



## SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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NEWSLETTER No. 7

July 1975

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### S.I.A.S. NEWS

#### RECENT VISITS

Robertsbridge & K. & E.S.R. On Saturday, 26th April, about 20 members and their friends assembled at Robertsbridge Station, the buildings of which are by William Tress who also designed most of the stations on this part of the line. In the station yard is a Victorian warehouse containing a most interesting old hand-operated crane. An unusual feature is that the increase of effort is effected by two separate rope-drives, one from the hand-crank to a large wheel at the top of the column, and a second one from a small wheel on the same shaft to the hook.

After photographing the crane, the signal box and an old sign of John Stenning & Sons Sawmill, the party inspected an old forge and a brewery under the guidance of John Marting, of the Robertsbridge and District Archaeological Society, and then went on to the mills of Gardner-Hodson & Co. on the London road. Here the old mill wheel and the sluices controlling the water-flow can still be seen as well as the siding from the K. & E.S.R., now disused and with the main tracks removed. The mill-lade extends for some two miles up-stream owing to the flatness of the valley floor here.

After lunch the party assembled at the Tenterden Town Station of the Kent & East Sussex Railway for a ride behind the 100 year old tank locomotive "Bodiam" down to beyond Rolvenden Road Yard and back, the climb up the 1/50 Tenterden Bank on the return journey being most impressive and very photogenic. Finally, the party visited Rolvenden Road Yard and inspected the various locomotives and rolling-stock being renovated there.

Our thanks are due to H.A.Gordon, John Martin and the owners of the various sites and plant inspected for a most enjoyable day. A.J.H.

Midhurst A party of about 20 spent, on May 17th, a most interesting day in and around Midhurst. The original programme had to be modified somewhat owing to very disappointing weather but Mr. Victor Mitchell had so much to show us that the time was fully occupied and a further visit to the area next year could well be justified.

The morning was largely spent at the ruined Cowdray Hall, built about 1530 but destroyed by fire along with its contents in 1793. No attempt at rebuilding was made and the ruins became overgrown and, indeed, used as a source of stone for other buildings in the neighbourhood. The first Viscount Cowdray, however, in 1909 put in hand works for their preservation and for uncovering some of the foundations. Some cellars and the large octagonal kitchen remain intact, the latter having been partially converted into a museum containing items of local interest. Members also visited the site of a short canal which connected the River Rother with a basin in the town; the latter has been filled in and is

occupied by a small manufacturing firm, the only remaining evidence of its original use being a warehouse now used as a general machine shop.

After lunch the tour was continued by coach starting with a visit to the Haslemere Educational Museum where the history gallery with its displays relating to iron and glass manufacture were of particular interest; the library contains a wide range of books covering local matters and also a number of albums giving details and photographs of mills, brickworks and other items of industrial archaeological interest in the neighbourhood. The second call was at Terwick Mills, near Rogate on the River Rother. The two mills are side by side, the earlier having been built in the 14th century and, while structurally fairly sound, is internally in complete disrepair; the newer mill, built in 1745 and used until a decade ago by Frank Ayling, is occupied as a private residence but the machinery is available for inspection.

In the course of the coach journey Mr. Mitchell was able to point out many features of interest, one in particular being an insignificant brick building now used as a summer chalet but which housed the first fully automatic rural telephone exchange in the country, installed in 1928 with 100 lines and remaining in service until 1970. E.O.T.

Batemans Mill On Saturday, 10th May, Park Mill, Batemans, was officially opened by Lord Gibson, Chairman of the Arts Council and a member of the Council of the National Trust. There was a large gathering of people and the weather was fine. After the mill had been opened the machinery was run and the guests were able to see flour being ground.

The long work of restoration, largely by members of the Society, was successfully concluded and the old mill has come alive again after more than 70 years of idleness and neglect. The mill will open to the public while the House is open and stone-ground whole-meal flour can be bought in 2-lb bags at the shop in the House.

The turbine and generator, which have been restored completely by the Royal Engineers, have not yet been run as the pehstock from the sluice to the turbine has still to be delivered. A.J.H.

