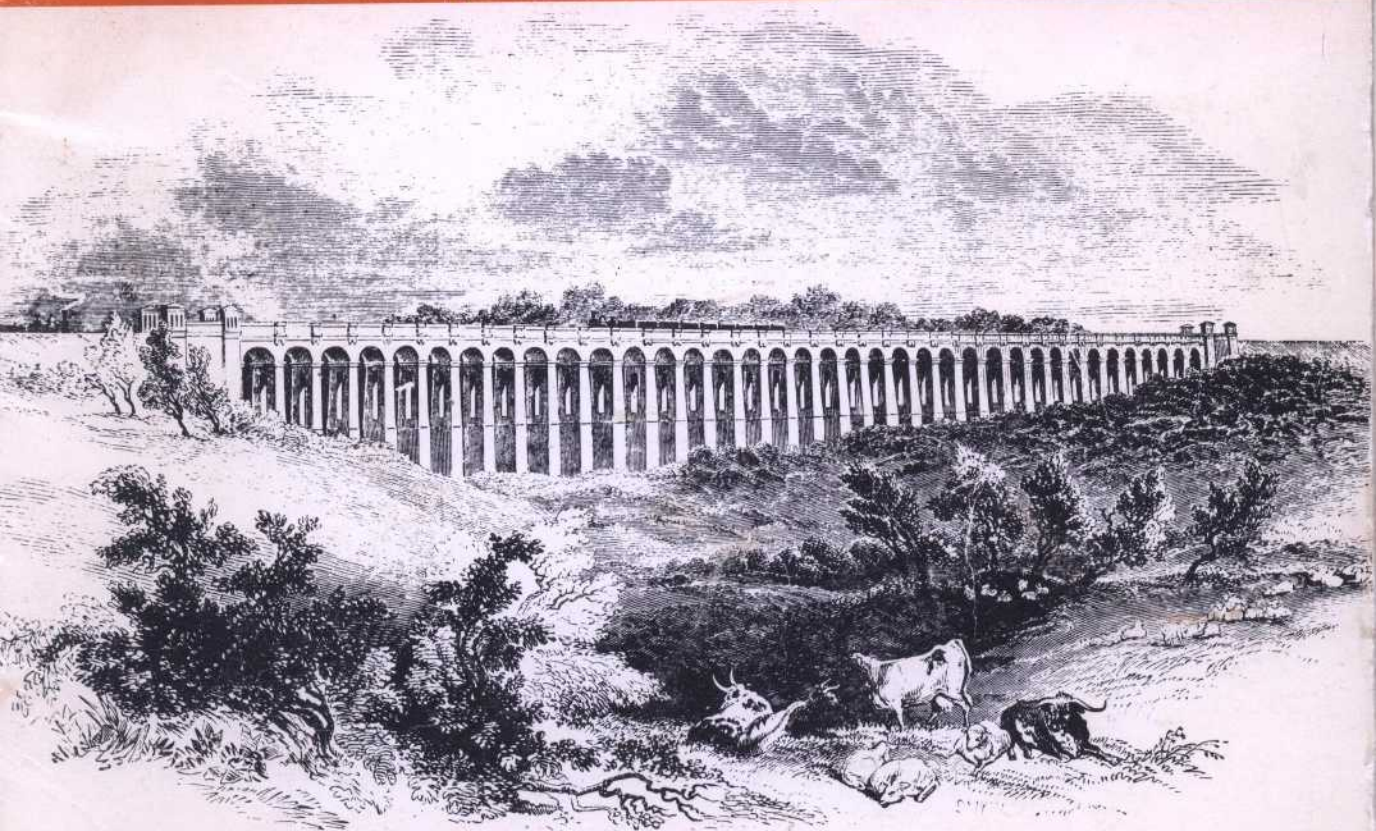
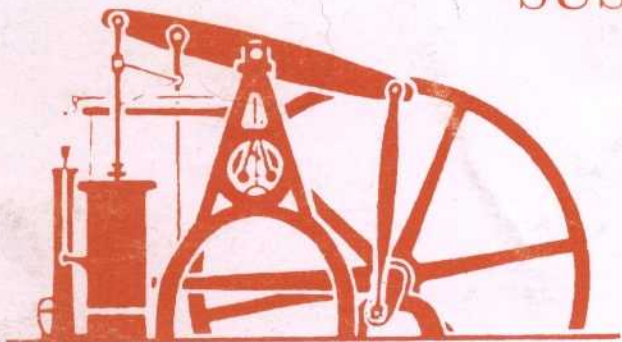


Sussex Industrial History – Summer 1972 (Special Issue)

SUSSEX INDUSTRIAL
ARCHAEOLOGY
A Field Guide



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SUSSEX INDUSTRIAL

ARCHAEOLOGY: A Field Guide

compiled by John Hoare & John Upton

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The cover shows the Ouse Viaduct, near Balcombe, on the London & Brighton Railway: see item 50 in the text. Reproduced from the Illustrated London News, 7 December 1844.

This *Field Guide* is issued to subscribers as number 4 (Summer 1972) of *Sussex Industrial History*, the journal of the Sussex Industrial Archaeology Study Group. The Editor is John Farrant, 27 Bloomsbury Place, Brighton, BN2 1DB, who is very interested to hear from prospective contributors of articles of any length, and to receive items for the regular 'Notes and News' section on work in progress, requests for information and assistance, recent publications, forthcoming meetings, etc. *Sussex Industrial History* is published twice yearly; annual subscription 75p. Subscriptions and all business or advertising correspondence should be addressed to the publisher, Phillimore & Co. Ltd., Shopwyke Hall, Chichester, Sussex. Members of S.I.A.S.G. receive each issue free; enquiries about membership should be addressed to the General Secretary, E.J. Upton, Rowan Cottage, North Trade Road, Battle, Sussex.

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Published for the
Sussex Industrial Archaeology Study Group
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INTRODUCTION

SUSSEX IS NOT NOTED for its industrial archaeology. However, there are many interesting physical remains associated with the economic life of the county at different periods. This list attempts to record a selection of them in a clear fashion. It is by no means exhaustive but seeks to point out objects of interest in each category. Certain possible themes have been omitted owing to pressure upon space.

Although selection has been in mind accessibility many of the listed buildings and objects are private property. The exterior can generally be viewed from a public road and path. Please respect this privacy.

Some of the listed structures are in danger of demolition. Please do not blame the authors if (like them) you visit a site of some significance and find a pile of rubble. If this booklet succeeds in creating interest and helps to develop informed opinion so that these remains are treated with more sympathy, it will have served its purpose.

Objects in museums have been deliberately omitted but the existence of the Open Air Museum at Singleton (SU 875127) cannot pass unnoticed. The blacksmith's shop from Southwater, the donkey-wheel from Catherington, Hants., and the weather-boarded toll-house of 1807 from Upper Beeding are all fine survivals. Among items awaiting erection are two horse-gin houses from farms at Binsted and North Bersted in West Sussex.

ACKNOWLEDGMENTS

The compilers would like to thank all those who have assisted in the provision of information, in particular Brian Austen (turnpikes), John Bagley (airfields), John Farrant (ports, warehouses, maltings), Frank Gregory (watermills), John Notley (Brighton) and John Powicke (ice-houses). The photographs and map are by the compilers.

ABBREVIATIONS, ETC.

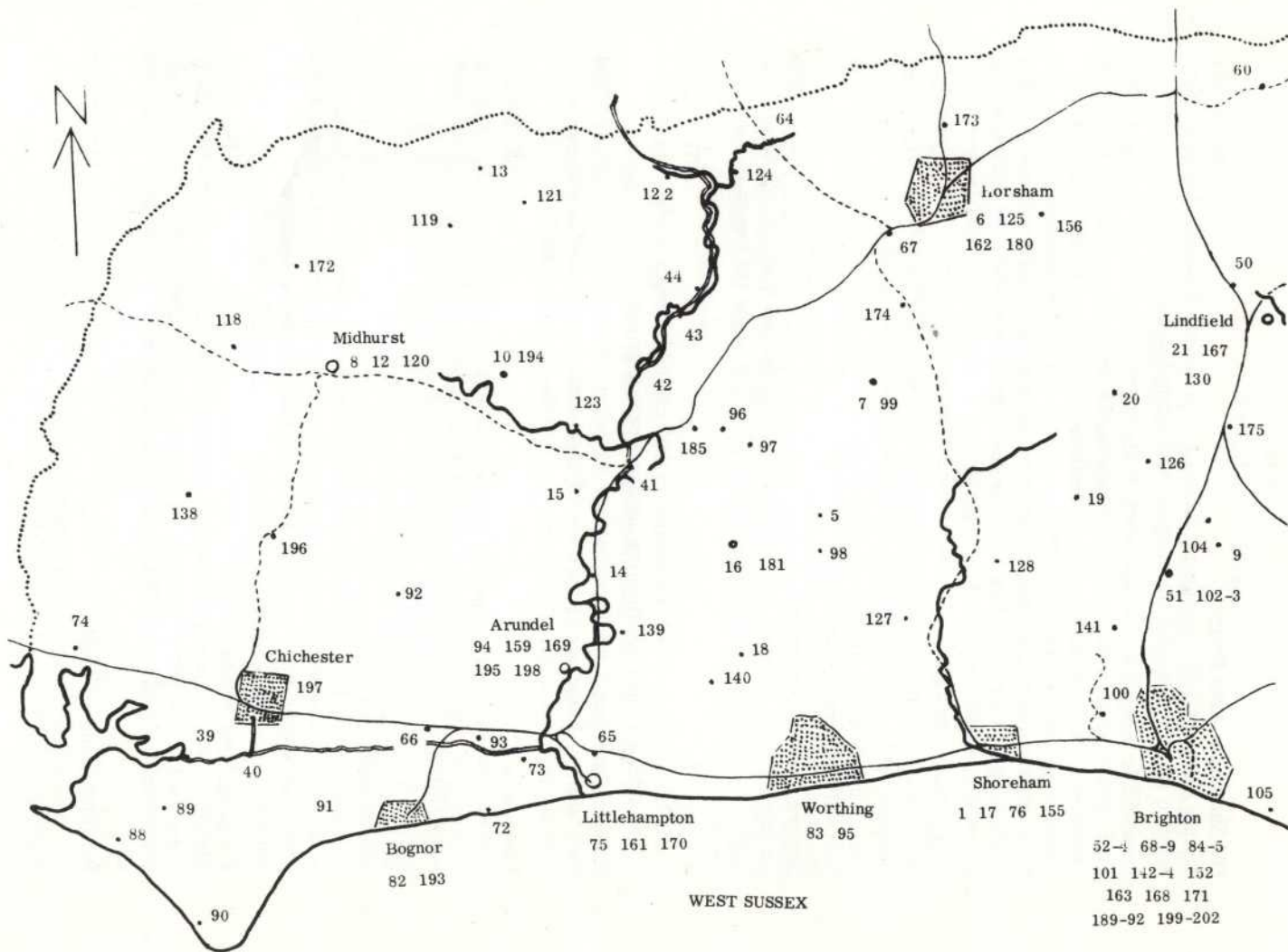
The National Grid Reference of each site described is given to the right of the heading. A photograph's caption starts with the number assigned in the text to the site illustrated. L.B.S.C.R., stands for London, Brighton & South Coast Railway, which was formed by amalgamation in 1846 and in 1923 was absorbed into the Southern Railway.

