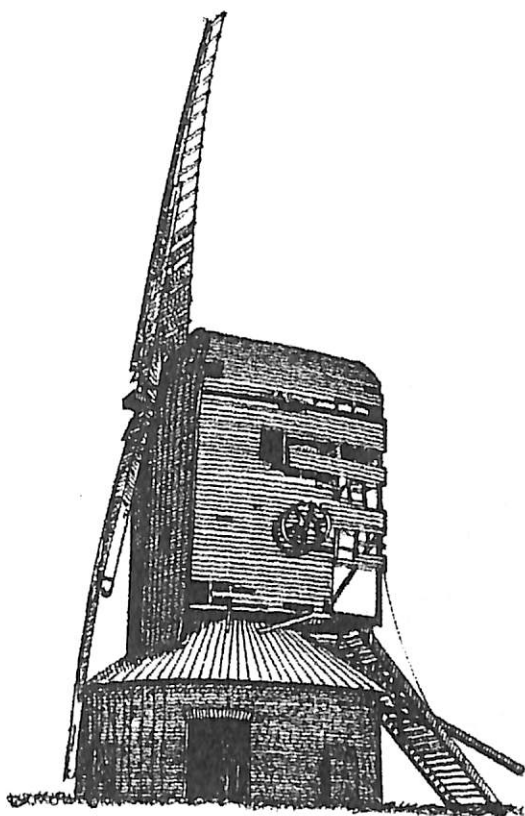
Its early history is a cause of controversy. The owner of Highlands, Mr William Carey, told H.E.S. Simmons that it originally stood on Westfield Down, about a quarter of a mile to the southeast, and was moved to its later position in 1832 or 33. However a map of 1724 shows a mill at the later site, and one was evidently there in 1806 for Simmons was shown a plan of the estate, drawn up in that year, on which it was marked. Furthermore the *Sussex Advertiser* of 14th June 1830 reports that two men have been sentenced to seven years' transportation for breaking and entering a mill belonging to Stephen Crisford at Westfield and stealing 21 bushels of flour. However a mill definitely stood on the Down at one time for the following item appears in the *Sussex Weekly Advertiser* of 8th May 1776: "On {last} Wednesday 23rd as a lad was standing carelessly with his hand on the cogs of a windmill on Westfield Down, a sudden gust of wind unexpectedly turned the sweeps whereby the lad's hand was torn in a terrible manner. One of his fingers was immediately taken off." A windmill at Westfield is listed in the Defence Schedules of 1801 and 1802 but its location is not given. The most likely answer is that either the removal took place at a different date from that given by Mr Carey or Crisford for some reason had his mill pulled down and replaced with the one from the Down.

Stephen Crisford occupied the mill until about 1850, being followed by George Crisford who is listed in 1855. Thomas and James Henbrey were running it in 1866 and 1870 and James Henbrey and Sons in 1874. After this point tenants seem to have come and gone in fairly quick succession: George Morris (1878), Jesse Thomas (1882), William Smith (1887), Henry Draper (1890), Thomas Attree (1895), and William Ballard (1899). The high staff turnover rate, which has its parallel at Selsfield Common Mill, West Hoathly, indicates that the mill may not have been profitable.

The mill stood derelict until destroyed by fire on 5th November 1908. In view of the date the cause of the blaze was probably a stray firework or

out-of-control bonfire, or it may even have been burnt deliberately as part of the celebrations. It seems to have deteriorated very rapidly after going out of use; a photograph probably taken not long before its demise shows it in very bad condition with boarding and framing missing from a large part of the tail. Only one pair of sweeps remains, the other having been removed a few years before the mill stopped working.

As its name suggests the mill was painted white. It stood above a single-storey roundhouse and had four single-shuttered spring sweeps. Latterly a steam engine provided power on calm days, via a pulley mounted on the side of the mill body. The tailpole is said to have been made from a flagstaff.



WESTFIELD MILL

R.G. Martin

WIND AND WATER MILL POSTCARDS – PART 3, OCKFORD MILL

Michael Yates

My first two descriptions of mills on postcards concentrated on the windmills at Earnley and at Staplecross. This time I will look at a watermill in S W Surrey. Regrettably, perhaps because they are less photogenic or because, apart from the waterwheel, the mill machinery is rarely visible, watermill postcards of high photographic quality and of technical, social or historical interest are much rarer than those of windmills.