#### ADDITIONAL FUTURE VISITS

Two further visits have been arranged for this Summer's programme:  
AUGUST 13th WEDNESDAY Visit to GARDNER-HODSON'S Mill at ROBERTSBRIDGE. (TQ 737 241) 2.30 p.m. This has been arranged as a Mid-week visit so that members on holiday in August may have the opportunity of seeing the Mill - which produces a variety of Animal Feedstuffs - in full operation; it is seldom, if ever, possible to see industrial works and processes in operation on a Saturday, which is our usual day for visits.

The visit to the Mill promises to be of great interest, and the tour of the buildings will take nearly two hours. The number in the party has had to be restricted to 16 and it will be on a "first-come-first-served" basis. Those wishing to attend should notify the Gen. Secretary as soon as possible. No "Notes" will be issued for this visit.  
AUGUST 28th THURSDAY Visit to BATEMANS MILL, Burwash (TQ 671 236)

7.00 p.m. Mrs. Sutherland, the Administrator at Batemans has kindly agreed to our party visiting the mill after normal opening hours and will entertain us to coffee and biscuits in the restaurant afterwards. She has also offered to show the House to any members who wish to see it. The mill is in full working order and members will be able to see it in operation.

It is hoped that the time of the visit will enable members who are working during the day to join in. Please park cars in the car or coach park at the House and walk down through the gardens. In order to know the numbers for coffee afterwards, please notify the Gen. Secretary if you wish to come. No "Notes" will be issued but a talk will be given at the mill.

#### SHORT NOTES

##### Honour for Member of our Society

Members will be glad to hear that Philip Laurie who aggranged two most interesting visits to the R.G.O., Herstmonceux, for us last year, has been made an M.B.E. in the Birthday Honours. Mr. Laurie, who is a senior astronomer at Herstmonceux, is also the Archivist of the Observatory and has been actively engaged in the Tercentenary Celebrations this year, being largely responsible for the excellent exhibition at the Queen's House, Greenwich, illustrating the 300 years of the Observatory's existence. This exhibition is well worth a visit by anyone interested in the history of science and technology.

Bell-Pit Method of Quarrying Although bell-pits were well known in earlier days for extracting both iron ore and marl throughout the Weald, we came upon a site at Brightling recently where the same method had been used up to the 1920's for quarrying building material. A shaft was sunk down until the stone strata was found and then widened out at the bottom as stone was cut. Hoisting to the surface was achieved by means of something like a well head hoist with a double rope so that the quarry man could both lower himself down the shaft and raise the Sussex trug which was used to carry the cut stone to the surface. The heavy wrought iron hook is all that remains of this operation. It is being presented by the owner, Mrs. M. Grissell of Brightling Park to the Anne of Cleves Museum at Lewes, after treatment by our Society. W.R.BESWICK

Preservation of Wrought-iron Artefacts The following notes which are a personal communication from Rex Wailes may be of interest to members!

"Clean thoroughly with wire brush.

Apply Jenolite and allow to dry completely.

Apply a mixture of linseed oil and magnagnese dioxide mixed to a treacly consistency, i.e. between a liquid and paste.

Hang in a warm place until completely dry."

This restores the appearance and gives complete protection.

A.J.HASELFOOT.

Newhaven Bridge A complete photographic record has been made of the old swing bridge at Newhaven, opened in 1866 and closed in 1975, prior to its demolition.

Cobb's Mill, Hurstpierpoint The D. of E. have now made an inspection of this mill in response to our application for a grant towards the restoration of the machinery.

Dunster's Mill, Ticehurst At the request of the E.S.C.C. we have inspected the remains of the machinery at Dunsters Mill, which is due to be submerged in the Bewl Bridge Reservoir in October. There are a cast-iron pit wheel and spur wheel and also a cast-iron shaft which should be salvaged and put into store pending their use in future mill restorations. The E.S.C.C. are looking into the possibility of giving us temporary storage for these items.

Brightling Sawmill. A preliminary inspection has been made of the old sawmill at Brightling Park to assess the possibility of restoration of the water wheel. The building is still in use as an estate sawmill, driven by a tractor, but needs some repair. Major Grissell, the owner, is anxious that it should be preserved and a detailed survey and feasibility study will be made.