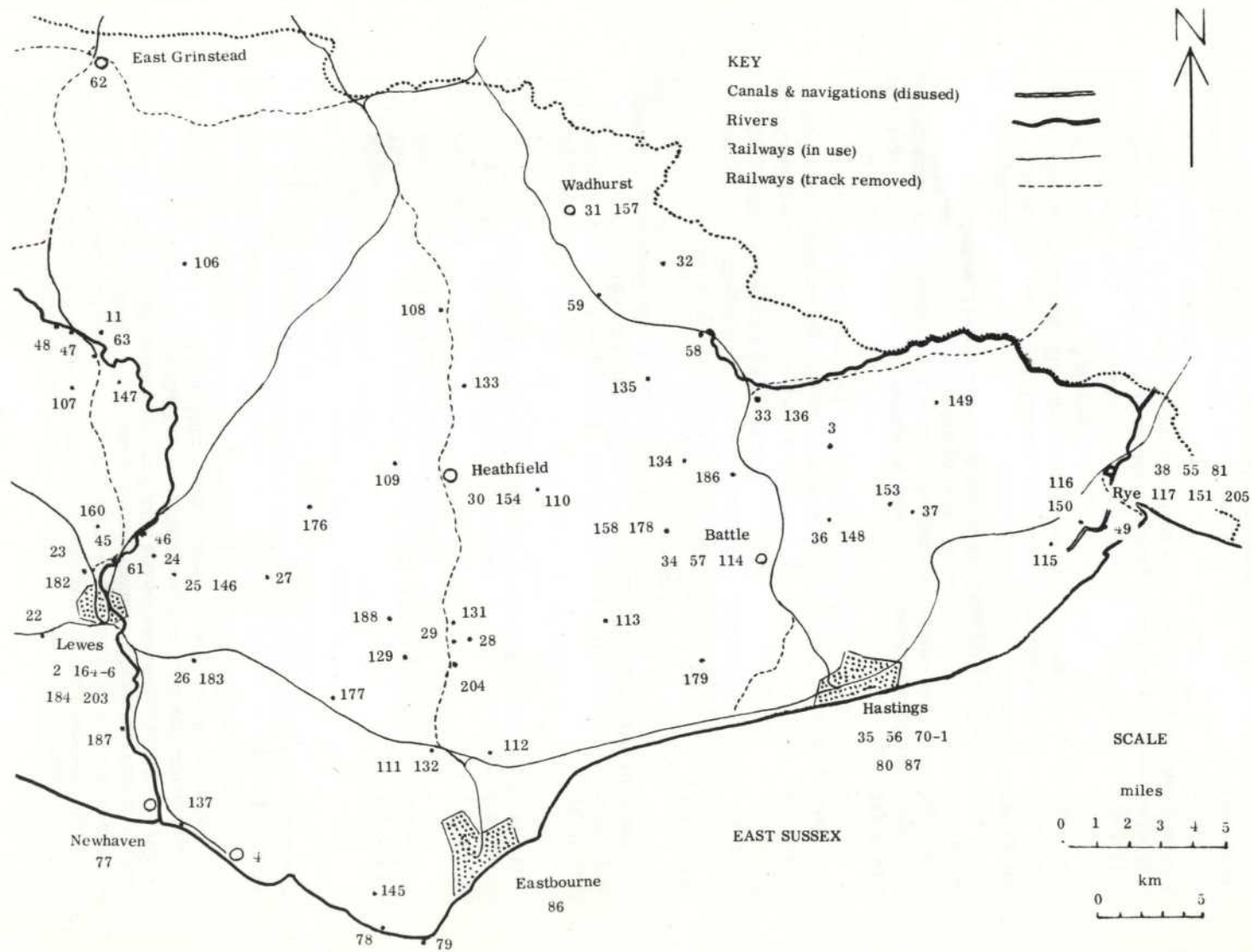
OPENING ARRANGEMENTS

- 95 High Salvington Windmill: Monday-Friday, 2-6 p.m., Saturday and Sunday, 10 a.m.-7 p.m. Keys from nearby house, address on notice board.
- 99 Shipley Windmill: first Saturday and Sunday of each month, May to September, 2.30-5.45 p.m.
- 111 Polegate Windmill: Sundays and Bank Holidays, May to October, and Wednesdays in August, 2.30-5.30 p.m.
- 128 Woods Mill: April to September, Tues., Weds., Thurs., Sat., 2-6 p.m.; Sun. and Bank Holidays, 11 a.m.-6 p.m.
- 135 Burwash, 'Bateman's': daily March-October, except Fridays, and Saturday and Sunday mornings.

1 ROADS

- 1 **Old Shoreham, Adur Bridge** TQ 207059
Timber design of 1781, frequently rebuilt but preserving the original pattern. Now in use as a footbridge only, this is an unusual survival of early construction.
- 2 **Lewes Cliffe Bridge** (view from Phoenix Bridge) TQ 419102
This elegant humped back bridge crosses the Ouse and joins the High Streets of Lewes and Cliffe. Mostly hidden beneath later accretions is the bridge of 1727 designed by Nicholas Dubois, architect of Stanmer House, and built in brick and stone. An overhanging pavement was added in 1808 on its north side, and a replica was built against the south face to widen the roadway in 1931-3. The old bridge was about 10 ft. wide.
- 3 **Cripps Corner, flyover** TQ 776212
Built c.1841 to take an existing cross road over the new Cripps Corner-Hawkhurst turnpike. This, the last turnpike to be set up in Sussex, involved construction of embankments and cuttings in the style of the new railways. The overbridge is ashlar built with modern iron railings.
- 4 **Seaford, former coaching inn** TV 483988
An interesting building of uncertain ancestry approached from Church Street. It is largely constructed of flint with a timbered gallery along the length of the upper storey.
- 5 **Ashington** TQ 132158
'Post Horses'. These words are painted in dark capital letters on a white background on the side of a small building now used as a private garage.
- 6 **Horsham, post box** TQ 172304
This 'window' letter-box dating from 1830 consists of a wooden hinged panel in the entrance to Pump Alley. It is labelled 'Ye Olde Horsham Post Box'.
- 7 **Easebourne** SU 896226
'Private Bypass Bridge'. This curious construction resembles a lych-gate which was a cattle grid at the entrance to Cowdray Park. It was used by wheeled traffic until 1939 while the adjoining gates, long since removed, were opened for horses only. The old painted notice-boards remain.
- 8 **Shipley Gate** TQ 151228
A strange and so far unexplained survival at a crossroads where the modern Shipley road makes a diversion around a small section of road barred by a full gate and a pedestrian wicket, now wired up. The large Victorian house occupies the site of a tollhouse.
- 9 **Ditchling, lamp standards** TQ 32/15
The village has preserved its fine series of cast-iron Victorian lamp standards, recently augmented by a group formerly at Lewes Station (L.B.S.C.R., 1889). Recent conversion from gas to electricity involved the design of new lamps in traditional style.
- 10 **Petworth, lamp standard** SU 977217
An extraordinary and fanciful cast-iron structure in the centre of the junction of North and East Streets. Designed by Sir Charles Barry in 1851.





MILESTONES

These were required by law alongside the turnpike roads. Certain series remain. The best known is the 'Bow Bells' milestones alongside the A22 between Horsebridge and East Grinstead and the A26 between Lewes and Uckfield. A cast-iron post bears a number, the mileage to London, a bow and column of bells. The Pelham buckle is shown on the family estates. On the B2026 a series of cast iron milestones gives the mileage to London, starting four miles south of Hartfield and continuing north through Kent to Crockham Hill. Another series showing the distances to London and Rye on cast iron plates exists along the A268 between Flimwell and Rye.

- 11 **Sheffield Park** TQ 412257
A tall sandstone obelisk indicating the mileage to principal towns. It is situated on a bank above the East Grinstead to Lewes road on the west side.

TOLLHOUSES

- 12 **Midhurst** SU 875218
The road was turnpiked under an Act of 1825. The original part of the house is a simple rectangle with a projecting porch.
- 13 **Northchapel** SU 953296
A dignified, single-storey building of red-brick, c.1757, consisting of a shallow T-shape at right angles to the road. Situated on the A283 just north of the village green.
- 14 **Houghton Bridge** TQ 023118
Built 1813 on the Storrington to Balls Hut turnpike. The single-storey building has had many additions but the original is presumably the attractive flint and brick rectangular block with a small porch.
- 15 **Bury** TQ 010154
A tollhouse certainly stood at this point although there appears to be some doubt whether the antique shop, a simple rectangular brick and stone building with a tiled roof, was it. It certainly looks the part.
- 16 **Storrington** TQ 071134
Flint and brick single-storeyed cottage with a slate roof on a sharp bend on the Storrington to Amberley road, turnpiked under an Act of 1812.
- 17 **New Shoreham** TQ 213051
Flat-roofed single-storeyed cottage in classical style with enriched mouldings on the cornice. It was constructed at the same time as the first Norfolk Bridge, opened in 1833, an elegant suspension bridge by W. Tierney Clark and similar to his Thames bridge at Marlow. The replacement design of 1922 has little to commend it.
- 18 **Longfurlong** TQ 101075
A bizarre tollhouse c.1820 halfway along the A280 which it controlled between Findon and Clapham. The castellated facade has a recess which must have once contained the statutory toll-board.
- 19 **Blackstone** TQ 245173
This cottage probably dates from the turnpiking of the Hurstpierpoint to Henfield road in 1777. It is a single-storeyed building with three rooms, principally of brick but part weather-boarded.
- 20 **Hickstead** TQ 268203
The old brick and timber cottage on the west side of the A23 immediately south of the Twineham turn appears to have been used as *The Castle Inn* tollhouse. A window was clearly inserted to provide a view of traffic approaching from London.

