



## SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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NEWSLETTER No. 12.

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### ANNUAL GENERAL MEETING

The Tenth Annual General Meeting of the Society will be held in November  
- Formal notice of the Meeting is enclosed.

After the formal business a talk on the Wey Arun Canal will be given by  
Mr. A.G. Allnutt.

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

Exhibition at Hassocks. The Hassocks Field Society organised a very successful exhibition, 5th - 7th August, entitled 'The Sussex Scene'. Our Society took a stand there and were next to the Wealden Iron Research Group. Our display covered photographs of past and current projects, leaflets on our Coultershaw Water Pump Restoration Project, and Wooden patterns from two old foundries at Hurst Green and Shoreham. Copies of Sussex Industrial History No.7 were also on sale and two new members were recruited. The attendance during the three days was well over 5,000. Frank Gregory also had a special stand on which there was a very fine display of pictures and documents relating to a wide range of Sussex wind and water mills. As a result of the exhibition we have been asked by the North Eastern Division of the West Sussex County Library Service to arrange a display next year which they can have on show in their various libraries for a month at a time. Any member who has photographs or documents which they would like to contribute to such a display is asked to get in touch with the General Secretary.

Scout Camp, Withyham. In June we received a request from the Haywards Heath & District Scouts to help them organise a project in Industrial Archaeology for their Annual Camp at the end of July. This was duly done; Mr. Beswick gave a talk to the boys at the beginning of their week in camp and sites in the vicinity were suggested for inspection, including Scarletts Furnace and Newbridge Mill and Furnace. Earl de la Warr kindly gave his permission for the Scouts to examine a late 19th century water-driven water pump on the Buckhurst Park Estate, and asked if the Society would give him a report on the possibility of restoring this to working order again. This project proved to be very popular and successful, particularly with the older boys.

The building, which was completely buried in undergrowth, was cleared and all vegetation stripped from the roof and walls, the building itself and the machinery were sketched, photographed and measured up by the boys, who are producing a report, with measured drawings, on what they found. This report, plus our observations, will form the basis of our report to Earl de la Warr.

Connections with Kindred Societies. Being a Society affiliated to the Sussex Archaeological Society, we received a copy of all the S.A.S. literature, i.e. Sussex Archaeological Collections and the Newsletter. These are available for loan, for a short period, to any of our members. We also receive the Bulletin of the East Grinstead Society and have now purchased all the back numbers of this Bulletin. These also are available for loan to members. Requests to borrow should be sent to the General Secretary.

Correspondence. The Editor would be pleased to receive, with a view to publication, letters from Members commenting on and making suggestions regarding the Newsletter, Sussex Industrial History or other activities of the Society; it would be hoped that such letters would stimulate replies and give an opportunity for a greater participation by all Members in the work of the Society.

#### RECENT VISITS

Haxted Watermill. On Saturday morning, 18th September a party of about 12 Members visited Haxted Watermill and Museum near Edenbridge. Although a mill has existed on this site since the 14th century the present structure dates from about 1700 and was grinding corn for about 250 years until 1945. The vertical oak shaft, the crown and spur wheels and most of the structural timbers are original but the over-shot water wheel with its cast iron axle and frame is only about 140 years old. The mill has been fully restored by the present owner, Mr. C.E. Woodrow, and was opened to the public in 1969.

The mill also contains many working examples of mill machinery drawn from other sites, a display of old postcards, drawings and water colours of British and Foreign mills, some notes about the death-watch beetle which posed a particular problem in the restoration and a large map showing the sites of wind and water mills in S.E. England.

On the top floor of the mill, is a small museum devoted to the Wealden Iron Industry, including an automatic slide projector with a taped commentary.

After lunch some of the party visited the small section of the London - Lewes Roman Road that has been preserved at Holtye (entrance about 100 yd. east of the White Hart Inn on the A264).  
E.O.T.