Goldstone Pumping Station : Call for Volunteers The development of Goldstone Pumping station with its magnificent Easton and Anderson Beam engines of 1875 as a steam museum is now taking place. Mr. Minns who is undertaking this project has invited our help in providing some of the thousands of man hours needed to restore the equipment. Here is an opportunity to take part in this exciting and important project. Please indicate your interest in becoming a helper without delay.

Reporting of Very Early Industries At a recent Committee meeting of the Society there was some discussion as to the value of reports of archaeological finds taking industry back in time far beyond the focus normally regarded as our prime period which is that of the Industrial Revolution and later.

Our first ever Newsletter of April 1968 defined "I/A as the recording and evaluating of visual evidence of technology and economic activities, particularly since the Eighteenth Century." Perhaps the word "from" rather than "since" was intended. At the same time it was made clear that our activities were to be distinct from Industrial History. It was not long before our first magazine appeared entitled "Sussex Industrial History" and now this does seem right because we think that no one will contest the proposition that archaeology and history go largely hand in hand, the one helping to interpret and illustrate the other.

As to the setting of a dateline prior to which our work will not trespass, your Committee believes that in general terms, there is so much to be done in completing work on the "from the Eighteenth Century" period, that it hopes that members will concentrate their efforts towards this period by means of well written reports supported by such historical records as can be found. Beyond this however, when a definitive industry is being described, it is considered that where appropriate, the development should be traced back as to its origin be that in pre-history or later. In such a case the records of our parent body, the Sussex Archaeological Society may well take the researcher a very long way. Beyond all, it is felt that under no circumstance, should any new evidence of early industry go unreported.

W.R.BESWICK.

I.A. Courses The University of Nottingham Dept. of Adult Education, in conjunction with the W.E.A. are running a course on "I.A. in the Midlands" at Matlock College of Education from July 13th to 19th. Cost: Residential £24. Non-residential £6. Application forms may be obtained from Prof. E.O. Taylor, Clare Cottage, Pett Road, Guestling, Nr. Hastings.

The W.E.A. in conjunction with Dr. Edwin Course of Southampton University hope to arrange a series of six lectures on "I.A. in W.Sussex" next winter. This is a preliminary notice and we hope to be able to give details in the October Newsletter.

David Lindley of 116, Langley Drive, Langley Green, Crawley, would like to find people to give a 6 to 10 weeks course (one evening lecture per week) for the W.E.A. on "I.A. in Sussex" or "General Sussex Industries"; the lectures to be given at Haywards Heath during the winter of 1975-76. Any members living locally who would like to volunteer are asked to get in touch with the Gen. Secretary, or to contact David Lindley direct.

- R E M I N D E R -

SUBSCRIPTIONS. From the Gen. Secretary and the Treasurer.  
It is with regret that we notice that over 50 members have still not paid their subscriptions for 1975, due on 1st April. With the present exorbitant postal rates, the cost of sending out reminders is becoming prohibitive. 7p to 8p for materials and postage alone (time and labour are voluntary). Last year up to three reminders had to be sent in some cases. Is this how you wish yours subscriptions to be spent? Why not fill in a Bankers Order NOW, to save future trouble and expense for you and us? Less than 30% of our members have so far done this. You can always cancel the order if you have to resign from the Society.

"ON PLANNING A VISIT TO A TOWN"

by Hugh A. Gordon

In my capacity as Programme Organiser it has fallen to me since 1971 to arrange the Group visits for members to a number of towns both in and outside the County. Whilst no two towns or visits have been exactly the same, all the visits made have had a number of common factors, so in case any individual S.I.A.S. member should wish to visit a town which contains items of Industrial Archaeological interest, and get the maximum benefit from the visit, some of the Group experiences and methods may be useful to them.

The Army has an axiom "that time spent on reconnaissance is seldom wasted", similarly, the more preparations one does before visiting a hitherto unknown place the more knowledge, satisfaction and benefit will result when the visit takes place, particularly if one's time is limited.