- 21 **Lindfield** TQ 347254
 Now 58 High Street, this late medieval timber-framed cottage was used as a toll-house until as late as 1884 when the gates were removed and publicly burned.
- 22 **Ashcombe** TQ 389093
 A small circular brick tollhouse with a domed roof, probably dated from c.1810. It was clearly never lived in and was one of a pair. Realignment of the A27 has placed it well back from the main road beside the Kingston turning.
- 23 **Offham** TQ 400122
 The cottage, at the south end of the village street, has been enlarged but the original was presumably a simple brick rectangle with projecting porch. This road was turn-piked under an Act of 1752.
- 24 **Malling** TQ 426122
 Typical purpose-built tollhouse on the Lewes to Uckfield road, turnpiked in 1752. The single-storeyed rectangular house with a projecting porch has since been enlarged.
- 25 **Ringmer, Broyle Side** TQ 463132
 Tiny black weather-boarded cottage, presumably dating from the 18th century, with a crooked brick chimney. The road was turnpiked under an Act of 1768.
- 26 **Glynde** TQ 463082
 White-washed brick building with a slate roof. In excellent repair although possibly threatened by road widening. Situated on the A27 (north side), it was originally on the Lewes to Glynde Bridge, Firlie and Alfriston trust of 1758.
- 27 **Laughton** TQ 483128
 Originally one downstairs living room and kitchen with bedroom on first floor. Brick-built original structure with additions to rear. An interesting tollkeeper's view window on first floor enabling keeper to view road whilst still in bed is now blocked up but the position is discernable. Built 1766 for the Broyle Park Gate-Battle turnpike. Situated on the A273, south side.
- 28 **Amberstone** TQ 599113
 A typical small two-roomed tollhouse. Almost original except for small extension to rear and front door bricked up. Note small window at side for tollkeeper to watch the road. Built in 1766 for the Broyle Park Gate-Battle turnpike. Situated on the A271, south side.
- 29 **Horsebridge** TQ 577115
 Small brick-built tollhouse with a slate roof. Original, but front windows appear to have been replaced with larger ones, now an antique shop. Situated on the A271, north side.
- 30 **Heathfield, Cade Street** TQ 606210
 Original two-roomed cottage, brick-built, absorbed into much enlarged house. Built for the Beech Down-Hoods Corner turnpike of 1813.
- 31 **Wadhurst** TQ 644313
 Brick-built, white-washed, two-roomed cottage with slate roof. Window at east end has been enlarged and west end extended to house small cobblers shop. Observation window on east end wall has been bricked up but position discernable. Situated on the A266, south side.
- 32 **Ticehurst** TQ 685304
 Weather-boarded two-roomed tollhouse, with additional building on east end. Red tiled roof. Built for the Flimwell to Hastings trust. Situated on the A266, north side.

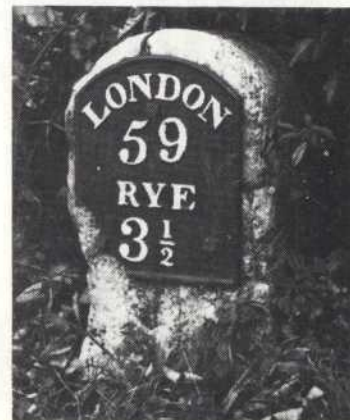


22 Tollhouse at Ashcombe



29 Tollhouse at Horsebridge

8



Cast-iron Milestones: at Forest Row ('Bow Bells'), at Hartfield, and near Rye

- 33 **Coldharbour, Robertsbridge** TQ 719235
Original two-roomed cottage brick-built, with additional floor and extra rooms added at back. Built 1813 for the Beech Down-Hoods Corner turnpike.
- 34 **Battle** TQ 738160
Two-roomed cottage, extended on west end with well-matching brick. Tiled roof. In good state of repair. Built 1766 for the Broyle Park Gate-Battle turnpike. Situated on A269, south side. Note small side observation windows.
- 35 **St. Leonards, North Lodge** TQ 797093
Built 1830, the lodge bridges the original approach road, Maze Hill, to Burton's St. Leonards. The last toll was taken outside the lodge in 1837 when the modern London Road was constructed from Silverhill to the sea front. An attractive battlemented building.
- 36 **Sedlescombe** TQ 776204
Part brick and part weather-boarded cottage. Built for the Hastings to Sedlescombe and Cripps Corner trust in 1836. Situated on the A229, west side.
- 37 **Brede** TQ 826183
Reputed to be 18th-century toll cottage. Mansard tiled roof. Situated in middle of Brede village, almost opposite the church on the A28, east side.
- 38 **Rye** TQ 914204
Typical two-roomed brick-built cottage, with tiled roof. Now used as workshop and in process of renovation. Situated on the B2089 adjacent to bridge over the River Tillingham.

2 WATERWAYS

- 39 **Birdham, Salterns Lock** SU 826012
The one remaining working lock of the Chichester Canal, built 8 ft. deep to accommodate sea-going vessels. The short section of canal above was reopened for pleasure boat berthing in 1932. There is a swing bridge a short distance east of the lock. The yacht club occupies the buildings of a former tide-mill.
- 40 **Hunston, Poyntz Bridge** SU 864022
Iron sections of this bridge bearing its name and the date 1820 remain *in situ* across the Chichester Canal immediately north of the former junction with the Portsmouth & Arundel Canal. The Chichester Canal, open from 1822 to 1906, is still watered although bridges are blocked; but there are few remains of the Arundel line abandoned c.1847. One watered section can be seen alongside the B3166 east of Hunston.
- 41 **Hardham Tunnel, Arun Navigation** TQ 032175 to 033171
The north portal is the better preserved with water in the canal. A lock formerly existed immediately west of its mouth. The south portal is easier of access but blocked by earth and rubbish. The tree-lined and overgrown bed is easily followed south. The tunnel, about 375 yds. long, was opened in 1790 so as to save three miles of tortuous river navigation. It was blocked by the L.B.S.C.R. in 1898.
- 42 **Pallingham, Arun Navigation** TQ 037214
The double lock where the canal section of the Arun Navigation joined the river is now enclosed within the private garden of the smart and modernised lock-house. The junction with the river is totally overgrown. A short distance to the north a public footpath crosses the line of the canal by an original masonry bridge in poor

condition. The site of Pallingham dock below this bridge is a damp ditch filled with vegetation in summer. The canal section from Pallingham to Newbridge opened in 1787 and closed in 1888.

- 43 **Orfold Aqueduct, Arun Navigation** TQ 058246
Brick aqueduct of three arches. The structure has lost its west retaining wall but the remainder is maintained as part of a weir on the River Arun. The walls of Orfold Lock, immediately to the south, are well preserved. A short distance further south the site of flood-gates can be identified under a farm bridge. This interesting section of canal is difficult of access but best reached along the former towpath, leaving the bridleway from Wisborough Green at TQ 051241.
- 44 **Newbridge Wharf, Arun Navigation** TQ 068258
Built in 1839 and now a farm outbuilding. The navigation is here full of water for some distance south of the blocked bridge under the A272.
- 45 **Hamsey Cut, Upper Ouse Navigation** TQ 412123
A straight cut, about ½ mile in length, avoiding a devious loop of river, crossed by an elegant accommodation bridge to Hamseyplace Farm. The top of the chamber of Hamsey lock, just before the junction with the river (TQ 407119), is still visible.
- 46 **Barcombe Mills, Upper Ouse Navigation** TQ 433148
The course of the artificial cut is easily recognised here by the straight course, the typical brick bridge (Pike's Bridge) carrying a bridle road and the two well-preserved lock chambers. The navigation is now used as a fish-ladder.
- 47 **Bacon Wish Lock, Upper Ouse Navigation** TQ 398241
Well-preserved lock walls and an accommodation bridge where a cut rejoins the river. Reached by following the former navigation between Freshfield Bridge and Sheffield Bridge.
- 48 **Freshfield Lock, Upper Ouse Navigation** TQ 385245
The lock chamber is clearly visible on the upper side of the road bridge, opposite *The Sloop Inn*, which was in existence when the navigation opened completely in 1812.
- 49 **Royal Military Canal** TQ 894139
Beginning at Winchelsea, the canal goes through Rye and follows the coast-line to Sandgate. Built during the Napoleonic Wars as a coastal defence.

3 RAILWAYS

- 50 **Ouse Viaduct, near Balcombe** TQ 323278
Built 1839-41. The major monument of the Brighton line, 1,475 ft. long, 96 ft. above the Ouse, with 37 semi-circular arches. The engineer was John Urpeth Raistrick from Stourbridge. The four stone pavilions at each end form an attractive feature. Construction materials were brought up the Ouse Navigation, although the modern visitor will find this hard to visualise!
- 51 **Clayton Tunnel** TQ 298141
This 2,259 yd. tunnel is a major engineering feat although it is probably best known today for the curious castellated north portal easily seen from the A273. The cottage behind the battlements is still inhabited. Spoil mounds and brick ventilation shafts parallel the road over Clayton Hill. The tunnel, originally gas-lit, was opened in 1841.