A.I.A. Conference The Annual Conference of the Association for Industrial Archaeology, held at Southampton University from 10th to 12th September, was attended by the General Secretary, who gave a talk on "I.A. in Sussex", reviewing work in progress and completed. This was well received and much interest was shown in the achievements of S.I.A.S. eliciting several enquiries about sites and objects mentioned; a number of useful contacts were also made. Talks were also given by other delegates on I.A. in Hampshire, Dorset, Wiltshire and Portsmouth Dockyard. On Hampshire slides were shown of an unusual barn standing on staddle-stones and the last voyage of a steam-driven floating bridge, or chain-operated ferry. Details were also given of a sewage pumping station at Winchester which was fired by the city's refuse, untreated; an interesting example of killing two birds with one stone. In Dorset much work has been done on the history of 'Jennings South Western Pottery' and Mr. A. Cooksey would be glad to hear of any objects bearing this name. In Wiltshire the remains of an

early wooden crane, broken-backed and rotted have been found at Burbage and a replica of this is being built by the local I.A. Society for the local Council. The talk on the I.A. of the Portsmouth Dockyard was the prelude to a most interesting visit there on the Saturday afternoon when we were shown many items that the ordinary public do not see. These included some attractive old warehouses and boat stores, and two stone-built dry docks dating from about 1800 and still in use with caisson gates of a type invented by Bentham. We also saw several pieces of Brunel's block-making machinery, some of which are housed in the original building put up for this purpose by Bentham, who built it over a reservoir which supplied one or more of the dock basins. By this means he not only saved valuable space but was able to use the beam engine, which pumped water to the dock basins by night, for running the block-making machinery by day. We also saw the ropewalk, 1095' long and a 600' long engine house, dating from 1849, where marine steam engines were built. On the return journey we came through Gosport and were shown the old Navy Victualling Yard with its bakery and cooperage, which was in use until 1972 when the Navy's rum ration was abolished. A film was however made of the cooper's work just before the closure. Among contributions from individual members there was a very good film of the Kingston-on-Thames cooperage, and slides of a steam-operated Fairbairn crane at Bristol which is being restored. An account was also given of a millwright's shop, the complete contents of which were discovered hidden under rubbish at Watchet, in Somerset. Altogether a most interesting and worth-while weekend.

A.J.H.

Industrial History in the North-East. The General Secretary and the Editor took part in a recent week-end Conference in Durham organised by the History of Technology Group of the Institution of Electrical Engineers. The North-East (Tyne-Wear-Tees) area was much in the news last year in connection with the 150th Anniversary of the opening of the Stockton and Darlington railway; less well known, however, is the major contribution made by the area to the development of the electrical supply industry and which provided the major item of study at the Conference.

Joseph Swan (1828-1914) of Sunderland, in 1878 and contemporaneously with Edison in America, invented the electric filament lamp which brought electric lighting into general use. Charles Parsons (1854-1931), who spent his whole working life in Newcastle, invented the steam turbine which, from 1884 has been, and still remains, virtually the only prime mover used in fuel-fired and nuclear electric generating stations throughout the world. Charles Merz (1874-1940), founder of the world-famous firm of consulting engineers, Merz and McLellan, conceived and developed the idea of a widespread electric power system covering a large area and was largely responsible for the setting up of the first such system, the North-East Coast Electric Supply Co. (NESCO), now of course absorbed into the National network. Merz was also closely associated, around 1920, with Sir Vincent Raven and others in the proposal for and the detailed design of the electrification scheme for the main line of the North British Railway from York to Newcastle - unfortunately, largely for political reasons, this scheme was never put into operation although a prototype locomotive was successfully built and tested.

During the Conference visits were paid to some pre-war and early post-war electrical installations at the vast I.C.I. works at Billingham, to the 'Marsden' Railway and to the Ryhope pumping station.

The 'Marsden' Railway is a standard-gauge colliery line built in 1874 to connect Tyne Dock station in South Shields with the Whitburn Colliery about 3 miles down the coast near Marsden; from 1885 the line was also permitted to carry passengers to the sands and grotto at Marsden. Between 1896 and 1908 various local colliery amalgamations took place and resulted in a number of short, but somewhat complicated, extensions and the system, except for the Marsden section, was electrified with direct current at 550 V. The Marsden section was closed in 1968 but much of the remainder still operates with some of the original and some newer (1951-59) electric locomotives.

The Ryhope Pumping Station and Museum, near Sunderland, contains two large beam pumping engines built between 1866 and 1869 by R and W Hawthorn of Newcastle; each was rated at 100 h.p. and capable of delivering 40,000 gallons per hour against a head of 243 ft. The engines are thus slightly smaller than those at the Goldstone Station in Brighton although they were built at the same time as the Goldstone No.1 engine. Ryhope closed in 1967 but has been preserved with help from the Sunderland and South Shields Water Co. and the engines are run in steam on certain weekends.

Enquiries regarding purchase of the 80pp volume containing the 12 lectures given at the conference should be made to the Secretary, SEM Division, Institution of Electrical Engineers, Savoy Place, London WC2R 0BL. E.O.T.