A few miles over the Sussex border into S. W. Surrey, Ockford Mill, Godalming stands close to the A3100 Portsmouth Road from Godalming to Milford. There is a trade card dating from about 1907-1910 showing this mill. Regrettably, the photograph on the front is not of the real photo type and thus loses some detail. Despite this, it does show many interesting features. For this card however, it is the back that is of greater interest as it was used by the miller to obtain orders for business. George A. Cole describes himself as "Miller and Forage Contractor of Ockford Mills" and he lists fifteen products, which could be ordered for delivery using the card. Most of these products are self explanatory except for "Crammings" and "Randans". Crammings is probably milled oats mix with tallow and milk and is used for fattening poultry by overfeeding (or cramming). Randans is a dialect word describing the very coarsest flour or, more correctly, the very finest bran ground almost as fine as flour. The small print at the bottom of the card reads "Prices according to quality and subject to market fluctuations."

The front or the picture side of the card shows a carefully posed scene which includes three horse drawn wagons and two horse drawn light delivery carts. There are seven people in the picture, including the miller. One wagon is loaded with sacks of corn, another with straw bales. A flag, probably that of St. George, is flying from the flagpole. Ockford Mill is a medium to large mill built of brick with, probably, a slate roof and tile hung or weather-boarded gable ends. It is four storeys high with a three storey extension at one end. This extension appears to have housed a shop. The large sign board on the wall reads "Ockford Mill, George A. Cole, Miller, Corn Factor and Seed Merchant." and the words "A. Cole" can just be made out on one of the wagons. A second sign on a wall near to the mill entrance reads "Black Oats, White Oats, ? Oats." There is a small dovecote in front of the mill and a railway bridge behind it.

As with the postcard of Earnley Mill discussed previously ("Wind and Water Mill Postcards 1"), the picture of Ockford Mill presented by this card suggests a successful business venture that served the local community and employed several people.

Mr. Cole, the miller, was enterprising enough to use the increasingly popular postcard as a means of conducting business with his customers. As a point of interest, this photograph was used by Derek Stidder in his book "The Watermills of Surrey" to illustrate Ockford Mill but he makes no mention of the most intriguing reverse side of this postcard.



ORDER FORM.

Please send to :-

Name

Address

GRAIN.	MILL PRODUCTS.
..... sacks Oats. sacks Flour.
..... " Barley. " Bran.
..... " Maize. " Crummings.
..... " Wheat. " Barley Meal
..... " Peas. " Pea Meal.
..... " Mixed Corn. " Rendans.
..... Trusses Clover Hay.	
..... " Meadow Hay.	
..... " Wheelstew.	

Prices according to quality and subject to market fluctuations.

POST CARD.

STAMP.

GEORGE A. COLE,

Miller and Forage Contractor,

OCKFORD MILLS,

CODALMING

NEWS FROM SUSSEX MILLS

Robin Jones

At **Polegate Windmill** 192 bellcranks for the new cedar wood shutters have been painted, the majority being new castings. The new shutters will make a complete set for all four sweeps. Other work recently carried out at the mill includes the rewiring of the lower floors of the mill where waterproof switches have been fitted and the application of a new metal band to one of the three bedstones in the mill. Externally, future work on the tower will include repointing the brickwork, and the sweeps and cap are to be repainted.

During the AGM of **High Salvington Windmill** a progress report was given by Peter Casebow. New granary steps had been fitted improving access to the roundhouse. In the mill, the runner stone of the breast stones had been redressed resulting in the grinding of 3 cwt. of grain in just over an hour. At the end of the AGM, Peter gave a vote of thanks to Bob Potts for his excellent contribution to the project over many years as he is retiring from the Committee. At **Oldland Windmill** the re-weatherboarding of the mill body is now well under way with white painted 7" feather-edged boards in place on the two sides and breast. This work forms part of many improvements being made to bring the mill back to its original design prior to 1935. The launch in April of the "Friends of Oldland Mill" has also generated fresh interest in the mill.