- 52 **Brighton Station** TQ 310049
 David Moccatta's original facade of 1840 can still be traced under the extensive additions of the late Victorian period. Likewise the massive artificial terrace created for the railway can be observed from the valley to the east. The present building dates substantially from 1883 when the magnificent curved overall roof was constructed. A carriage ramp, now disused, ran from Trafalgar Street up to platform level under the station building.
- 53 **Brighton, cast-iron bridge** TQ 308053
 Large bridge over New England Road constructed for the London & Brighton Railway by the Regent Foundry, Brighton.
- 54 **Brighton, London Road Viaduct** TQ 309056
 A marvellous curved viaduct of 26 semi-circular arches with a central elliptical arch 67 ft. above the London Road, opened in 1846. The best vantage point is the railway line itself but the hollow piers used in Raistrick's three Sussex viaducts are visible from the roads beneath.
- 55 **Rye Station** TQ 918205
 Built 1851 for the South Eastern Railway. A splendid building in Italianate style with a recessed entrance under three arches in a Renaissance style. The large goods shed to the west of the staggered platforms and a diminutive crossing-keeper's cottage to the east complete an interesting group. This useful line is unfortunately threatened with closure. If the worst should happen, a use must be found for this fine structure.
- 56 **Hastings, viaduct** TQ 818102
 Imposing Victorian iron bridge above Queens Road which replaced a narrow brick arch of 1851 in the original embankment. The track is supported on pairs of thick fluted columns.
- 57 **Battle Station** TQ 755155
 Designed by William Tress for the S.E.R. and opened in 1852. Battle is widely regarded as the finest Victorian roadside station in Sussex and, apart from the chimneys, is externally unaltered. Sympathetic restoration has displayed well the attractive roof, baronial fireplace and Gothic doors of the booking hall. The sandstone arches to the platform are overshadowed by the later canopy.
- 58 **Etchingam Station** TQ 714263
 Dates from 1851. Using ragstone, William Tress here employed a Tudor style, most distinctively seen in the doorways and chimney. One of the pleasantest buildings in the fine series built for the S.E.R. between Tunbridge Wells, Hastings and Rye.
- 59 **Stonegate Station** TQ 658272
 Built 1851 for the S.E.R. A simple Italianate design, covered in light-coloured stucco. There is a two-storey house and one-storey station office whose roof extends sufficiently to create a small cover area on the platform. This device, used at Robertsbridge also, has avoided the clutter of later platform awnings. At the time of writing, a splendid series of disused cast-iron lamp standards remain.
- 60 **Rowfant Station** TQ 324368
 The only original intermediate station on the 1855 branch from Three Bridges to East Grinstead. A charming building with steeply pitched roofs and ornamental plasterwork on its chimneys, now boarded up and somewhat overgrown since closure in 1967.



43 Orfold Aqueduct, Arun Navigation



50 Ouse Viaduct, near Balcombe



57 Battle Railway Station



65 Railway Cottage at Ferring

- 61 **Hamsey, crossing-keeper's cottage** TQ 407124
 This typical example of its period (it dates from 1858), with grey tiles on the walls facing the track, is an unusual survival in that it stands alongside the original alignment of the Lewes to Uckfield line. It has therefore fulfilled no railway function since 1868.
- 62 **Imberhorne Viaduct** TQ 383378
 On the East Grinstead to Lewes line, opened in 1882 and closed in 1958. An impressive and solid 9-arched structure in red-brick, easily studied from road and path beneath.
- 63 **Bluebell Railway, Horsted Keynes (TQ 371292) to Sheffield Park (TQ 403237)**
 A living, if commercialised, example of industrial history. The former junction station at Horsted Keynes, opened in 1882, is particularly interesting with tile-hung station house, extensive canopies supported on both iron and timber columns and a buffet. Behind the signal-box is a small brick pump-house which housed a pump to raise water from the stream below to the water tower. Sheffield Park, designed in the same style, has a good hand crane in the yard.
- 64 **Arun Bridge, near Rudgwick** TQ 094327
 Built 1865, accessible along the track-bed of the former Horsham to Guildford railway, closed in 1965. A single-span cast iron girder bridge at embankment level is directly above the original brick arch, which was never used as the embankment had to be raised to reduce the gradient before the Board of Trade's inspector would pass the line as fit to operate.
- 65 **Lyminster, former station** TQ 028237
 The former Arundel and Littlehampton Station, in use from 1846 until the two towns were served by new lines in 1863. This remarkable survival consists of stationmaster's house, station offices and goods shed on the south side of the track, and of two small derelict buildings on the north side marking the staggered platform. The style is red-brick and flint, characteristic of the 1846 constructions between Worthing and Chichester. Other good examples are the former station buildings at Worthing and the cottage at Ferring.
- 66 **Woodgate, former station** SU 939043
 The old crossing-keeper's cottage, one of the few charming tiny brick-and-flint cottages dating back to the line's construction, is now a private house. So is the well-preserved single-storey station building to the east, which served as the station for Bognor until the resort's branch was opened in 1864.
- 67 **Christ's Hospital Station** TQ 147292
 Built 1899-1902 for the L.B.S.C.R. and thus contemporary with the school. The polychrome brickwork of the station house is particularly fine. Behind it the platforms are rather forlorn but still a superb period-piece, with extensive canopies and characteristic timbering and glass. The buildings on the former Guildford platform have been demolished but the rest is worthy of preservation and attention. Note also the goods shed with crane inside.
- 68 **Brighton, Volk's Electric Railway** TQ 316038 to TQ 332035
 The first public electric railway in Britain is still operating today. Opened by Magnus Volk in 1883, it was extended in 1894 and 1901 to Black Rock (1¼ miles), on a 2 ft. 9 in. gauge; a third rail supply system was introduced c.1893. The Paston Place and Black Rock stations, with much of the permanent way, date from 1947-8, but most of the cars, through successive rebuildings, are of 1897 to 1901. The Aquarium station is a former tramways shelter.

- 69 **Rottingdean Railway** visible from TQ 335033
At low tide can be seen lines of concrete blocks cast into the chalk, about 100 yds. south of the Undercliff Walk. These were the sleepers for the two rail roads, 2 ft. 8½ in. gauge and 18 ft. apart, which carried the Seashore Electric Tramway from Banjo Groyne to Rottingdean.
- 70 **Hastings, West Hill Lift** TQ 822095
Cliff railway of 1890 which runs through a tunnel partly formed by a natural cave. 500 ft. long with a gradient of 1 in 3. Two cars work simultaneously in opposite directions. Open in the summer.
- 71 **Hastings, East Hill Lift** TQ 828096
Cliff railway of 1902, first open to the public on 9 April 1903. It runs in a cutting 267 ft. long at a gradient of 1 in 1.28. Operation is by water balance, each of the two cars carrying a 600 gallon water tank which is filled at the upper station and emptied at the lower, the water being pumped to the top for re-use. The gauge is 5 ft. Open in the summer.

4 AIRFIELDS

The county's earliest airfield was at Shoreham (TQ 207053), occupying the south-east corner of the present aerodrome and opened in June 1911, but none of the original buildings survive. There are however some World War I relics further west in Sussex.

- 72 **Middleton-on-Sea** SU 979000
Now used as a holiday camp is an aircraft factory built c.1914 for White & Thompson Ltd. (later Norman Thompson Co. Ltd.) and closed c.1919 after acquisition by Handley Page Ltd.
- 73 **Ford Junction aerodrome** SU 989029
This aerodrome was built in 1917(?) for the Royal Flying Corps and later used by the U.S. Navy. Three standard pattern hangars with wooden 'Belfast Truss' roofs and a number of smaller buildings survive, occupied by engineering works.
- 74 **Southbourne aerodrome** SU 768063
Built in 1918 for the U.S. Navy, this aerodrome was completed but never occupied. Some of its buildings are now part of a small industrial estate.

5 PORTS AND COAST

- 75 **LITTLEHAMPTON HARBOUR**
Pier and Jettywork TQ 028012
By comparison with other Sussex ports, the harbour entrance has seen relatively little change since a new channel was cut through the beach in 1733-5. The timber east pier is much the same length (220 ft.) and in the same position as that of 1735, though rebuilt several times.
- Travis & Arnold timber yards** TQ 026019
From the public hard at the south end of Surrey Street (in front of the *Britannia Inn*), the site of the oldest wharf is on the west, though now mainly covered by modern sheds; but the small brick building is probably of early 19th-century date. The wharf to the east was built c.1870 and the brick and flint store may be contemporary. On the other side of Pier Road stands the chimney of the steam sawmill of similar date.

River Road**TQ 022021 to 023020**

Between the swing bridge (opened in 1908 to replace a ferry) and MacWester Marine are several small workshops and stores built between 1800 and 1843. The southern half of the large block is the earliest, with a stone 'T. ISEMONGER/1800', followed by the two single stores to its south and then by the adjacent building on the north. All these are two-storeyed, in flint and brick under tiled roofs; from the bridge the large windows of the last one are evident. Finally, there is the cement rendered, single storeyed, building bearing a stone 'M. OCKENDEN/1843'. North of the bridge is the former railway wharf, mostly built by the L.B.S.C.R. in 1863; the only remaining building is the former custom House of 1864-5.

Climping Shipyard**TQ 022020**

On the west bank, below the bridge, are the boat building and repair yards of D. Hillyard and W. Osborne, where in the last century vessels of up to 600 tons were built. It was laid out in 1839, and the two-storeyed building with half-hipped roof housed the steam sawmill. The machinery for a ropewalk was located in the building at the N.W. corner.

48 Pier Road**TQ 027016**

Strategically placed for sea-borne coal was the town's first gas works of 1847. The machinery has gone but the flint and brick buildings remain.

76 SHOREHAM HARBOUR**Piers and lighthouse****TQ 234049**

The present opening through the shingle spit, with three piers, east and west parallel to each other, and a triangular middle one, was made in 1817-21. However, the piers have been entirely rebuilt in the present century, and the east and west ones are considerably longer and on a different orientation, while the middle pier has been shortened. The simple stone lighthouse at the landward edge of the middle pier dates from 1846. Immediately to the west is the single-storeyed brick Custom House of 1886 to 1969.

Locks**TQ 241048**

After the piers were built, the eastern arm was allowed to silt up until the opening in 1854 of a 3,000-yard ship canal to the basin in Aldrington (TQ 267047). The entrance lock, of brick with stone capping, was converted to a dry dock in 1934; to the south are the larger locks opened in 1933 and 1956. The canal has been greatly widened.

Kingston, Railway Wharf**TQ 230050**

The bridge to the west carries the road over the site of an incline plane and later a loop line from the railway to the wharf. From 1821 to 1859 cross-Channel steamers berthed here, and the bonded warehouse (in brick) and the granary (cement rendered) to east and west of the entrance, as well as the former public house on the other side of the road, probably date from the 1840s.

Southwick, Sussex Yacht Club**TQ 244050**

Behind Southwick Town Hall is the oldest surviving riverfront building, erected as a maltings in 1816, with the furnace at the west end, now Club offices, and the malting floor beneath a series of six hipped roofs, the walls in flint with brick cornerings. It was probably converted to other uses in 1848, when Kingston malthouse (demolished, 1971; TQ 232050) was opened. Adjacent, to the west, is Lady Bee Wharf – four brick, two-storeyed workshops or stores of about the 1860s.