#### CURRENT PROJECTS

Ifield Mill. The last phase of structural repairs to the building will start in October and continue through the winter, together with work inside the mill. Repair of the brickwork in the wheel-pit and clearance of 2' of silt in the tail-race has been started by school leavers on a Job Creation scheme, who have already rebuilt a 12' high sandstone wall between the mill and the dam. The pond is being dredged by the Council and the dam wall and the weir rebuilt, 2' higher than its present level which will give sufficient head of water for satisfactory operation. It is hoped to start rebuilding the wheel itself during the winter. Some cast-iron columns, which have been salvaged from some 1861 stables in a nearby village, may be used to support the launder and sluice box, or possibly to help support the first floor.

Sutton Hall Water Pump. This has now been dismantled and is stored in our hut at Rye Green Farm. The next job is to organise a working party for cleaning, de-rusting and repairing the parts. Volunteers please send their names to the General Secretary stating week-ends available and whether Saturday or Sunday working preferred.

Coultershaw Water Pump. Preparatory work on the restoration is going well and there is on site an excellent hut, with electricity laid on, to be used mainly as a display for visitors. A work bench has been installed in the pump house and internal cleaning up is in hand. It is hoped soon to start on the main task of overhauling the wheel and pump.

Regular fortnightly sessions started on 5th September and will continue on 3rd, 17th and 31st October etc. Volunteers are urgently needed as there is a great deal to be done. Any volunteer who would prefer to work on Saturdays please contact Mr. A.G. Allnut, the West Sussex Secretary (Chichester 86044).

While work is being carried out the public are encouraged to look round and in three sessions they have contributed over £10. To avoid workers being distracted members are also urgently needed to man the display hut, talk to the

visitors and conduct them down to the pump house. This is an appeal to the ladies; contributions would go up if they were to bring to bear their undoubted powers of persuasion!

West Sussex County Council have now contributed £150.

Burton Mill (SU 972 194) Our Report to the West Sussex County Council, referred to in the July Newsletter, was favourably received at the Coast and Countryside Committee Meeting on 13th September. Mr. F. Penfold (Adviser representing the Sussex County Trust for Nature Conservation) suggested that, as there is a nature reserve on the S.E. side of the lake, the mill might be used as a display centre. The lake would continue to be used for fishing; also there are 30 acres of woodland to the West of the lake which the County Council and the Trust for Nature Conservation will consider purchasing. There is nothing of the original mill machinery left, except on the bin floor, but there are two water turbines occupying the original wheel pits, one installed in 1929 and in tolerably good condition, the other being older and partly derelict. Our Society may have the opportunity of restoring the bin floor of the mill and also the turbine.

Oldlands Mill. At the request of the Hassocks Amenity Association Mr. Gregory and Mr. Haselfoot inspected this mill on 7th August and reported on the condition of it, making recommendations for the necessary conservation work. The mill, an 18th century post mill with round house, is the property of the Sussex Archaeological Trust; it is in a poor state of repair, the body having partially collapsed, and measures should be taken fairly soon to arrest further deterioration and put the mill in a fit state to resist the weather for another five years at least. The complete restoration of the mill to working order again is a project that might perhaps be undertaken some time in the future, but a rescue operation is the first requirement. There are very few post mills in even fair condition left in Sussex and Oldlands is certainly one that should be considered for preservation.

Muntham Well, Findon. Dr. Hudson, one of our Members, has been investigating the history of the water supply at the former Muntham House. A 1927 Ruston Hornsby engine has been rescued from dereliction by Mr. M.A. Pearce of Storrington who is restoring it and would welcome help in this project. Will anyone interested please communicate with Dr. T.P. Hudson, County Record Office, County Hall, Chichester. (Chi. (0243) 85100) or 23, Glenwood Avenue, Bognor Regis.

#### PUBLICATIONS

A new handbook on Industrial Archaeology.

Members who have read Kenneth Hudson's "Handbook for Industrial Archaeologists" published in 1967, will be interested to know that he has now written "A Pocket Book for Industrial Archaeologists" which replaces the earlier "Handbook". This truly a pocket book; at 8½" x 4½" x ¾" it is just the size to fit comfortably in a coat pocket and be always available for the industrial archaeologist in the field. In spite of its small size, however, its 128 pages are packed with useful ideas and information, with 14 interesting illustrations. After the introduction it is divided into six sections: (1) The main tasks for the next ten years; (2) Industrial Archaeology and the Law; (3) Processing and presenting one's finds; (4) Museums, libraries and archives; (5) Organisations and institutions; (6) Key inventions and technical developments.

