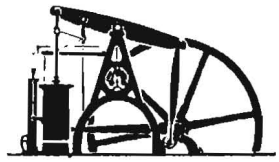

SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No. 8. OCTOBER 1975.

S.I.A.S. NEWS

The ninth Annual General Meeting of the Society will be held at Hartle Hall, Brighton on 15th November, 1975, at 3.00 p.m. Members of the Society will find a notice of the Meeting enclosed.

CURRENT PROJECTS

Ifield Mill Mr. Henbery reports good progress at Ifield Mill, where the restoration work on the structure of the building should be completed by the end of September. Repairs to the wheel-pit and water-wheel are in hand and the machinery from Hammond's Mill has been brought to Ifield. It was most unfortunate that, after successfully lifting out the water-wheel at Hammond's Mill it was smashed by the demolition contractor's bulldozer the following day. Although not required for Ifield it was intended to store it there pending its possible use elsewhere.

Brightling Sawmill One of our members, Mr. R.H. Wood, assisted by the Gen.Secretary, has made a survey of the Estate Sawmill at Brightling Park, in order to produce measured drawings of the building and machinery and assess whether it can be restored to working order again. The mill, which dates from c.1891, is a fine example of a late Victorian workshop, and was originally driven by a 16 foot diameter water-wheel. It is still operated occasionally, with the saw-bench driven by a tractor.

East Grinstead Goods Shed. The Victorian Goods Shed and stables, dating from 1866, at the original railway station at East Grinstead are likely to be demolished to make way for a slip road from the Inner Relief Road. Together with the East Grinstead Society we made representations in writing against the proposed demolition, but unsuccessfully. It is proposed to make a full survey and record of the buildings in October before they are demolished.

Dunsters Mill, Ticehurst Arrangements are in hand for the removal of the cast-iron machinery remains from this mill before flooding of the reservoir. We have arranged to rent storage space in a Nissen Hut at Rye Green Farm on the National Trust Bateman's Estate. Space will be available there for the storage of other items, and any member who wishes to make use of this for salvaged articles should get in touch with Mr. Beswick or Mr. Haselfoot.

Wilmington Priory Agricultural Museum A wooden shaft for the portable horse-gin from Fingerpost Farm, Ringmer, has been donated and the complete machine now makes a very attractive display at Wilmington Priory Agricultural Museum. An old seed-drill from Brightling Park has also been donated, by Mrs. Grissell, and is now on display at the museum.

Coultershaw Mill A working party has been arranged for Saturday 27th September at Coultershaw Mill, about 2 miles south of Petworth. The mill itself no longer exists but there is a three-throw pump, driven by a 12 foot diameter, 4 foot 6 inch wide breast-shot wheel, dating from 1789, which originally supplied water to Petworth House and the town of Petworth. The machinery is in tolerably good condition and the intention is to make a thorough examination and assess the possibility of restoring this to working order. The owners, the Leconfield Estate, are quite sympathetic to the idea.

Water Pump at Sutton Hall. An interesting old water pump of an unusual design, driven by a water wheel, is still in existence at Sutton Hall between Barcombe and Lewes. The supply to the water wheel was taken from a lock on the R. Ouse and the pump originally supplied water to Sutton Hall. The equipment has been much subject to vandalism, particularly the wooden building, but it would be possible to salve the machinery and, after restoration, to install it in a suitable open-air museum. The owner has given us permission ot remove it and a small working party will be organised later to assess the possibility of this.

RECENT VISITS

Lunsford Brickworks On the 18th June, 15 members took advantage of the facilities provided by the Redland Company for a visit to their Lunsford Brickworks near Bexhill (TQ 723094).

Started as a pottery and general clay products works about 1900 the works have concentrated on bricks since 1930; today two main products are made, dense hard load-bearing bricks with smooth surface finish and wire-cut bricks coloured as required and having a textured surface.