Southwick, Fishergate Terrace**TQ 255050**

A row of cottages at road level stand above single storeyed, flint and brick buildings which may have been for the horses and carts of carriers, and a five storey warehouse or granary. All are mid-19th century in date.

Aldrington Basin**TQ 267047**

Immediately north of the basin are modern warehouses, but under the river cliff are 16 of what must have been a continuous row of 24 single-storeyed, flint and brick sheds, each under its own hipped roof and some 30 ft. by 12 ft., probably built for storage or carts at the same time as the basin, 1854.

77 NEWHAVEN HARBOUR**Harbour Works**

In 1849, the cross-Channel steamer service to Dieppe was transferred from Shoreham to Newhaven, to run in connection with the railway, and the L.B.S.C.R. and its successors have largely determined the evolution of the harbour since then. In 1865-6, a half-mile cut (TQ 444020 to 448012) was made to straighten the river and increase the tidal scour. The sea wall under Castle Hill with, at its west end, the breakwater (TV 447999 to 452993), curving out to sea for some 1,000 yds, were built in 1879-84 in concrete; this allowed a sufficient depth of water to be maintained for sailings at all states of the tide. At the same time the old east pier was replaced in timber and again rebuilt, this time in concrete, in 1927-29.

Lighthouse

A hexagonal timber lighthouse, some 12 ft. high and dating from c.1840, has been removed to Tideways School for eventual re-erection there.

Bridge**TQ 447014**

The new cut of 1865-6 required a new bridge, which was made and erected by the Regents Canal Ironworks Co. at a cost of about £12,000. It is a low-level swing bridge, hand operated to allow vessels of 47 ft. beam to pass through: a fine piece of ponderous yet elegant Victorian Gothic ironwork which is due for demolition when the new ring road is complete.

Bridge Hotel Warehouse**TQ 446015**

Of the pre-railway waterfront, only one warehouse survives, immediately south of the old bridge and behind the *Bridge Hotel*: two storeyed in yellow brick, under a low hipped roof of slate, probably dating from the 1820s, and formerly part of a brewery.

Railway wharf**TQ 448014 to 451005**

On the east bank, the original Newhaven Wharf station was adjacent to Mill Creek, but the site has been cleared for the car ferry terminal (TQ 449008). When the quay was extended across the Creek in 1878, the present station was built (TQ 451006); the brick warehouse, with rounded roof, to its south, dates from 1890. Also in 1878, the marine workshops (TQ 448014) were opened on land recovered making the new cut, immediately south of the swing bridge.

78 Belle Tout Lighthouse**TV 563955**

Stevenson's granite lighthouse of 1831 has lost its lantern which originally shone from the cliff-top. As mist frequently obscured this light, the more effective Beachy Head light was constructed.

79 Beachy Head Lighthouse, Eastbourne**TV 582951**

This 20th-century lighthouse is situated at the foot of the cliffs. Its lamp of 40,000 candle-power is visible for over 20 miles.



67 Christ's Hospital Railway Station



118 Terwick Mills, near Trotton



75 Workshops in River Road, Littlehampton



205 Warehouses on the Town Quay, Rye

- 80 **Hastings, fishermen's huts** TQ 827094
A distinctive and unique series of tall, black clinker-built net houses, used for storing fishing gear. The traditional name for these huts is deezees. They stand on the stade or foreshore of the Old Town.
- 81 **Rye Harbour** TQ 949173
Rye ceased to be a port a century ago due to the retreat of the sea. The east pier, two miles below the town, is essentially that of 1845.
- PIERS*
- 82 **Bognor** SZ 934987
Built 1865 at a cost of £5,000. The pier is 1,000 ft. long and 18 ft. wide.
- 83 **Worthing** TQ 149023
A relatively small iron structure with 20th-century buildings.
- 84 **Brighton, West Pier** TQ 303037
The best part is the landward end of 1863-6. The 1893 extensions present a squat and heavy appearance.
- 85 **Brighton, Palace Pier** TQ 314037
Built 1898-9. An extraordinary mixture of styles including pagoda roofs, a low glass dome on the Palace of Fun and moorish motifs and improbable onion domes on the Theatre.
- 86 **Eastbourne** TV 617988
Built 1872 with a Concert Hall and Pavilion added in 1888.
- 87 **Hastings** TQ 811091
Pier of 1872, but its appearance now owes most to the major reconstruction of sea-front and buildings in the 1930s.

6 WINDMILLS

- 88 **East Wittering** SZ 797972
Brick tower mill in ruinous condition without cap or sails. Ceased working c.1890.
- 89 **Earnley** SZ 817983
An interesting 18th-century smock mill with an octagonal tarred and weather-boarded body on a brick base and a ogee cap. Although the mill's condition looks poor, two sweeps remain and the machinery is apparently complete.
- 90 **Medmerry, near Selsey** SZ 843934
Brick tower mill near the sea-shore with its four sweeps intact but no machinery. The building is well maintained as an attraction in a caravan park.
- 91 **Nyetimber** SZ 892988
A depressing overgrown ruin of a tower-mill without cap or sails. Machinery can be seen protruding from the top.
- 92 **Halnaker** SU 920096
Squat brick tower mill c.1750 with an ogee cap and four sweeps. The mill was restored externally as a landmark in 1934 but its interior is completely empty.
- 93 **Barnham** SU 968038
The black tower of the mill of 1790 only remains, in good condition, within the works of John Baker (Miller and Cornmerchants).

- 94 **Arundel** TQ 013063
 Black tower mill built in 1840 on the east bank of the Arun, with a brown cap but no sweeps remaining. The tower is maintained as part of a dwelling.
- 95 **High Salvington** TQ 122067
 An attractive and well-maintained post mill c.1700, complete with its four sweeps. The body is traditionally weather-boarded and rests on a circular masonry base.
- 96 **Nutbourne** TQ 078179
 Ruinous brick tower mill dating from 1854 which stands on its own in a field. A few timbers across the top remain to show its function.
- 97 **West Chiltington** TQ 085181
 18th-century smock mill. The large black octagonal timbered body remains with its gallery and two sweeps but no fan. The brick base is now converted to form part of a house.
- 98 **Washington** TQ 127137
 Smock mill. The whole structure has been converted to a house. No sweeps remain.
- 99 **Shipleigh** TQ 144218
 The largest smock mill in the county was restored to full working order in 1958. Built in 1879, the mill worked until 1926, by which time it belonged to Hilaire Belloc. Restoration was a local memorial to him. The construction is a two-storey brick base, gallery, octagonal weather-boarded smock and revolving cap. The mill grinds corn on certain weekends. (See opening times.)
- 100 **West Blatchington** TQ 278068
 Smock mill c.1724, an engaging and unusual design. The smock, with its four sweeps restored, is hexagonal and weather-boarded. It rises above a square tower which is part of a barn. The mill worked until c.1900 and is now maintained by Hove Corporation. The driving machinery remains intact but there is no milling gear.
- 101 **Patcham** TQ 291087
 Tower mill in prominent position above Patcham, built 1885, probably the last working windmill constructed in Sussex. The sweeps are down at the time of writing but their early restoration is planned.
- 102 **Clayton, tower mill** TQ 304134
 The upper of the Clayton mills, 'Jack', was built in 1876 and has been disused and without sweeps for at least 50 years. It has been converted to form part of a dwelling. There is the base of another mill in the grounds.
- 103 **Clayton, post mill** TQ 303134
 Known as 'Jill', this is the older of the prominent Clayton mills on the scarp of the South Downs. The mill was set up in Dyke Road, Brighton in 1821 and moved to Clayton by teams of oxen c.1850. The mill is painted white and retains some machinery and its four sweeps. It is maintained by the Cuckfield R.D.C. who will make arrangements for admission for interested parties.
- 104 **Oldland** TQ 321162
 18th-century post mill, timber on an octagonal brick base, retaining two sweeps. The mill belongs to the Sussex Archaeological Society but is not open to the public and is in some need of repair.

- 105 **Rottingdean** TQ 366025
 Black, hooded smock mill of uncertain 18th-century origin which was moved to its present site in 1802. It ground corn for Challoner's Farm until the 1880s. The outline is well known as Heinemann's house motif. It is maintained by the Rottingdean Preservation Society.
- 106 **Nutley** TQ 451291
 Small open-trestle post mill, probably late 17th century and the only example of this primitive type in Sussex. The machinery, including gears of both wood and iron, is intact as are the sweeps. The mill, attractively situated on the southern edge of Ashdown Forest, is being restored by the Uckfield & District Preservation Society.
- 107 **Chailey** TQ 387214
 A 19th-century smock mill standing on a brick base. Complete with sails but contains little machinery.
- 108 **Argos Hill, near Mayfield** TQ 570283
 A post mill with round house, late 18th century. Owned and outwardly restored by Uckfield R.D.C. Contains internal machinery.
- 109 **Cross-in-Hand** TQ 557218
 19th-century post mill with round house. Much original machinery remains and was still working until the sweeps were damaged during a gale in 1970.
- 110 **Punnetts Town** TQ 627208
 A 19th-century white weather-boarded smock mill on a brick base. Cap and machinery in place, full complement of four sails, which occasionally turn in the wind. This mill once stood at Biddenden, Kent, and was dismantled and brought to its present site in 1856. Known either as Blackdown or Cherry Clack Mill.
- 111 **Polegate** TQ 581041
 A brick tower mill with part hung tile. Built in 1817 and restored in 1967, with all its internal machinery intact. Adjoining storeroom set out as a milling museum. Sweeps are set turning when weather conditions permit. Owned by the Eastbourne & District Preservation Society Ltd.
- 112 **Stone Cross, near Westham** TQ 624043
 An interesting late 19th-century tower mill, with ogee cap on cast-iron frame and containing internal machinery.
- 113 **Windmill Hill, near Herstmonceux** TQ 647122
 Large 18th-century post mill with round house. Now in poor condition without either stocks or sails, but machinery and grinding stones still in position.
- 114 **Battle, White Mill** TQ 747166
 Windmill of the Smock type converted into a house. A stone-built outhouse adjacent is dated 1840 but the mill is of an earlier date, probably 1827, and replaced a post mill. New beehive cap and stocks fitted 1970 and the building generally is in good repair.
- 115 **Icklesham, Hog Hill Mill** TQ 887160
 A post mill with round house of the early 18th century. Originally situated at Pett it was brought to its present site in 1788 and this mill is reputed to date back to 1680. Good condition externally with stocks, sails and fan. Contains internal machinery.
- 116 **Winchelsea, St. Leonards Mill** TQ 902176
 Post mill with round house, built about 1760. Privately restored exterior but devoid of stocks and sails. Machinery intact.