The book will be fully reviewed in the next issue of "Sussex Industrial History" but meanwhile I can certainly recommend it to any industrial archaeologist for its thought-provoking, hard-hitting comments, its helpful and valuable guidance and its useful reference material; even if one does not agree with all the author's suggestions. Published by John Baker at £2.25 in a hard-back cover it is very good value.

A.J. Haselfoot.



Harbours of Sussex, 1700-1914. J.H. Farrant.

This pamphlet (55 pages) by one of our members will be published very shortly at a price of about 60p. and may be obtained from the author.

Sussex History. The second issue of this Journal of the Sussex Rural Community Council will be published in October, (price 25p.)

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SHORT NOTE

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Argos Hill Post Mill. It has been announced in the Kent and Sussex Courier of 13th August that the Wealden District Council have decided to spray the mill with a skin of colourless fibreglass in order to ensure its maintenance; the cost will be £3750. The Council has also contributed £250 for repairs to the Polegate Windmill.

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INDUSTRIAL ARCHAEOLOGY - WHAT CAN I DO?

by A. J. Haselfoot.

The strength of a body lies in the efforts of its Members. This may seem a truism, and therefore it is easily forgotten, but unless it is kept well to the fore in peoples minds, and its message acted upon, any Society may, sooner or later, die of inanition. Therefore a special plea to all our members is not out of place here.

In a scattered Society such as ours, covering the 80 mile length of Sussex, and concerned in all the varied and wide-ranging aspects of Industrial Archaeology, it is difficult to keep in touch with all our members, and even more difficult to keep a proper record of all activities and information in this field. Societies operating in a restricted area, or dealing with only one aspect of the subject, are in a much stronger position in this respect.

Much of the County's industrial remains have already been discovered, certainly; far less has been properly recorded and still less published. Information in any field of knowledge, but particularly in a comparatively young and growing subject like Industrial Archaeology, is sterile and useless until it is properly recorded and published, so as to be available to anyone studying the same subject. How often, when you are working on a particular subject, have you wanted to know urgently what other people have already found out about it? The purpose of this blast of cold air, therefore, is to remind all members that their membership of our Society should really entail two vitally important activities: ONE - to discover all that they can about the Industrial Archaeology of their own locality, by field work, by documentary research, or by both, and TWO - to record this information in writing and to see that it is made available to others, preferably by publication in our Society's journal, "Sussex Industrial History". To assist members in this most necessary and worth-while task the following notes may be of use.

Subjects. The following list of subjects is fairly comprehensive and covers most of the items likely to be found in Sussex.

- Windmills, watermills, horse-gins and donkey-wheels.
- Stationary steam, gas and oil engines.
- Early gas, electricity and water supplies.
- Toll-houses, mile-stones, road bridges and street furniture.
- Railway stations, bridges and tunnels; goods sheds and engine sheds.
- Canals, waterways, ports and harbours.
- Breweries, malthouses and ice-houses.
- Warehouses, workshops and other industrial buildings.
- Early brick, tile, pottery and lime kilns; quarries, sand and chalk pits.
- Old farm buildings, barns and agricultural implements.

Information needed. All the details listed below may not be readily available but what there is should be properly recorded. See the notes on filling in C.B.A. Record Cards given in S.I.A.S. Newsletter No.7, July 1975.

Type of object or site; six-figure Grid Reference, e.g. TQ 147 034.  
Exact location if difficult to find; date of construction (approx. if nec:)  
Description, with sketch-plan or drawing if considered necessary.  
Black & white photographs, these are vitally important as they may be the only record available in case of destruction.  
State of preservation or deterioration; threat of destruction.  
History of subject if available, and source of this information.  
Existence of any old drawings, photographs or industrial archives and name and address of owner of these.  
Name and address of present owner of subject, or person to apply to for access.  
Name and address of member reporting; date of inspection; date of report.

All this may seem to involve a lot of work, but suppose you were studying the subject and wanted to know what other people had found out; how much of the above information would you willingly dispense with?

Recording and publication. Ideally all information should be recorded and filed at a central point so as to be readily available to anyone studying the subject. Information should be recorded and registered centrally as soon as practicable after it has been obtained. If all the details listed above are not immediately available, as much as can be obtained easily should be put down in writing at once; other details can follow later - please see that they do!