The first step is to write to the Town Clerk of the town one has chosen, requesting a copy of the Official Town Guide and a Street Plan (these are often combined in the same publication). Then, taking the latter first, make a thorough a detailed study of the town's layout. The Street names will reveal a great deal of information before one even begins to read the Guide-book. For example, the street names, particularly in the older and more central parts of the place will often indicate an old and powerful landed family which owned the area on which that part of the town is built; note also the number and direction of the major roads through the town; whether there is a navigable river or



Canal (or its remains) and the location of the Railway Station in relation to the town's centre, as this is the most probable order in which its communications were developed, though one must be aware of the exceptions which do occur.

It is around the Canal, if any, and the Railway Station that the older Industrial buildings will most likely be found; and the street names will probably be of prominent Victorians, or after military victories of the period. The Station will probably have been built between say 1841 and 1885, though the present station may be a modern one. After studying the Street map one should next read the Guide book to fill in the general picture of the place as it is today. To get more background data and to back up one's detective work as to how and when the town grew and its industries developed, it is a good plan to now write to the Head Librarian of the place and ask for the titles of any Town History, or books in which the town and its industries are mentioned; these books may then be obtained from your own local library, if necessary in the case of older or out of date books, by reservation cards and a small fee, usually 5p. Information in regard to the town's Public utilities can be gained by writing to the Borough Engineer, and the River Authority Resident Engineer in some cases or, if the town is also a Port, the Harbourmaster. If the town has a Museum its Curator will frequently prove helpful, not only with information, but with people who can help further - the local historian, or specialist in your own particular interest, and sometimes with old people who have actually worked in the town's industries perhaps fifty or sixty years ago. The Hon. Secretary of the Town's Archaeological or Historical Society is another fruitful source of information, including old photographs, or they know where such material and other archives are preserved.

One's theoretical knowledge of the town and its development and structure is now beginning to take shape, and this is a good point at which to make a few "Notes" about it under a number of classified and logically arranged headings: (1) Introduction; (2) Architecture; (3) Roads; (4) River, Canal(s), or Harbour; (5) Industries, Old & New; (6) Railways; (7) Any Special Features, etc. A section on Maps relating to the town is also useful. A modern Street Plan is essential followed by the appropriate sheet of the 1" Ordnance Survey Map; this has recently been superseded by an O.S. 1:50,000 map. This has a slightly larger scale approx. 1¼" to 1 mile, and consequently shows more details, but it will not entirely replace the usefulness of the old 1" O.S. Map. For comparisons with the present day, a sheet of the 1st Edition of the 1" Ordnance Survey map, reprinted by David & Charles is most necessary (The two sheets for Sussex (1813) are Nos. 87 & 88). There may also be other local maps, and the Tithe Maps available; for Sussex there is the superb example of Yeakell & Gardner's 1-inch map of 1795, and those by Greenwood. One can compile a list of books dealing with the place and its industries; some of the standard ones for Sussex are listed at the end of this article.

It has been my custom when possible to visit the town chosen for a SIAS Group visit about a month before the visit takes place, to do a general reconnaissance, make an itinerary for both the morning and afternoon, including an estimate of the timings for the various items and distances between them; this is most important for two reasons; too much should not be attempted, so that members do not become overtired, and

secondly, there should be time to cover individual items adequately. This prior visit also enables me to meet any "Guides" who are to help with the visit, to update the draft "Notes" and find out what has been demolished since the information listed in the Guide book and Histories was compiled; this can be a surprising, painful and chastening experience; one finds that some huge office block or supermarket has been built on the site of some choice example of an 18th or 19th century industrial complex one had decided to build the visit around! This prior visit is, of course, denied the individual; he must do this on his visit first time.

As one can never be sure of good weather on the day of your visit it is wise where possible, to plan a bad-weather alternative programme. This can take the form of a visit to the local Museum, the Library, or if it is the County town, the Record Office. If, however, it is a weekday then it may be possible to arrange to visit one of the local Factories, and see all the processes of manufacture in operation. This latter is, unfortunately denied to the SIAS Group visits by the 5-day week, as the Group visits usually take place on Saturdays.