95 High Salvington Mill



110 Punnetts Town Mill



111 Polegate Mill



119 Lurgashall Mill

- 117 **Rye** TQ 916203
Building is a shell only of the smock mill type. Built to replace mill burnt down in 1929. No machinery. White weather-board on a brick base.

7 WATERMILLS

- 118 **Terwick Mills, near Trotton** SU 830222
One of the most interesting milling sites in Sussex. There are two adjoining mills, the older timber-framed and tarred, the newer attractively built of local stone with brick offices. The iron wheels between them are respectively a narrow low breast wheel and a normal-sized one. The mill-race has silted up considerably since the mills ceased work in 1966.
- 119 **Lurgashall Mill** SU 940259
Small stone building with tiled roof containing wooden machinery worked from an iron overshot wheel. All is in a dilapidated state below the high earthen dam (far too large for a corn-mill) which holds back a huge mill-pond in an attractive setting. The machinery may be rescued for restoration elsewhere.
- 120 **Midhurst, North Mill** SU 889220
Formerly a major corn-mill belonging to the Cowdray Estate, with two breast wheels and two sets of machinery, this large stone building beside the main road has now been transformed into dwellings.
- 121 **Ebernoe, Wassell Mill** SU 981281
Brick and timber building neatly converted to a house. The iron overshot wheel and mill stream are easily observed from the road which drops sharply into the small valley.
- 122 **Brewhurst Mill, Loxwood** TQ 046311
Substantial 19th-century building in excellent condition, lower storeys in brick, upper in white-painted boarding. Cast-iron overshot wheel and associated machinery survive although replaced by a modern engine some time ago. External flood wheel is on the north side. The mill forms part of an attractive group of buildings close to the river and a watered section of the Wey & Arun Canal.
- 123 **Fittleworth Mill** TQ 009184
Tall, ivy-clad stone building situated in the attractive garden of the former mill house by the River Rother. The iron wheel is still in position but has lost its buckets.
- 124 **Gibbons Mill, near Billingshurst** TQ 072307
Wooden flour mill on stone foundations, at least 300 years old, enlarged in brick in the mid-19th century. The undershot wheel was replaced c.1900 by a turbine used to generate electricity, replaced in 1930 and subsequently modernised although no longer in regular use. The adjoining miller's house is part 13th-century. A bridle path passes close by across the flood defences.
- 125 **Warnham Mill** TQ 168323
The mill is attractive even in sad decay. The Horsham stone roof of the red-brick building just exceeds the height of the earthen dam. The extensive pond appears to have been created c.1600 for Warnham furnace. The iron and wood overshot wheel is covered but in poor condition.
- 126 **Cobbs Mill, near Hurstpierpoint** TQ 274189
19th century brick and timber watermill which was in commercial use until 1966. The iron overshot wheel and machinery remain. The buildings are in excellent condition.

- 127 **Steyping, Court Mill** TQ 173114
Black timbered mill with gambrel roof retaining its wood and iron overshot wheel and some machinery. The adjacent 19th-century building, converted to an imposing house, has an external hoist cover still in position.
- 128 **Woods Mill, near Henfield** TQ 217137
Four-storeyed 18th-century mill, the ground floor stone and brick, the upper timber-framed and weather-boarded. The iron overshot wheel, 9 ft. in diameter, was probably renewed in 1854 by Neal and Cooper of Henfield as this name and date appears on the iron pen-trough. The water-wheel drives the pit-wheel and a partial reconstruction of the rest of the machinery is taking place. An attractive 18th-century mill-house adjoins.
- 129 **Arlington, Michelham Priory** TQ 556093
Shell of old Priory Mill remains and is at present being restored, an 18th-century building in which it is intended to replace machinery and establish a Mill Museum. Owned by Sussex Archaeological Trust.
- 130 **Lindfield, Deans Mill** TQ 353262
The last working watermill in Sussex, producing stone-ground flour in a tall white building dating from 1881. Fire had destroyed a flour mill and a paper mill which formerly occupied the site.
- 131 **Horsebridge** TQ 581113
Large commercial mill of modern date, rebuilt after fires. 19th-century breast waterwheel and sluice gates only machinery remaining.
- 132 **Hellingly** TQ 585125
18th-century brick and timber mill building containing all machinery and iron overshot wheel. Recently extensively restored and in very good order. Mills have stood on this site from the 13th century. Well preserved granary and bakehouse adjoining.
- 133 **Mayfield, Moat Mill** TQ 591249
Small brick and timber building of the 18th century in deteriorating condition. Contains all original machinery and iron overshot wheel.
- 134 **Brightling** TQ 686201
Brick and timber one-storey building, with iron overshot wheel. Built and used until recently as a sawmill.
- 135 **Burwash, Park Mill** TQ 671236
Brick and timber building of late 18th century, gambrel roof. Contains all mill machinery and is at present being extensively restored by S.I.A.S.G. Once owned by Rudyard Kipling who installed a water-driven turbine and dynamo installation to supply electricity to 'Bateman's'. Owned by the National Trust.
- 136 **Robertsbridge, Hodsons Mill** TQ 737241
Originally 19th-century brick mill, containing iron overshot wheel. Now much enlarged commercial mill.
- 137 **Bishopstone Tide Mills** TQ 459001
The access road leaves the A259 at TQ 463004. The mills were begun in 1762, greatly extended in about 1800 to power 15 pairs of stones, and closed down in the 1890s. All that survives are the walls of cottages and stores, and the three wheel tunnels, but these allow the mills' layout to be visualised. The main reservoir lay to the east, but another was added to the west and fragments of its sluice gates still stand.

8 PUBLIC UTILITIES

WATER

- 138 **East Marden, thatched well** SU 807146
The well stands on a triangle of grass in the road junction outside the village church. It is protected by a thatched roof, approximately octagonal in shape, supported on thin tree trunks.
- 139 **Burpham, pump** TQ 042088
An attractive small cast-iron water-pump and a horse-basket below a cottage window stand in close proximity alongside the road.
- 140 **Patching, horse-gin** TQ 087066
A good example of a widespread type of Victorian water-raising equipment. The mid-19th century cast-iron gin was worked by a horse walking round a still visible circular concrete path. This gin worked a 3-throw pump through a depth of 150 ft. It is situated in a field east of the churchyard from where it can be seen.
- 141 **Saddlescombe, donkey-wheel** TQ 273114
The wheel, maintained by Brighton Corporation, is in good condition and contained in a small timber building, open on one side, with a pyramidal roof. The well is apparently c.175 ft. deep and took 28 turns of the wheel to operate. Worked by one donkey or two men, it was used until c.1910.
- 142 **Preston, Brighton, horse-gin** TQ 305065
This gin stands in a flint well-house adjoining Preston churchyard and served the Manor House. It dates from the mid-19th century. It belongs to Brighton Corporation but is not visible to the public.
- 143 **Stanmer, donkey-wheel** TQ 336096
The donkey wheel is in a small flint house in the corner of the churchyard, and is 13½ ft. in diameter and 4 ft. in overall width. Probably one bucket fell as the other, full of water, rose, each at the end of a chain. The well is 252 ft. deep. The whole may date from the 16th century, with later rebuildings.
- 144 **Stanmer, horse-gin** TQ 336095
The horse wheel, in an arcaded well-house of lath and plaster on a timber frame, is to the north of Stanmer House; it dates from 1724-7, though the well (now covered over) is earlier. The vertical shaft carries two frames to which horses were harnessed. Up to about 1920, it raised water both from the well (in buckets using a rope and double windlass drum) and from a rain water reservoir (using a pump).
- 145 **Friston, donkey-wheel** TV 548988
Stands in a much-restored well-house outside Friston Place, whose water it once supplied.
- 146 **Ringmer, Village Pump** TQ 449126
The well and pump were constructed and presented to the Parish of Ringmer for the use of the inhabitants and wayfarers in 1883. Enclosed by an open wooden framework with a tiled roof, this is almost on the edge of the A265, at one corner of the village green.
- 147 **Newick, Village Pump** TQ 419213
Village pump situated on the village green at Newick, was erected by the inhabitants to commemorate Queen Victoria's Diamond Jubilee in 1897.