To centralise all information please send it in to the General Secretary, at least for the time being; we are organising a central registry and filing system and are not afraid of being inundated with information - please try and do it!

It should also be remembered that any drawings, maps, plans, industrial archives etc., which have been given to members of the Society by virtue of their membership or office, are held by such members on behalf of the Society, and should be made freely available to all other members, preferably by lodging them with the central registry.

As regards publication, a digest of all the information received will have to be supplied to members, probably by being sent out with the Newsletter; a more comprehensive summary will have to be published in the Annual Journal. Articles for the Newsletter or Journal are best prepared by the members reporting on the subject, as has been the case in the past; but any of the Officers will be glad to give assistance in the preparation of articles if requested.

#### A Thought for Tomorrow

A Society is only as active as its Members

It is easy just to ring up or write in and say "I've found something interesting, would someone like to come and have a look at it?", but in these days of expensive travel (and Sussex is a long county) is this really fair to the Officers and Experts of the Society? Is it not better to supply the fullest information that you can obtain yourself, so that we then have a chance of deciding what further action may be necessary, e.g. a special survey, a rescue operation or full preservation, without the necessity for an expensive visit to the site in every case - and we also have a proper record of the subject and you have the pleasure of having added to the store of knowledge of the Industrial Archaeology of Sussex.

Please do what you can.

H.B.W. BRAND OF GLYNDE PLACE AND THE DEVELOPMENT  
OF INDUSTRY AND COMMUNICATIONS IN THE  
OUSE VALLEY, 1846 - 1890

by Sue Farrant.

In 1824 the last of the Trevors of Glynde Place died, having bequeathed the estate to Henry Brand, a distant relative of the direct Trevor line.<sup>(1)</sup> The first Brand assumed the family name of Trevor but his successors, including his son, H.B.W. Brand did not.

The Brand family thus became the owners of an estate which included most of the parish of Glynde and substantial sections of the parishes of Beddingham, Tarring Neville, South Highton and Denton to the south of Glynde along the east bank of the River Ouse. By the 1880's, due largely to the efforts of H.B.W. Brand who ran the estate from 1846 the family owned a large area of Beddingham, the whole of Tarring Neville, most of South Highton and the northern part of Denton in addition to most of Glynde. The Glynde estate thus stretched down the east side of the Ouse valley from Glynde Place to Denton.<sup>(2)</sup>

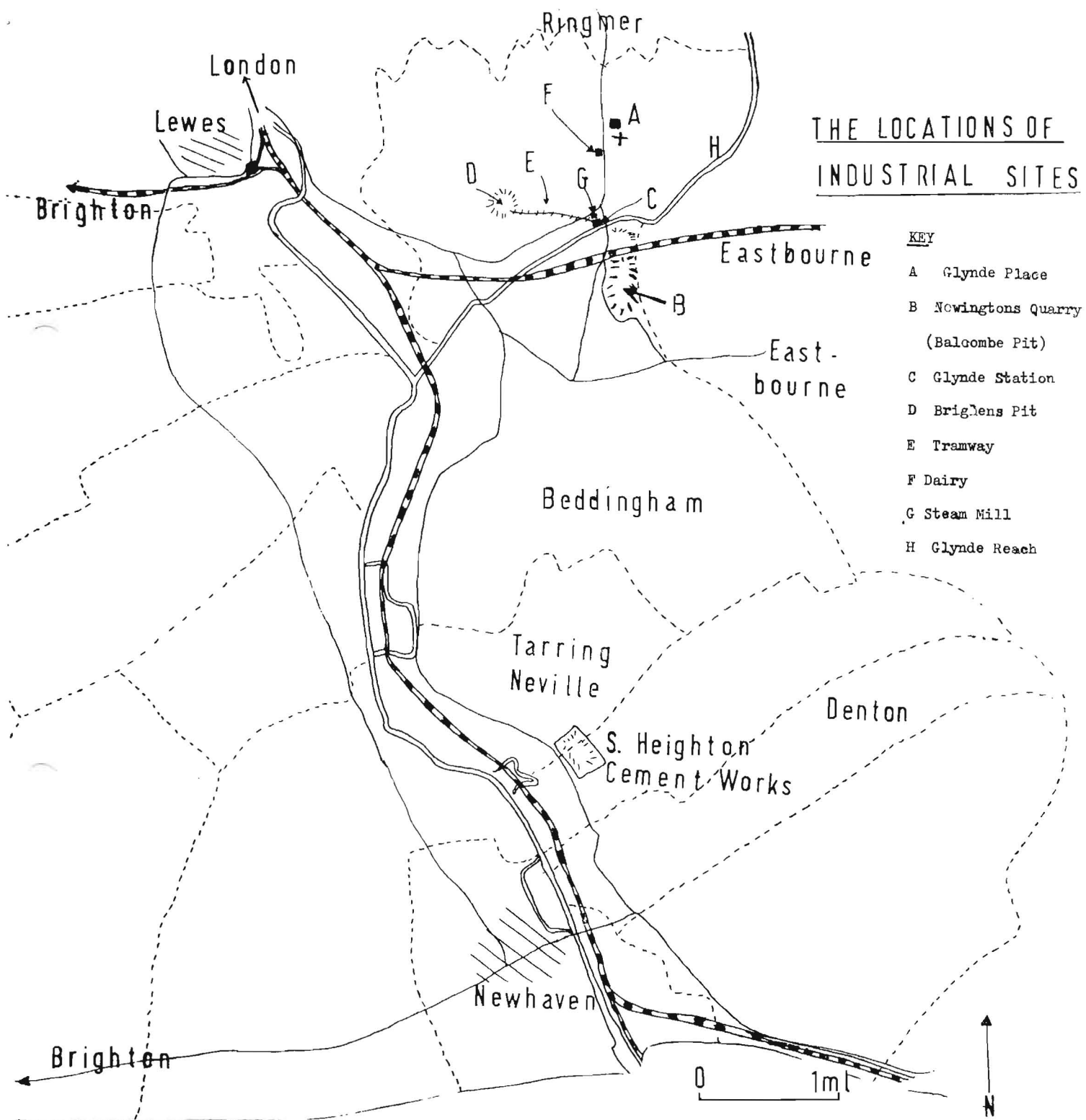
Owning an increasing proportion of the east bank of the valley meant that the family had a growing influence on its economic development. They could decide whether chalk could be quarried, mills built, commercial dairies erected, projected routes of roads and railways altered and either help to promote or prevent improvements of the River Ouse, particularly when sections of it, such as Glynde Reach, flowed through the parishes they owned.