Should the weather be fine and allow the planned programme to go ahead, then one should attempt to record as much information as one comfortably can, both handwritten, and by sketching or freehand three-view general arrangement drawings with dimensions, which can be drawn out accurately later on; and by photography. With regard to photography one has quite a difficult choice to make: "should I use Black and White film or Colour?" If you intend to write up and publish your results in a magazine or Industrial Archaeology Journal, then for illustrations Black and White film is the answer; but the writer feels that it is equally valuable to record the exact appearance and tones of some of the more important industrial works or beautiful buildings, especially if they are built in the locally quarried stone or made from the locally manufactured brick, as these may be of considerable interest to later generations, particularly if the building is, or may be threatened by future demolition for development. If one has plenty of time and one's own car it is easy to record in both monochrome and colour, otherwise it is a personal choice.

Thus, a visit arranged and undertaken in the way outlined above can be a very rewarding experience, and one may make a number of new friends and acquaintances. One thing that I have found, above all, is that there is a tremendous amount of good-will towards Industrial Archaeologists from both Officials and Private persons and Industrial firms, if they are approached in the right way. "Many shall run to and fro, and knowledge shall be increased". Good Hunting!

SUSSEX STANDARD BIBLIOGRAPHY: Victoria County History: 6 vols.  
SUSSEX: BUILDINGS OF ENGLAND: Nairn & Pevsner. (Penguin) 1963.  
ROMAN WAYS IN THE WEALD: Ivan D. Margary. 1948.  
WINDMILLS IN SUSSEX: Rev. Peter Hemming. 1930.  
CANALS OF SOUTH & SOUTH EAST ENGLAND: C. Hadfield (David & Charles)  
HISTORY OF THE SOUTHERN RAILWAY: C.F. Dendy-Marshall (2 vols.)  
LONDON BRIGHTON & SOUTH COAST RAILWAY: Hamilton Ellis (Allan) 1960.  
WEALDEN IRON: E. Straker. 1933. Reprint by David & Charles, 1973.  
THE GALSS INDUSTRY OF THE WEALD. G.H. Kenyon. 1967.

More C.B.A. Record Cards are needed for Sussex and, in case members are not sure how they should be filled in, we are reprinting an article from Newsletter No.5 (April 1970) of the Sussex Industrial Archaeology Study Group (ourselves before the change of name) by K.C. Leslie, BA., FRSA., which gives very concise instructions and an example.

This note is to provide some background information to new members and to ensure that other members do not overlook our initial and basic request – the completion of industrial archaeology record cards. Active members of the Group are asked to consider this most carefully and take necessary action.

The Council for British Archaeology, in association with the Ministry of Public Buildings and Works, began the National Survey of Industrial Monuments in 1963, its job to record the surviving evidence of industrial development, particularly that dating from the 18th century. The national record is based on special report cards, completed by volunteers, and then collected and classified at Bath University of Technology. With these cards it then becomes possible to assess the importance of an industrial monument or other relic in order to ensure the preservation of the best type examples. There are groups in regions or counties acting as co-ordinating centres for onward transmission of these cards to Bath. Here they are copied and returned.

The position in Sussex is that with the exception of watermill cards from Mr. Frank Gregory and tollhouse cards from Mr. Brian Austen's survey group, very little has been done towards fulfilling this urgent need for the National Survey. Urgent because of the continued destruction or decay of the surviving ground evidence with which we are having to deal. The time for action must be now.