The siting of the original works would be satisfactory from most aspects since it stood on its own raw material source, was well away from the Bexhill of that day, was market orientated towards the urban growth then taking place in that area of East Sussex, and cheap coal fuel was available at railway sidings at Sidley Station 2km away. Spring water was available on the site and in fact is a problem in the clay pit today. The small power requirements would no doubt be derived from steam or oil engine via belt drive.

Essentially the present works comprise: the clay digging area which cuts down into the Hastings Beds of the Wealden formation thus providing a range of materials, a clay stocking and weathering pile, clay crushing , dry grinding, brick pressing and, alternatively, extrusion and wire cutting with colour dusting, green brick drying, firing in circular kilns for the wire cut bricks and in the multi-chamber Staffordshire kiln for the pressed bricks. Propane gas is used throughout as a fuel and electricity comes from mains supply. Even now that urban growth has spread towards the works and the clay pit has opened up to very great size, the environmental amenities are preserved and the gas firing renders the works smokeless. Rail tracks have been eliminated except in the drying sheds, transport being fully mobile with much use of fork lift trucks. Belt conveyors move raw material from the outlet of the clay jaw crusher to the two edge-runner mills and onwards to the brickmaking plant.

Other than iron ore the clay was free enough of hard material to be usable in a dry process and so very little water was needed in this works as a whole. The two big edge-runner grinding mills were most impressive having perforated manganese steel floors which were driven and edge runners also tyred with renewable steel plates. Coarse material went to the wire-cut brick plant and fine to the press plant.

The six dome topped circular kilns were fitted with propane burners around the outer circumference; these flared against an annular dead wall, the heat thus sweeping up to the top of the dome, and then down through the 45,000 bricks with which the kiln was stacked. The firing temperature was 1,100°C. Hot air from these kilns could be drawn to the brick drying sheds.

The 16-chamber Staffordshire kiln was seen to have flexibly coupled propane gas burners in the top of each chamber firing downwards. Also on the flat top of the kiln there were controls enabling hot products of combustion from a fired kiln to be drawn through a chamber which was heating up.

The use of loading pallets and fork lift trucks eliminated individual handling of bricks right through from the pressing and wire-cutting plant to the loading of lorries for despatch of finished products.

The whole visit was of great interest because we had an excellent opportunity of seeing how processes old in themselves could be made labour saving and efficient by the logical use of modern ancilliary equipment.

The visit ended with an appreciative thank you to the works manager Mr.P.B.Hall who gave permission for further photography by those who so desired.

W.R.B.

Chichester About 25 people assembled at the Cathedral Works Organization Pound in Terminus Road, Chichester on Saturday 19th July, where Mr. R. Mitchell, the Director of the Works, explained the different types of stone used, much of it from France, and showed the mechanical saws for cutting up the blocks and the hand tools for carving details. It was noted that apart from the saws, the tools used had changed little since ancient times. The Organization does a large amount of outside work as well, at Oxford, Wells, Romsey and Winchester among other places. Limestone is preferred, and little sandstone work done, except York stone for paving. At the cathedral itself, Mr. Mitchell described how defective foundations causing the outer walls of the building to move outwards had been replaced by new ones of reinforced concrete, (partly revealed in the south choir aisle); at the same time drainage had been improved by levelling the ground to the north and west of the building by about 4 feet. Inside, much new paving had been laid with underfloor heating and the whole building had been rewired. The bell-tower, of badly weathered sandstone, had had its top and plinth refaced, and the rest was to be done in the future. The party afterwards ascended the spire, noting the continuous belt of concrete on the floor of the triforium which helped to tie the building together, and were rewarded by a superb view of Chichester.