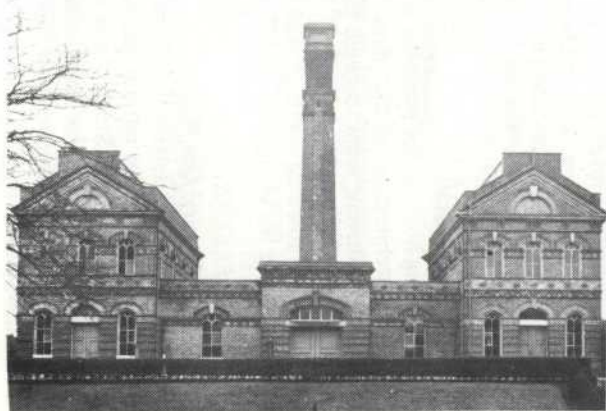
- 148 **Sedlescombe, Village Pump and Well-House** TQ 782179
 This well-house of 1900 resembles a market cross. Situated in the middle of the village green, the pump until recent years was the main source of water supply for the village.
- 149 **Northiam, Village Pump** TQ 830245
 An open wooden structure on a brick base, with a tiled roof, standing on the village green just off the A28, houses a pump of cast-iron. A small plaque dates it as having been erected in 1907.
- 150 **Winchelsea, Town Well and Well-House** TQ 906175
 These stand in Castle Street, with their wrought iron gates securely locked. The well supplied the townsfolk with water until comparatively recent times. Date of erection of well-house thought to be 1831.
- 151 **Rye, water tower** TQ 922203
 Built between 1733-5 this brick tower is of oval shape with a truncated dome and served as a public cistern. A pump situated in front of the cistern is dated 1826 and adjacent is a plate recording interesting dates relating to these objects. Situated behind Rye Church in the corner of the churchyard.
- 152 **Hove, Goldstone Pumping Station** TQ 286066
 The most impressive Victorian industrial building in Sussex, threatened with demolition by Brighton Corporation. The unity of buildings and contents, erected together, should be preserved as a whole. The main structure consists of a central boiler-house with a tall engine-house on either side, overlooking a cooling pond. The polychrome brickwork is particularly splendid in sunshine. Inside one beam-engine survives complete, made in 1876 by Easton and Anderson of Erith, Kent. Its 6-ton beam is 26 ft. 6 in. long. A second beam-engine of 1866 has been partially dismantled. The Lancashire boilers, installed in 1934, were supplied by an internal railway, which survives along with its wagons. Interesting equipment remains in the workshops. Visits can be arranged through the Brighton Water Department.
- 153 **Brede Pumping Station** TQ 814178
 The building housing the pumping engines dates from 1903 and is a fine example of industrial architecture of that date. The two engines, 410 h.p. Tangye triple expansion, steam driven, were installed in 1904. These are in perfect condition and are occasionally steamed though not in constant use. They were on stand-by during the electric shut-down of 1970-71 and were in use to supplement the Hastings water supply during the electricity restrictions of February 1972.
- GAS AND ELECTRICITY*
- 154 **Heathfield, Natural Gas Works** TQ 581206
 A stand-pipe and derrick is virtually all that remains of this works, which was started in 1896 when natural gas was discovered whilst drilling for water for the L.B.S.C.R. Heathfield Station was lit by this gas until the 1930s and for a short time commercial use was also made of this gas in the town. The rig stands a few yards from the lane leading from Sandy Cross on the B2203.
- 155 **Portslade-by-Sea, Brighton A Power Station** TQ 256048
 Built by Brighton Corporation between 1904 and 1906 on the eastern arm of Shoreham Harbour at Southwick, a site where ample cooling water and facilities for unloading sea-borne coal were available. Opened June 1906 with an output of 5,470 kw. which was increased to 190 mw. by 1946 by additional building and modifications. Ownership transferred to the British Electricity Authority, South Eastern Division, upon nationalisation on 1 April 1948.



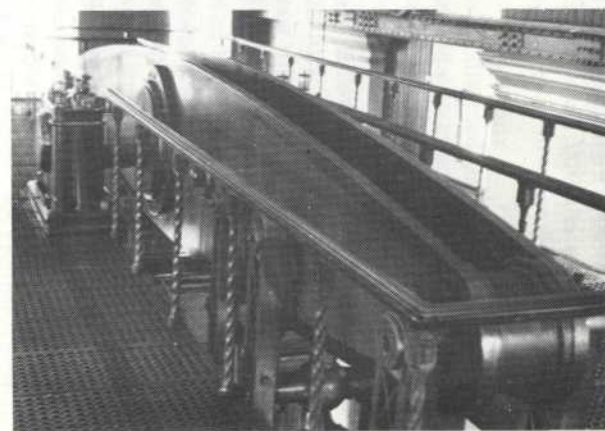
150 Town Well and Well-House, Winchelsea



170 Lunsford Cross Brickworks



152 Goldstone Pumping Station, Hove: exterior, and beam of one engine



9 WEALDEN IRON

- 156 **Hammer Ponds**
These are the one obvious visual remain of the once-important Wealden Iron industry. Particularly attractive examples in typically wooded settings are Hawkins Pond (TQ 217292), Hammer Pond (TQ 219289) and Slaugham Pond (TQ 248281). These are in St. Leonard's Forest. In each case a minor road runs across the earthen dam. Both the drop necessary to provide adequate power and the quantity of water stored to ensure continuous operation of the forge are well demonstrated.
- 157 **Wadhurst, cast-iron tombstones** TQ 641318
These illustrate one of the few products of the Sussex iron industry surviving locally. The collection in the church floor and churchyard at Wadhurst, over 30 in number, and the range in time, 1617 to 1799, provides the finest example in any Wealden church. By 1800 the industry had virtually died out in Sussex.
- 158 **Ashburnham, iron furnace** TQ 685170
The 17th-18th century overgrown masonry wheelpit is one of the very few stone relics of the Wealden iron industry. Ashburnham smelting works was the last working in Sussex, closing down c.1820.

10 INDUSTRY

HORSE-GINS

The horse-gin was widely used in the 19th century. The horse walked around a circular track in order to rotate an arm which was geared to work a pump, crusher or other machine. Horse and mechanism were frequently protected by a purpose-built round-house, which survives more often than the gin. Examples are to be found in the section on water above.

- 159 **Arundel, oil-cake mill** TQ 012066
The round-house for the horse-gin, constructed of brick and flint with a slate roof, can be seen from Ford Road just inside the premises of James Penfold Ltd. The gin was used for crushing linseed.
- 160 **Barcombe, Court Lodge Farm** TQ 418143
An approximately circular open-sided gin house survives alongside the farm beside one of the approaches to Barcombe Church. It consists of a thatched roof supported by timbers. No evidence remains of the machinery or what task it performed.

BREWERIES

- 161 **Littlehampton, East Street** TQ 028021
The main building of George Constable's brewery, in yellow brick, surmounted by a ventilator, is now used as a bottling plant and is of c.1860.
- 162 **Horsham, Carfax** TQ 168307
King & Barnes Ltd. is one of the diminishing class of working local breweries. The interesting medley of industrial building is reputed to contain a steam engine and early brewing machinery.
- 163 **Brighton, Waterloo Street** TQ 316049
The Phoenix Brewery, owned by Tamplin's, now extends over several acres, but the old nucleus, as rebuilt in the late 19th century, is at the North end of Albion Street.

Brighton

There are several former breweries long since converted to other uses, for example: west side of Bond Street, near the junction with Church Street (TQ 311043); Rock Brewery, St. James Street, at the junction with Mount Street (TQ 318039); Albion Brewery, west side of Albion Street (TQ 315047).

- 164 **Lewes, former Southdown Brewery** TQ 421104
Dignified early 19th-century classical building attractively sited at the end of a street of old brick cottages, probably constructed for employees. No brewery equipment remains.
- 165 **Lewes, Harvey's Brewery** TQ 419103
The site beside the Ouse has been used for brewing continuously for at least 200 years. Rebuilding in 1868 was responsible for the tower and major buildings in use today.
- 166 **Lewes, Beard's Brewery** TQ 414102
The offices of this brewery are situated in Fisher Street. Brewing ceased here recently but the buildings, apparently 18th-century, form one of the most attractive industrial groups in Sussex. The chimney and boiler-house of a 19th-century steam engine can be seen from the lane behind.
- 167 **Lindfield** TQ 346254
Durrant's grocery stands in front of the remains of the Lindfield Brewery, closed in 1906. The Durrant family owned *The Stand Up Inn* next door as well as the brewery. The horse-gin house still stands, an octagonal slate roof supported on timbers and open on all sides. The brick chimney and certain sheds presumably formed part of the brewery also.

MALTHOUSES

Malt, an essential ingredient of beer, is produced by steeping barley in water, allowing it to germinate and then halting the germination by drying in a kiln. These processes give a malthouse distinctive characteristics: floors with low ceilings and few windows for the germination and (usually) a square kiln with a long sloping roof surmounted by a vent. Over 50 active malthouses in Sussex c.1850 have become none today.

- 168 **Preston, Brighton South Road** TQ 302064
An example of a maltings of a publican who made his own malt and beer, this has a single floor 30 ft. long and a kiln only 10 ft. high, in flint with brick cornerings, perhaps of the late 18th century.
- 169 **Arundel, Queens Street** TQ 021068
Unusually, the kiln (visible from the car park) is conical; the malting floor, now Hares garage, is presumably later, c.1860, in red brick, and may have been of two storeys.
- 170 **Littlehampton, East Street** TQ 028021
Visible from the car park in Duke Street is a typical 19th-century kiln, square, cement rendered and with a slate roof.
- 171 **Brighton, Cheltenham Place** TQ 313045
The two rows of eight windows down Blenheim Place retain their original grills; the kiln and maltsters' room, etc., are of later date and cement rendered.

BRICKWORKS

- 172 **Redford, former brickworks** SU 862262
All that remains of a small brickyard is the horse-gin house which may have contained a pug-mill. It is hexagonal, built of brick and local stone, with a tiled roof and a brick floor. It is in fair condition and now houses agricultural machinery.

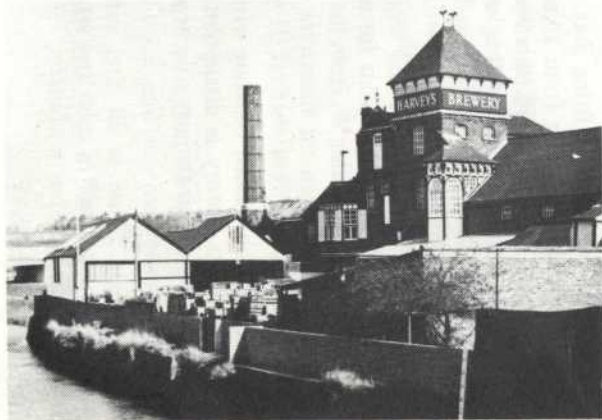
- 173 **Horsham, Redland Brick Company** **TQ 173344**
 Large, long-established and modern works, originally the Sussex Brick Company, subsequently the Sussex & Dorking United. The terrace of brick cottages with tile-hung upper storeys beside Warnham Station looks like company housing.
- 174 **Southwater** **TQ 158260**
 Extensive works here once belonged to the Sussex & Dorking United Brick Company. To the north across the disused railway is a former pit, now filled with water.
- 175 **Burgess Hill, Keymer Brick & Tile Works** **TQ 323193**
 The only working reminder of the clay-using industries responsible for the early growth of the town – brickworks and potteries. The extensive site includes both ranges of kilns and beehive kilns. 19th-century workers' cottages nearby, e.g. in St. Andrews Road, are presumably associated with the original company.
- 176 **Halland** **TQ 478142**
 Situated on the W. side of the A265 a small site where bricks are still made by hand. Unique method of firing whereby the stack of bricks acts as its own kiln with firing material placed between the bricks as the stack is built. Oil engine driven pug-mill on site.
- 177 **Berwick** **TQ 527075**
 Derelict remains of a works which produced hand-made bricks. Machine operated pug-mill with inclined plane for loading hopper, covered workshop and walls of three kilns still exist. Situated on the W. side of B2108 north of Berwick Station.
- 178 **Ashburnham** **TQ 684161**
 Double kiln and covered firing area and outbuildings still remain. Sand and loam for these bricks were dug from adjacent field where stepped soil layers are still visible. Closed down in 1968, this was the last wood fired brick kiln to operate in the County. A full account of this brick works was published in *Sussex Industrial History* No. 1 (1970).
- 179 **Lunsford Cross** **TQ 722093**
 A complex of beehive kilns and workshops where bricks are made using a small amount of machinery. Materials for making bricks obtained from adjacent quarry. Situated on a lane leading W. from the A269 at Sidley.
- TANNERIES*
- 180 **Horsham** **TQ 181302**
 An unusual iron-framed building with timber infilling, now part of a West Sussex C.C. Depot. Its history is disappointingly obscure. The site was known as Upper Tanyard, one of four tannery sites in use in Horsham in the last century.
- 181 **Storrington** **TQ 089142**
 The horse-gin house is all that remains of this local industry, an octagonal structure constructed of split logs set up vertically. Now used as a store it formerly housed horse-operated machinery.
- LIME AND CEMENT*
- 182 **Offham, lime kilns** **TQ 399118**
 Four kilns can be seen in this enormous chalk pit, three of the round type and one with a tall square face. A tramway, first used in 1809 and disused by 1890, descended the very steep scarp to a wharf on a feeder from the Upper Ouse Navigation. By scrambling down, you can see two well-preserved brick arches, through which the tracks passed under the A275. The alignment of the incline is still indicated by a boundary fence down through the trees opposite *The Chalk Pit Inn*.