#### Using the Record Cards

1. The cards are available, free to members, from the General Secretary.
2. It is not necessary to be a qualified architect or engineer to fill in these cards. Simple outline information only is required. If there is difficulty in entering information, please do not fail to return a part-completed card. Also do not leave blank spaces. Write 'Nil' or 'Unknown', or contact one of the survey co-ordinators. The only space to be left blank is the Reference Number.
3. Grid Reference or Location: a 6 figure 1" O.S. map reference, preceded by grid letters. For Sussex this is either SU/TQ/SZ/TV – see the map. Otherwise give information such as "at rear of premises, no. 47 Blank Street".
4. Date of report: the date when the report and investigation was made.
5. Present Condition: indicate either –
  - "in use" (if not original use, give present one).
  - "intact" (not used, but good condition).
  - "ruinous" (deteriorating, but still standing).
  - "ruined" (little standing, identified by rubble, etc.).
6. Architectural Features: it is appreciated that this will be filled in at various levels by reporters with different skills. If there is any difficulty the General Secretary will be able to put members in contact with experts in all major fields of interest. See also Kenneth Hudson's *Handbook for Industrial Archaeologists*, chapter 3, "Describing and Recording" (John Baker, 1967).
7. Indicate in the Description space the owner of the building or machinery.
8. Danger of Demolition or Damage: if there is a danger, in the case of very interesting features, please contact the Secretary. A further, more detailed investigation might be organised, and appropriate museums and other bodies informed to see if they can accommodate any item the owner might wish to see preserved.
9. Type or write clearly in dark ink, in view of Xerox copying at Bath.
10. On the reverse of the card add either a photograph or a sketch.
11. Send the completed card either to a survey co-ordinator or to the General Secretary. It will be returned.
12. Please note that the completed card is not regarded as being a definitive record. In many cases it is only the first, but very necessary, step in the procedure of recording. When we possess what we judge to be a fair and representative collection of cards it is then possible to evaluate what is worth further investigation, and a more detailed survey by an expert can then be made.
13. The principal items being recorded are:
  - Power** – horse gins/donkey wheels/watermills/windmills/steam engines/cranes.
  - Raw Materials** – mines/lime works/quarries.
  - Manufacturing** – breweries/tanneries/brickworks/ropeworks etc., etc.
  - Transport** – tollhouses/milestones/bridges/canals/railway architecture.
  - Domestic** – ice houses/water & lighting/workhouses/'model' housing.



## A Specimen Card

NATURE OF SITE (Factory, mine, etc.) <b>WAREHOUSE</b>			COUNTY <b>SUSSEX</b>	REF. No.
GRID REFERENCE OR LOCATION. <b>TQ I47034</b>	INDUSTRY. <b>A CORN EXCHANGE</b>	DATING. <b>1852</b>	PARISH/TOWNSHIP. <b>WORTHING</b>	DATE OF REPORT. <b>MAY 1967</b>
DESCRIPTION: dimensions; present condition; architectural features etc. 3-floored brick and flint warehouse, 74' x 28'. In use as Civil Defence store, owned by West Sussex County Council. Ground floor - store. First floor - store, with sliding doors to own railway siding on south and east. Track now removed. Second floor - exchange room, and three offices. A typical functional building, with some, but not much, thought for ornament. East and west faces relieved by coursed and unknapped flints divided into panels ( a structural feature) by horizontal string courses of brick. False gable-end on east side, with date. 3 cast-iron central support pillars on first floor. (Further remarks or photo/sketch may be recorded on the back) See over				
MACHINERY AND FITTINGS.      Second floor - tollboard, 1852.      } PRESERVED BY In roof - sack winch by endless rope, ?1852. } WORTHING MUSEUM.				
DANGER OF DEMOLITION OR DAMAGE.      To be demolished. (DEMOLISHED JULY 1967)				
PRINTED, MANUSCRIPT OR PHOTOGRAPHIC RECORDS. History of Worthing Corn Exchange, K.C.Leslie. Typed MS, with scale plan and photos, Worthing Reference Library. Deeds - West Sussex Record Office, ADD.MS. 6370.				
REPORTER'S NAME AND ADDRESS:- K.C.Leslie, Little Broadmark, Sea Lane, Rustington, Sussex.				Return to:- K.C.L.
INSTITUTION OR SOCIETY:-      Sussex Industrial Archaeology Study Group.				

STOP PRESS

It has just been announced that the Bateman's Watermill Project has received a HERITAGE YEAR AWARD under the 'Restoration' section. All concerned with this work are very much to be congratulated on this notable achievement.

It is also of interest that Nutley Windmill has received a similar award so that of the seven awards to East Sussex, two relate to Industrial Archaeology. Mr. Frank Gregory, the leader of our Natural Power work, is particularly to be congratulated as he had played a major part in both the above projects.