Members re-assembled after lunch, under the guidance of Mr. Tony Hoskins, at the Canal Basin, once the hub of the town's commercial activity, where a few of the original buildings - the Richmond Arms, two warehouses, and one of a pair of cottages - survive. The town gasworks demolished in 1955, stood on the north-west side, coal being brought by water. The course of the canal to the sea was then followed in poor weather by about 15 members in cars, while others toured Chichester itself. At Hunston, the only surviving original bridge, Poyntz Bridge, was seen; it was a swing-bridge, of wooden slats on iron girders, pivoting from the E. bank to rest on a brick parapet to the north, but was not well preserved. The Sussex Canal Trust are reclaiming a short stretch of water to the E. of Hunston, but the canal seems unlikely ever to be fully restored owing to obstructions, especially bridges. The height of the canal above the surrounding land could be well seen. A short walk led to the site of the bridge where the canal was crossed by the infamous Selsey Tramway (1897-1935), the site of whose Chichester terminus had been seen in the morning. The bridge was a drawbridge and the stumps for the posts of the lifting gear remain. At Birdham the two locks were inspected: Casher Lock, not in working order, though recently partly repointed, and the very deep Saltern's Lock on Chichester Harbour, with good ironwork details. The former Egremont Arms close by is very similar in style to the Richmond Arms in Chichester. Across the harbour the buildings of the former Birdham Tide-mill made an impressive sight.

Thanks are due to Messrs. Mitchell and Hoskins for their guidances, and to Mr. and Mrs. Allnutt for their hospitality in providing tea after the visit, and a venue for eating sandwich lunches.

T.H.

Gardner-Hodson's Mill, Robertsbridge A small party was received by Mr.C.C.Pointer, Manager of the Mill, on the afternoon of the 13th August and were very ably and enjoyably shown, by his assistant Mr. Alan West, the many processes involved in the manufacture of animal feeding stuffs.

Although a mill on the site is recorded in the Domesday Book there have been many subsequent reconstructions. Up to the time of the Second World War these were, at least partially, water driven but none of this equipment now remains apart from the mill stream and the modern mill, largely of recent construction, is electrically driven, with highly automated control equipment.

The mill, of 'medium' size can prepare up to about 1100 tons per week of feeding stuffs and is the only such plant in the area. The raw materials, rape, maize, ground nuts, soya beans, fish meal etc., are prepared by drying and grinding and automatically delivered to various hoppers. The final mix for a particular purpose incorporating the correct quantities of cereal, protein and other essentials, occasionally including antibiotics, is determined by a computer programme; the required quantities are then set on a comprehensive control panel which governs the operation of the plant and finally causes the output to be delivered in 56lb. bags.

Prior to the abandonment of the Robertsbridge-Tenterden Railway, the mill had a connection to the line and had purchased in 1961, a 1904 0-6-0 tank engine for use around the plant. This engine, which they named 'Pride of Sussex' is now in the possession of the revived Kent and East Sussex Railway and is housed at Rolvenden.

E.O.T.

Bateman's Many members have been associated with the restoration of the water mill at Bateman's and it was with great pleasure and satisfaction that a party was able to visit the mill on the evening of 28th August and see it in full operation and actually grinding corn. Mrs. Sutherland, the Administrator at Bateman's, very kindly entertained the party to coffee and our Chairman, Mr. W.R. Beswick, in thanking Mrs. Sutherland for this hospitality, also expressed the Society's warmest appreciation and thanks for her great help to members and others throughout the period during which they had been carrying out the frequently very arduous work of the restoration.

E.O.T.

Newhaven Harbour and Piddinghoe On the afternoon of 6th September a party of about 20 visited the harbour installation at Newhaven. Mr. R.J.S. Martin, the Chief Civil Engineer and Mr. A.G. Payne of the Newhaven and Seaford Historical Society conducted the party and proved to be extremely informative and enthusiastic about both the historical and the modern aspects of the installations. Using a large aerial photograph of the area, Mr. Martin explained how the course of the River Ouse had changed from its original outlet at Seaford, blocked in 1579 by a severe storm, to an outlet at Tidemills slightly east of the present harbour and eventually to its existing course. The "New Haven" was then developed having significant trade with French ports; with the coming of the L.B.S.C.Rly. and its famous Chief Engineer, William Stroudley, a regular passenger service to Dieppe was instituted and many harbour improvements were made and workshops built between 1850 and 1875. Recent years have seen the construction of a car-ferry terminal and modern passenger and freight facilities.