The Brands were in favour of improving the income from their estates and did much to help in promoting schemes which are now of interest to the Industrial Archaeologist. The windmills which stood on their property have disappeared but evidence of other schemes remain.<sup>(3)</sup> The most obvious is the railway, the Eastbourne line from Lewes, opened in 1847 which passes through the parish with a station at the southern end of the old settlement. Unlike some landowners, the Brands could see the value of rail access and so had a station that was easily accessible from Glynde Place. This was especially convenient after 1851 when H.B.W. Brand succeeded to the estate, having run it since 1846; he was M.P. for Lewes from 1852 to 1865 and speaker of the House of Commons from 1872 to 1884, being better known as Speaker Brand.<sup>(4)</sup> Brand was fully aware of the possibilities offered by improved communications by rail and water from the estate and was largely responsible for the development of Newington's Cement Works at Glynde and the Sussex Portland Cement Works at South Highton; he also encouraged the construction of a dairy and a steam flour mill at Glynde and was involved in negotiations with the London, Brighton and South Coast Railway over the improvement of Newhaven Harbour.

The first undertaking to develop was the limeworks, now called Newington's but then called Balcombe Pit, largely in Beddingham but also in Glynde; this was already under development in 1846 by Richard Peter Rickman and William Jenner of Lewes, limeburners who had leased it and a nearby wharf on Glynde Reach. Their twenty-one year lease was at a rent of £165.<sup>(5)</sup> In the 1840's Glynde Reach was navigable as far as the bridge at Glynde and had probably been so from as early as 1800. The initial exploitation was thus based on water transport to Lewes and also to farmers on the navigable water network; however, the railway gave access to a larger area, including Eastbourne, which grew quite rapidly in the mid and late nineteenth century, Newhaven and possibly Brighton. The quarry had the advantage of being close to the railway and on a slope above it so that a tramway could be used to send lime down to the station to be loaded.

By 1880 the locational advantages of the limeworks were being better used by three men who were also partners in a ship based at Newhaven from 1861-1883.





These were George Newington of Glyndebourne, John Clay Lucas and Caleb Richman Kemp of Lewes described in the lease as merchants and co-partners.<sup>(6)</sup> They had already in 1873 leased Glyndebourne farm from Brand for twenty-one years and in the lease were described as lime merchants<sup>(7)</sup>. The lease of Balcombe Pit included the wharf and coalyard on the south side of the Reach, Glynde wharf on the north side and Brigden's chalk pit. This is the first lease that refers to Brigden's being exploited commercially rather than by a farmer and the lease includes a map showing a tramroad from the pit to the station at Glynde, reflecting the acceptance of rail rather than water transport<sup>(8)</sup>. By this date the wharves were probably used more for storage than for transport by water.