TAILPIECE

Ron Martin

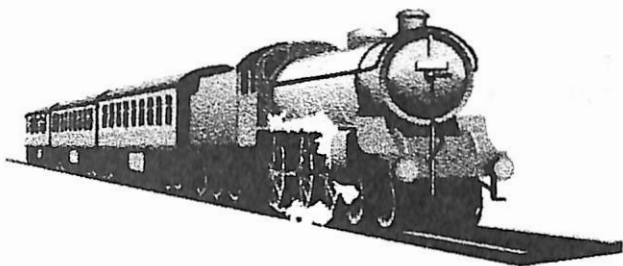
Eagle-eyed film buffs may have noticed the amusing boob in the recent blockbuster *The Lord of the Rings*. In one of the early scenes, there is an idyllic view of Middle Earth showing a babbling brook, flowing from left to right, on which is a small water mill with an undershot wheel. This is quite clearly rotating in an anti-clockwise direction, against the flow of the stream. Presumably, the director felt that a small structure with a wheel would look more natural if the wheel was rotating as if the mill was a moving cart. So much for technical expertise!

Sussex Mills Group

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	E. Henbery	P. Hicks	R. Jones	A. Mitchell
	J. Pelling	B. Pike	S. Potter	R. Potts
	L. Stevens	T. Ralph		

is Ford which opened in 1846 as Arundel, being renamed Ford for Littlehampton when the Littlehampton branch and the Arun valley line from Pulborough to Ford were opened in 1863. The present buildings probably date from then, the station being rebuilt with an island platform to serve the branch. A toll road from the station to the outskirts of Arundel was constructed by the railway company. Tolls were collected until the end of 1938 when ownership passed to West Sussex County Council. A siding, the alignment of which can still be followed, opened in 1850 to a wharf on the river Arun. Walking south along the riverbank the junction with the Portsmouth and Arundel Canal can be discerned. This ran just to the north of St Andrew's church TQ 003 037 and closed in 1847 the same year as the railway arrived at Portsmouth. To the north of the wharf where the railway crosses the river, the 1846 wooden telescopic bridge carried a single track. A portion mounted on wheels could be moved laterally allowing the main span, also on wheels, to be withdrawn into this space creating a passage for shipping. A second iron bridge with double track that operated on a lift and roll principle was completed in 1862, and which took half an hour to open. By the 1930s shipping up to Arundel had long ceased and the present fixed span bridge was constructed in 1938 when this section was electrified. On January 1st 1887 a new alignment was opened to allow through running to Littlehampton from both the Arun Valley Line and Brighton eliminating the need to change at Ford. Until a few years ago the original line could still be seen to the south when travelling between Lyminster Crossing and Ford. Modern ploughing has almost obliterated it.

To be continued



This year's South East Region Industrial Archaeology Conference was held in the Angley School in the Kentish town of Cranbrook. About 120 attendees were welcomed by Paul Jarvis, the Chairman of the Medway IA Group.

Appropriately for a town in the heart of the Kentish Weald The first speaker, Tony Singeton described the wool and weaving industry of the area with some fascinating facts about methods of dyeing cloth, either as a fleece or later, as yarn.

The theme of Kentish industry was continued with a description of various types of malt houses and malting methods by Jim Preston.

Aveling and Barford of Rochester was among the manufacturers of *Steam Engines At War* a riveting subject well described and illustrated by John Nowers.

Martin Gregory took us west to Twyford where the restoration of the pumping station was the subject of Martin Gregory's illustrated talk.

Gordon Bussey returned the conference briefly to Kent as the North Foreland Light House had been used by Marconi in his experiments in maritime communication and was celebrating the Marconi Centenary.

Ron Martin continued a communication theme with his excellent survey of the WWII broadcasting transmitters at Kings Standing near Crowborough.

After the Conference there was an opportunity to visit either Cranbrook Windmill or the amazing collection of agricultural and domestic machines at Brattle Farm.

Cocking Limekilns

A survey is currently being carried out of the limekilns at Cocking which were built in the 1920s by Midhurst Whites Brickworks to provide lime for use in their work in Midhurst described in George Cloke's article in *SIH 30* (2000). It comprises a battery of eight kilns of which the central six were the original ones and built to a height of about eight metres with a continuous wall along the front. These are conventional draw kilns with semi-circular headed draw tunnels and had originally a steel walkway supported on a steel framework standing proud of the front wall. An additional kiln was added at the west end, standing in front of the original six. This has a separate firing chamber at the side with a grate and ash box. All seven kilns were increased in height by a further three metres with free-standing shafts and a new charging platform added. Another draw kiln was added in 1958 at the east end constructed with a concrete surround.