The party first inspected the mechanism of the old and new swing bridges by which the main coast road crosses the river. The old bridge, built by Henry Grissel of Birmingham in 1886 and replacing a wooden bridge, was manually operated and was replaced by a modern power-operated bridge in 1975; this old bridge is about to be demolished but some of its more interesting components will be preserved in Museums at Newhaven and Seaford.

The Marine Workshop provided many items of interest including two large hand-operated travelling cranes, some early electric motors and machine tools and, in what used to be the harbour generating station, a mercury-arc rectifier installation providing direct current for most of the drives. This plant handles repair work associated with ships using the harbour.

An inspection of the machinery controlling the car-ferry loading ramp, a tour of the modern passenger terminal and a walk around the original course of the river concluded this part of the visit. E.O.T.

The party then moved to Piddinghoe (TQ432033) a few miles up river where it inspected what had been an early 19th century brick and tile works where there is a complete "biscuit oven" kiln said to be the last of its type in the South East. There are traces of two other similar kilns alongside as well as what appeared to be a part of an underfired Scotch-type brick kiln now forming an end of a house. The works had been in operation during the early part of the present Century but making tiles and not the pottery which would have been expected with the type of kilns in question. The site had its own wharf on the adjacent river Ouse and raw material came from nearby clay pits in the alluvial valley floor. The chalk cliffs which can be seen here also provided Piddinghoe with another substantial industry - that of whiting manufacture and one of the levitating tanks, in which the ground chalk was prepared, stood until recently just off the A275 road. There is abundant scope for further detailed work in this area and for which the paper in Newsletter No.5 by Mrs. S. Farrant will provide the foundation. W.R.B.

CONFERENCES AND COURSES

Course on Industrial Archaeology at Chichester Dr. Edwin Course of the University of Southampton, Extra Mural Department will run a course of six meetings commencing on Monday 20th October. The meetings will be at 7.30p.m. at Bishop Otter College. The fee is £1.20 which may be paid on attendance. Further details may be obtained from Mr. A.G. Allnut, West Sussex Secretary, Chichester 86044.

Sussex Archaeological Society The Society is holding its Autumn Conference on 8th November at Lewes, the subject this year being 'Current Archaeology in Sussex'. A copy of the Conference Programme and an application form is enclosed.

Register of Research and Lecturers The Sussex Rural Community Local History Committee is revising its Register of Current Research and List of Persons willing to Lecture. This work is being undertaken by the Seaford Museum of Local History, West House, Pelham Road, Seaford. If any member, who is not already on the Register wishes to be included on it he can obtain an application questionnaire from the Seaford Museum or from the General Secretary at Albion House, Cobourg Place, Hastings.

SHORT NOTES

Slate Quarry Museum The North Wales Quarrying Museum at Dinorwic, near Llanberis, which is under the guardianship of the Department of the Environment, is well worth a visit by any member visiting North Wales. It comprises the original workshops of the Dinorwic slate quarry, built in 1870, and contains a carpenters shop, pattern shop, foundry, smithy, fitting shops and locomotive sheds. These enabled the Company to manufacture and maintain almost everything needed for the quarrying, dressing and transport of the slate. All the machines were driven from line shafting, totalling about 200 yards, which was originally powered by a 50 foot diameter, 80 HP water-wheel; this was replaced in 1925 by a Pelton wheel which still drives the shafting and the machines. The workshop ceased to operate in 1969 after nearly 100 years work.

All slate used in the buildings came from the quarry and the iron window frames were cast in the foundry. Several interesting large castings are displayed in the courtyard of the museum. A two-mile length of one of the old quarry railways along the North bank of Lake Padarn has been restored and it is possible to take a ride along this in a small train.