Newington and his partners paid an annual rent of £200 but Brand, having realised that the potential of the quarries was to be more effectively utilised, and no doubt recognising the effect this would have on the future use of the area, also insisted on royalties based on the amount of chalk extracted. This ensured that he received a better return from the limeworks as the output increased as he no doubt realised that, once exploitation ceased, he would be faced with an area of little value for alternative use. The 1870's and 1880's were, locally, a period in which rents for agricultural land were low and Brand probably foresaw that his return from the quarrying was likely to be of sufficient value for him to be able to use it to accrue capital for investment for improvements on his farms; when he gave evidence to a Royal Commission on Agriculture in 1881, he said he had expended £3,000 on cottages for workmen at the limeworks between 1875 and 1881<sup>(9)</sup>. The cottages and services still stand clustered at the gate of the limeworks; his investment in them implied a wish to control the expansion of the works and the disposition of the labour force in the parish, and the acceptance of long term exploitation of the quarry.

The Glynde quarries must have been successful during the early 1880's for in 1884 Brand, now Lord Hampden, instigated the development of the cement works at South Heighton. The work on construction of the installations began in October 1884 and a tramway was laid to connect the works to the station and to the main line from Newhaven to Lewes. The works was capable of producing 300 tons of cement per week and could store 3000 tons; trucks were loaded in a covered shed which gave all-weather operation. Clay, necessary for the manufacture of cement, was sent from Glynde where gault clay outcropped on the Brand estate. The clay was at first conveyed to Glynde station by a telferage electric cable railway which consisted of steel rods supported on timber poles; the locomotive and skips were not, however, sufficient to meet the demand and it was replaced by a tramway leading to the wharf and hence by water or rail to South Heighton. That water transport might have been used is surprising given the distance of the river from the cement works and that the railway line was closer; it is more probable that the clay was supplied by rail. By 1902 the output of the Heighton works was 600 tons per week and the output of other cement works belonging to the Company at Meeching (Newhaven) and at Beeding (north of Shoreham) had also increased dramatically<sup>(10)</sup>.

All the cement works acquired their coke by rail and exported their products by the railway network either to the port or to other parts of the region. By 1851 Brand was on the Committee of Management of the Newhaven Harbour and Ouse Navigation Trust and by 1875 was actively involved in the negotiations with the London, Brighton and South Coast Railway over the future development of the harbour. His interest in the future large-scale improvements that were necessary to ensure Newhaven's future as a port may be seen to be related to the future of his own estates and such interests as the export of cement as this coincided with the beginning of large-scale expansion of the Glynde works<sup>(11)</sup>.

Improved rail and water communications aided two more significant developments on the estate at Glynde. The railway communications to local towns and to London helped to boost milk production in the locality of Glynde in the later 1870's and early 1880's when farmers were seeking to find ways of augmenting their income at a time of falling returns from the old-established type of local agriculture. A dairy was built in the village and, according to Brand, milk was sent in 1881 to Brighton, Eastbourne and London. This helped to keep up the rents of farms, as also did access to rail transport for sending stock to the same towns<sup>(12)</sup>.

The railway, and possibly the availability of water transport provided the location for a steam flour mill on land between the station and Glynde Reach. Built in the 1860's (probably in 1866), it was leased in 1896 for £65 per annum<sup>(13)</sup>. The lease is very detailed and specifies that the mill was to continue as a bakery and corn mill, change of use not being permitted. Although the mill still stands, the interior fittings have been removed; the inventory of the lease noted that in the boiler house. . . a Lancashire boiler measuring 20' by 6' with two safety valves was installed; in the engine room a 2 h.p. donkey engine and a compound beam engine operated while in the bakehouse an 18-bushel oven complete with furnace fittings had recently had new firebars installed. On the first floor were four pairs of stones of which two pairs were French stone and two pairs were Peak stone. A silk flour-dressing machine, an oat and bean crusher, bean and maize rolls and a clover separator occupied the rest of the floor; there was also a vertical elevator for wheat and meal. On the bin floor were two tunnel bins for wheat, one for meal, a flat oat bin and bins for corn, bran pollard and middlings. The mill was connected to the railway by a line with a turntable just outside the building. The lessors soon gave up, surrendering their lease in 1899. Possibly by this date the location of the mill was a disadvantage as much of our bread grain was then imported and the pattern of milling had changed<sup>(14)</sup>.