172 Horse-gin house, Redford



178 Horse-driven pug-mill, Ashburnham



165 Harvey's Brewery, Lewes



203 Strickland's Granary, Lewes

- 183 **Glynde, lime kiln** TQ 458086
 This lime kiln has been worked continuously since its inception in 1834. Two series of tunnel kilns remain, the oldest, a square stone structure near the entrance and a double brick-built kiln set into the hillside. Lime burning is now carried out in an oil-fired rotating drum kiln. A steam engine of c.1880 remains *in situ*, this was used to drive the crushing mill. Situated on a by-road N. of the A27.
- 184 **Southerham, Eastwood Cement Works** TQ 426095
 Manufacture of modern Portland Cement using chalk from adjacent quarry, gypsum from Mountfield and coal from the Kent coalfields. A building contains an electric motor removed from a 1918 German submarine. Situated on the A27 S. of Lewes.
SAND
- 185 **Pulborough, sand-mine** TQ 063193
 An interesting series of galleries, sloping gently about 80 ft. into the hillside where sand was extracted on the pillar-and-stall method. The site, deserted for many years and much overgrown, seems to have been used whenever demand warranted.
GYPSUM
- 186 **Mountfield, gypsum mine** TQ 720195
 Mining for gypsum commenced here about 1870 and continues to the present day with processing plant for the manufacture of plaster and plasterboard. Recently a processing plant has been installed for producing roadstone from the shale found between the gypsum seams. A cable ropeway extends 3½ miles to a second mine at Brightling.
POTTERY
- 187 **Piddinghoe, pottery kiln** TQ 432032
 An early 19th-century pottery kiln of up-draught cupola type. This circular kiln, tapered towards the top with central open aperture is still complete with floor and firing tunnels under. The only recorded survivor of this type in the County. Situated on the E. side of the A275.
- 188 **Dicker Pottery** TQ 568112
 Situated at Lower Dicker on the S. side of the A22, buildings still remain of the once lively 'Dicker Pottery' industry, once famous for its black lead glazing. Chimney with decorated top and kiln still stands and the premises are now used as a store.
- WORKSHOPS AND FACTORIES*
- 189 **Brighton, Bloomsbury Street** TQ 324037
 The well-kept premises of E.J. King & Son include examples of the two main types of small 19th-century workshop found in Brighton: the one with large doors at ground level and large windows at the first floor, the other with hoist and door above the street door, perhaps with living accommodation combined with the workshop.
- 190 **Brighton, Dorset Street** TQ 315042
 On the east side is a range of medium-sized workshops, non-residential, two or three storeyed in brick, each about 40 ft. by 30 ft. Mid-19th century.
- 191 **Brighton, 3 Chapel Street** TQ 327038
 Many sets of mews in Brighton have been converted to industrial purposes – a good example is off Brunswick Street West (TQ 297044) – but the premises, now of Apex Sheet Metal Works, formerly of a coachbuilder, were purpose built c.1860: a courtyard with entrance at one end and pairs of large doors round two sides with either workshops or living accommodation above.

- 192 **Brighton, Eastern Road** TQ 322040
 The tower of the 'Albion Steam Flour Mill', now occupied by Setyres, still dominates its surroundings. Curiously its erection, c.1848, predates the Kemp Town branch railway. The three small factories occupied by Setyres (four storeyed), Parsons and Braybon (three storeyed) date from c.1890. Smaller and earlier workshops are behind.

11 STORAGE

ICE HOUSES

Ice-houses predate the refrigerator as a means of storing ice for preserving food. They consist of chambers wholly or partly subterranean and suitably insulated from above. Most examples so far surveyed are in the grounds of large houses and so on private property. Visits therefore require special permission.

- 193 **Bognor** SZ 936995
 Situated in London Road adjacent to the Public Library and visible from the outside. This house served the Hotham Estate, dating from c.1797. Now restored and maintained by Bognor U.D.C.
- 194 **Petworth House** SU 976222
 The most impressive arrangement discovered in Sussex, a group of three very large chambers each about 30 ft. deep, situated beneath the old Fire-Engine House belonging to the Petworth Estate.
- 195 **Arundel Castle** TQ 015075
 A square chamber of late construction.
- 196 **West Dean house** SU 862119
 An impressive example with a paved 'loading-bay' of its own.
 Others are known at: Midhurst (SU 888215); Duncton (SU 965167); Goodwood House (SU 886088); Ades, Chailey (TQ 401194); Stansted Park (SU 762103) and Battle Abbey (TQ 750157).

WAREHOUSES

- 197 **Chichester, Baffins Lane** SU 863046
 An imposing range of brick granaries stand on the east side; a part has been converted to offices. c.1870.
- 198 **Arundel, River Road** south from TQ 019070
 Until well into the 19th century, far more shipping berthed at Arundel than at Littlehampton, and the warehouses and granaries on the west bank south of the bridge are the relics of that former trade. Particularly fine is the warehouse at the bottom of Arun Street, in flint and yellow brick under a slate roof.
- 199 **Brighton, Black Lion Street** TQ 310039
 The single fronted, three-storeyed warehouse of British Antique Exporters Ltd. has hoist and doors at first floor level and is of early 19th-century date. Similar small warehouses are at: Queens Place (TQ 314050), Gloucester Passage (TQ 314047) and 39 Upper Gardner Street (TQ 312045).
- 200 **Brighton, 2 & 3 Gloucester Street** TQ 314047
 Until recently occupied by agricultural merchants, this double fronted, two-storeyed warehouse is similar to others nearby: e.g., 45 Gloucester Street, 127 Gloucester Road, 2 & 3 Regent Street. All date from the early to mid-19th century.

- 201 **Brighton, Jew Street** TQ 311043
This brick warehouse of five storeys would not be out of place in the London docks.
- 202 **Brighton, Station Street** TQ 311048
Formerly Hudson's Brighton & South of England Depository and depot for a firm which rivalled Pickford's as common carriers: cement rendered, six-storeyed, it may date from soon after the railway reached Brighton.
- 203 **Lewes, former railway wharf** TQ 419101
South from Cliffe High Street, on the west bank of the Ouse, are two granaries which were substantially rebuilt after a fire in 1912, when Lewes still saw barge traffic: Strickland's (slate hung) and Stevenson's (red brick and rather altered in recent years).
- 204 **Hailsham, warehouse** TQ 590101
Dated 1887, this three-storeyed decorated brick built warehouse is still in use.
- 205 **Rye, warehouses** TQ 928203
Situating on the Town Quay, where the old waterfront has a number of interesting buildings.

FURTHER READING

For Sussex, many of the industries and activities encompassed by the sites described above still await detailed study and publication, but for a few there are books which provide an introduction and are readily available in libraries.

C. Hadfield, *The Canals of South & South East England* (Newton Abbot: David & Charles, 1969).

P.A.L. Vine, *London's Lost Route to the Sea*, 2nd ed. (Newton Abbot: David & Charles, 1966) is concerned with the canals and navigations associated with the rivers Wey and Arun.

C.F. Dendy Marshall, *History of the Southern Railway*, 2nd ed. by R.W. Kinder, 2 vols. (London: Ian Allan, 1963).

Peter Hemming, *Windmills in Sussex* (London: C.W. Daniel, 1936).

Rex Wailes, *The English Windmill* (London: Routledge & Kegan Paul, 1954): not particularly concerned with Sussex, but invaluable.

E. Straker, *Wealden Iron* (1933; repr. Newton Abbot: David & Charles, 1967) includes a survey of the remains of iron workings as found by the author.

L.F. Salzman, 'Industries' in *Victoria County History of Sussex*, ii (1907).

Sussex Industrial History, journal of the Sussex Industrial Archaeology Study Group, twice yearly since 1970.

Weald and Downland Open Air Museum



OUR UNIQUE MUSEUM at Singleton is now entering its second full season open to the public and is already established as one of the main attractions of the area. For the benefit of visitors, a new, up-dated, illustrated Guide to the beautiful site and its buildings has been produced by Phillimore.

IN ADDITION, recognition of its value as a dramatic and stimulating source of history 'in the round' has led to increasing numbers of school parties and two new publications cater for their needs. A handbook for children and another for teachers, both now available, will do much to increase the value of school visits and maximise interest in these practical lessons on history.

ALL THREE BOOKLETS are available from the Museum, from book-sellers or (adding 5p each for postage) direct from the publishers.

GUIDE - 20p

TEACHERS' HANDBOOK - 20p

CHILDREN'S GUIDE - 10p



PHILLIMORE - SHOPWYKE HALL - CHICHESTER