I.A. Course at Matlock During July, the General Secretary had the opportunity of attending a very interesting I.A. Course, run by Nottingham University, at Matlock, Derbyshire. He was able to see and study many of the early water-driven textile mills in the area, some still working and some derelict. Among the latter was a fascinating complex of small mills, some with 40 foot diameter wheels, strung out along the steep Lumsdale valley outside Matlock, and almost buried in trees and bushes. He was also able to see sections of a small pumping station with a beam-engine which it is hoped will be restored to working aorder. He also visited the canal port of Shardlow, where the Trent and Mersey Canal joins the Trent, with some very good old warehouses unfortunately threatened with destruction by a development scheme.

Institution of Electrical Engineers The Editor recently attended a week-end Conference in Manchester organised by the History of Technology Group of the Institution. Included in the Conference was a visit to the North West Museum of Science and Industry built up over the last two years by Dr. R.L. Hills and comprising working exhibits of many early electrical machines, a spinning mule and a third-scale model of a Newcomen engine together with many other extremely interesting items. The museum is well worth a visit from any member happening to be in the Manchester area. A visit was also paid to Ferranti Ltd., Hollinwood where the very active Archives Department had displayed a large number of exhibits relating to the early history of the electrical power industry including letters and documents concerning the life and work of Sebastian de Ferranti. The chief archivist, Mr. Charles Somers, and his enthusiastic staff expressed their great willingness to help any investigators in this field.

Among the research talks given was an account of some investigations into the early electrical systems associated with the collieries in the Forest of Dean carried out by Professor D.G. Tucker. It would appear that certain collieries supplied electricity to adjacent villages two or three years earlier than the generally accepted 'first' public electricity supply at Godalming in 1882.

PUBLICATIONS

Postcards - Early Views of East Grinstead This second set of five cards are reproduced from old photographs of original glass negatives in the possession of members of the East Grinstead Society. The set, as well as the first set, may be obtained from the Treasurer of the Society, c/o Barclay's Bank, High Street, East Grinstead, for 25p. per set, plus postage. The cards illustrate various buildings, since demolished, some early vehicles associated with the town and some early local personalities.

"Industrial Past" The General Secretary has available a number of copies of the Summer Number of an interesting little magazine called "Industrial Past". This is published quarterly from Skipton, Yorkshire, and although originally dealing with Industrial Archaeology in the North of England it has now widened its scope to cover the whole of the country. The present number includes articles on the Stockton-Darlington Railway, Woodbridge Tide Mill, Morwellham Quay in Devonshire and the work of John Smeaton. It is privately published and any profits will go to the support of specific industrial archaeology projects. We consider it a very worth-while venture, and copies may be obtained from the General Secretary, Albion House, Cobourg Place, Hastings at 20p. each, plus postage, or at the A.G.M.

A.I.A. Bulletin No.5 This gives interesting news of museums and restoration work in various parts of the country.

Hereford Waterworks Museum, opened on 6th April, contains most of the original 1856 waterworks and two vertical pumping engines from the turn of the century.

Kew Bridge Pumping Station, of the Metropolitan Water Board, is to be developed by a Trust as a working museum of London's water supply, and it is hoped to get some of the very large beam-engines under steam again by the end of the year.

At Park Bridge, Ashton-under-Lyne, Manchester, an industrial museum was opened in April and it is hoped to display a 500 HP cross-compound vertical steam engine built in 1912.

At Etruria, Stoke-on-Trent a scheme has been put in hand to establish a canal museum and ultimately to restore Shirley's Etruscan Bone Mill, with its 1850 beam-engine.

At Melingriffith (Griffith's Mill) near Cardiff, plans are in hand to restore a water-driven pump of 1807. Two pumps are operated by lifting chains and rocking beams from cranks driven by a cast-iron under-shot water-wheel.