Brand's interest in the development of his estate between 1846 and 1890 when he became Lord Dacre and inherited other estates from his brother ensured that, unlike other owners of substantial South Down estates, his income from his property increased during a period of agricultural uncertainty. His son Thomas inherited Glynde in 1890 on his father's elevation and became the owner of possibly the most prosperous estate in the Lower Ouse Valley<sup>(15)</sup>.

## References:

1. R.F. Dell. The Glynde Place Archives (Lewes 1964) xxvii.
2. R.F. Dell. *ibid.* The leases and deeds in this catalogue illustrate the extent of the estate in the valley.
3. East Sussex Record Office (E.S.R.O.)  
Glynde 3108. Map of Beddingham in 1717 shows a post mill on Combe Fore Down in Beddingham.  
Glynde 3109. Map of Beddingham in 1785 shows the same mill.  
Glynde 1792, 1792a. Lease of 1st. Feb. 1808 by Edward Elphick of 8 perches of land on which he built a mill in Beddingham on the east side of the Lewes to West Firle turnpike.  
Glynde 1793. 1st Oct. 1839. Reversion of Elphick's mill to H.O. Trevor and H.W.B. Brand.
4. Minutes of Evidence before the Royal Commission into the Depressed State of Agriculture, 1881. 4th. Aug., evidence of Speaker Brand.  
R.F. Dell. *op.cit.* xxvii.
5. E.S.R.O. Glynde 1911 and 1912.
6. E.S.R.O. Glynde 1914.  
Custom House Newhaven, Statutory Register of Shipping, 1856/2. Tagus, see also 1864/4 Warblington.
7. E.S.R.O. Glynde 1913.
8. E.S.R.O. Glynde 1914.
9. Minutes of Evidence 1881. *ibid*
10. W. Banks and W. Webb Turner. Seaford Past and Present (Seaford 1890-1,73)  
Sussex Daily News 15th Oct. 1902.
11. E.S.R.O., LH8, Minutes of the Trustees Committee, 16th Nov. 1875.
12. Minutes of Evidence, *op.cit.*
13. E.S.R.O. Glynde 1915-19, Leases and surrender of mill.
14. E.S.R.O. Glynde 1919.
15. R.F. Dell. *op.cit.*, xxviii.

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National Grid References of sites in Glynde shown on accompanying map.

A	TQ 456093	E	TQ 448088 to 457086
B	TQ 460085	F	TQ 456092
C	TQ 457086	G	TQ 457986
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No.10

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Changes to Address List dated 31-12-75EASTBOURNE AREA

Change: Eastbourne Public Library to - Miss M. Butler

Add: WARBIS, C.J., 2, Valley Road, Newhaven, BN9 9XA.

N.E. SUSSEX

Change: Lord Buckhurst to - Earl de la Warr, Rt.Hon.

Add: GRAINGER, K.J. Veterinary House, Framfield, Uckfield.

BRIGHTON AREA

Add: DAWES, M.H. 21, Waldegrave Road, Brighton.

N.SUSSEX

Add: TEBBUTT, C.F., The Pheasantry, Wych Cross, Forest Row, RH16 5JP.

W.SUSSEX

Change: Bishop Otter College to - Julian Manby

CARVER, J., to - 2, Railway Cottages, off Gospond Road, Barnham.B.Regis.

Add: ALLEN, T.M. 2, Grange Cottages, Colworth, Chichester, PO20 6DU.

MILLS, Mrs. A.P. "Little Meadow", Smock Alley, West Chiltington, W.Sussex.

WEBB WARE, B. Stoberry Cottage, Graffham, Nr.Petworth, GU28 ONL.

NE.SUSSEX Delete: PLUMMER, R.R.J.

CENTRAL SUSSEX

Add: PLUMMER, R.R.J., 3, Church Villas, Ringmer, Lewes.

OFFICERS

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

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

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Hon. Secretary: A.J.Haselfoot, Albion House, Cobourg Place, Hastings, TN34 3HY.

W.Sussex Sec: A.G. Allnutt, 23, Beech Avenue, Chichester, PO19 3DR.

Programme Sec: To be appointed

Editor: Prof. E.O. Taylor, Clare Cottage, Pett Road, Guestling,  
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