During WWII, encouraged by the Government, agricultural lime and chalk was produced. The limekilns finally ceased producing lime for bricks in 1985 but continued for some time after producing "Calco" a mixture of finely ground lime and chalk used for dressing the ground. The site is currently unoccupied and is shortly to be demolished.

It is hoped that a full report on this site will be published in a future *Sussex Industrial History*.

If any member has any photographs of the site, particularly before 1985, I would be very grateful to see them.

Bignor Limekiln

A survey has recently been carried out of the limekiln at Bignor (at SU 9836 1384). This is a conventional draw kiln with a tapered pot and semi-circular vaulted draw tunnel. Its condition is fairly good - the pot is almost complete and has been emptied of debris but the front retaining wall of flint is almost completely gone.

Garden features at "The Rocks", Uckfield

"The Rocks" is a large house built in 1838 in replacement of an earlier structure. I was recently asked to look at a potentially interesting feature which might have been an underground tank or water system. Unfortunately it turned out to be a simple garden feature comprising a paved area with a stone wall at the back and side. The apparent underground tank, which was first seen, turned out to be merely the rather over-substantial foundation with sleeper walls carrying the stone floor. Ah well ! - you can't win them all.

Also on the site are the remains of a vinery. This comprises a wall 7.5m (53'2") long and 3.1m (10'1") high with a chimney stack, with at one side an area facing south presumably formerly with a glass roof and an area to the north, partly below ground, where there was a heating system. There is evidence of slates so presumably the roofs were partly slated. Does any member have any knowledge a similar structure ?

Visit to Suggs Lighting and the Beehive Terminal at Gatwick

Ron Martin

In May, the Society had a joint visit with GLIAS to the Suggs Lighting Limited's factory in Crawley and to the Beehive Terminal at Gatwick.

Suggs Lighting

The original works was established in 1837 and manufactured many of the lighting column and decorative lanterns which can still be found throughout London. Suggs were always in the forefront of pioneering developments, from the earliest open flame gas burners, such as the rat-tail, batwing and fishtail burners. Sugg introduced the Christiania burner in 1874 - widely acknowledged as the perfect flat flame burner. The incandescent burner heralded a new era in high efficiency performance, the super heated cluster burner culminating in the inverted mantle super heated cluster, which is still in production today.

We were shown around the works by Christopher Sugg who set up the factory in Crawley after the closure of their London works. A complete range of lanterns are still being produced often using the original designs and machinery as well as renovations to old installations.

The Beehive Terminal at Gatwick Airport

Gatwick Airport began life in 1930 but it was Morris Jackaman who had the foresight to develop the site as a commercial airport. The Beehive Terminal was built in 1936 and was the world's first circular airport terminal building, two storeys high. It is 52 m (170 feet) in diameter with an inner concourse 24 m (80 feet) in diameter. The first floor is set back to 37 m (120 feet) in diameter. There was a projecting entrance hall and five exits to the aircraft parking areas, with telescopic passages, the rails on which these ran still being partly visible. The control tower is on the second floor. The building is now occupied by Gibraltar Airways and it has recently been restored to its original condition.

The other feature of the "Beehive" was its integrated transport system. A station was built on the London to Brighton railway line and access to this was by way of a tunnel leading from the basement of the terminal building straight into the station. Along each side of the tunnel were show cases for displaying wares available at London shops. Part of this tunnel has now been restored. Unfortunately the whole area has been developed and is surrounded with large multi-storey buildings.

The SERIAC Bursary 2003

Ron Martin

The SERIAC Bursary is awarded every year and is worth £250 for work of industrial archaeology research or restoration. Applications should be accompanied with a brief summary of the proposed topic on a single sheet of A4 and should reach Ron Martin by the date of the next SERIAC

An Apology

Bob Allen

In the previous edition of this *Newsletter* I wrongly gave the impression that the article on the Brighton - Lambeth sea water pipeline had been written by Michael Leppard. In fact it is in papers held at the Surrey History Centre, Woking, accession no. 6824. It was mentioned in an article in the *Surrey History Volume 6 no. 3* by Michael Page and Isabel Sullivan on interesting accessions.

The Sussex Industrial Archaeology Society

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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.)