Sussex Directories Some readers may be familiar with my Sussex Directories 1874-1940: A First List, which was published in 1969, by the Sussex Industrial Archaeology Study Group, and listed about 800 directories relating to the whole or part of Sussex. The qualifying definition of a directory was: substantial list(s) of names and addresses, with occupations where appropriate, preferably with some pretence to comprehensiveness. The Libraries holding copies of each directory were indicated. Since 1969 I have collected a number of corrections and additions to the list and have in mind to produce a revision. I will therefore be very grateful to hear from anyone who can suggest any amendments.
My address is: 12, Dudwell Road, Woodingdean, Brighton, BN2 6RE.

John H. Farrant.

TWO UNPUBLISHED CANAL SCHEMES IN SUSSEX

by John H. Farrant.

It is probably true that the great majority of projects for river navigations and canals in Sussex, whether or not realised, have been noted in recent publications.[1] However, there are two plans in the Arundel Castle Archives relating to schemes which have not been noted, possibly for the simple reason that they never got beyond the drawing board.[2]

HC10 has no title nor scale, but is about 1 inch to 1 mile and covers from Dorking in the north to Littlehampton and Shoreham in the south, marking places and roads in the vicinity of the rivers and the proposed canal. The canal starts from the River Mole, at Pipbrook Bridge, Dorking, runs east to Brockham Green and then south, following a similar course to that of the Dorking-Horsham railway to about N.G.R. TQ1738. It then branches:
(i) south-west to Broadbridge Heath, with a connection to the River Arun at TQ1232;
(ii) south-east to Horsham (with two alternative routes for the last five miles, one following the railway, the other lying west of the Arun) and West Grinstead, joining the River Adur at Binesbridge.

There is also a pencilled line from the canal's route three miles north of Horsham to Newbridge on the Arun, with the note that it 'denotes the Continuation of the Survey taken from the Croydon canal by way of Dorking'. This may be a reference to an alternative route for the proposed Merstham and Newbridge Canal of 1811 which would have passed well south of Dorking[3] but that does not of itself date the main plan. Two possibilities for the date can be mentioned. First, William Marshall in his Rural Economy of the Southern Counties (1798) advocated an extension of the Arun Navigation to Horsham, either by improving the river or by a cut through Billingshurst, and from Horsham to the chalk quarries at Betchworth (a little east of Brockham) and to Dorking. Secondly, a plan was produced in 1811 for a canal on the line of the Mole from the Thames to south of Dorking; the present plan could be for a possible extension. The plan does not seem to be related to Cundy's Grand Imperial Ship Canal Scheme of 1825 which would have used the Dorking gap.[4]

PM19 is 'A Plan of the proposed Navigable Canal, from Steyning to the River Adur Survey'd June 1803'. The canal was to be 1881 yards long, from the Adur at TQ190115, rising by two 12-foot locks, to pass south of Steyning church and terminate on the High Street next to The Tuns public house. It is tempting to seek the hand of Cater Rand in the scheme because he was surveying the Adur in 1800 and was engineer for the Adur Navigation from 1806, but the plan is not drawn in his customary style.[5]

1. C.Hadfield, The Canals of South and South East England (Newton Abbot, 1969)
   P.A.L. Vine, London's Lost Route to the Sea, 3rd ed. (Newton Abbot, 1973)
   J.H. Farrant, "Civil Engineering in Sussex around 1800, and the career of Cater Rand', Sussex Industrial History, vi (1974), 9,11.
2. I am grateful to Dr.F.W. Steer, Archivist and Librarian to His Grace the Duke of Norfolk, for access to these plans.
3. Hadfield, 132. West Sussex Record Office, QDP/W23a.
4. Vine, 39,7,100-101.
5. Farrant.

THE WEY ARUN CANAL TRUST

by A. G. Allnutt

The Wey Arun Canal Trust was set up to restore the canal which linked the Arun to the Wey, thus providing a through route from the Thames to the South Coast. Work is done by the members on a voluntary basis.

The Arun was navigable to Pulborough by 1575 and the Wey was navigable to Guildford in 1653 and to Godalming in 1763. Proposals to link the rivers date from 1641 but it was not until 1816 that the canal was opened although the Arun Navigation was extended to Newbridge in 1787.

The canal reached its peak as a commercial waterway in 1839 but with the advent of the railway in Sussex its fortunes declined rapidly and the opening of the Guildford-Horsham line in 1865 (itself closed 100 years later) forced the canal to close in 1868 and it was finally abandoned in 1871.

Much of the line of the canal remains, although dried out. It climbs to a five-mile summit length 163 feet above sea level on the Surrey-Sussex border and then descends to the Arun Valley. The canal was 23 miles long and averaged 25 ft wide and 4 ft deep. There were 26 locks 12ft wide and 70 ft long with an average fall of 6 ft. It is crossed by 35 bridges.

Restoration by amateurs is an audacious and enormous task which will take many years since the locks need extensive repairs, many of the bridges must be strengthened and the banks and clay seal require attention after cleaning out mud and vegetation.

Shortage of water supply to the top level was a problem the Victorians never solved. The Trust hopes to install vintage pumping equipment and this will form part of the attraction when the canal is opened.

A remarkable amount of help and co-operation has been received from many quarters including adjacent landowners. Plant manufacturers have demonstrated their equipment working on the canal, contractors have donated draglines, cranes, compressors and mixers and technical colleges have manufactured wooden lock gates. A task that seems well beyond the capacity of amateurs, since it is the equivalent of a major contract, is thus well under way in both the Northern and the Southern sections although there are yet many years of work ahead.

The canal runs through unspoilt country and, once restored, will provide recreation for ramblers, boat users and naturalists.

MEMBERSHIP

Please note the following changes to the list of members dated 31st August 1974.

EAST SUSSEX: Add: BATES, M.P. 136, Marina, St. Leonards-on-Sea.
EAGLING, J.D. 6, Pebsham Road, Bexhill-on-Sea.
POPKIN, J. 10, Sandown Road, Ore, Hastings.
POPKIN, Mrs. M. " " " "

EASTBOURNE AREA Add: BEENEY, D.R. Upper Bemzells Farm House, Bemzells Lane, Herstmonceux.
GOODE, T.J. 'Gorse' 30, St. Peters Road, Seaford.
Delete: BODLE, T.F.

NORTH-EAST SUSSEX
Add: SUTHERLAND, Mrs. B. Bateman's, Burwash, TN19 7DS.
Change: WILLMOTT, P. 'Dalwood', Knowle Park, Mayfield, TN20 6DY.
Delete: NEWLAND, A.

CENTRAL SUSSEX Add: ALBU, A. 17, The Crescent, Keymer, BN6 8RB.
MOORE, P. Priory Upper School, Upper Mountfield Road, Lewes.

NORTH SUSSEX Delete: WISE, B.

WORTHING AREA
Change: FRENCH, C.C.J. 303, Upper Shoreham Road, Shoreham-by-Sea, BN4 5QA.

MEMBERS RESIDENT OUTSIDE COUNTY Add: BRISTOW, Dr. C.R. 6, Brackley Road, Beckenham, Kent. BR3 1RG.
SUTHERLAND, P. 9, Whitgift Court, Nottingham Road, South Croydon, CR2 6AR.

MEMBERS RESIDENT
Change: STEPHENS, J.K. (Accra) c/o Foreign & Commonwealth Office, King Charles Street, London S.W.1.
Delete: BRISTOW, Dr. C.R.

OFFICERS

Chairman: W.R. Beswick, Turners House, Turners Green, Heathfield.

Vice-Chairman: P. Adorian, The Mill House, Gibbons Mill, Billingshurst.

Treasurer: G.P. Burstow, 6, Walpole Terrace, Brighton, BN2 2EB.

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