



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No. 14.

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GENERAL S.I.A.S. NEWS AND NOTICES

Storage and Workshop Accommodation. The East Sussex County Council is granting us a lease of part of the old buildings at Exceat Farm, the Seven Sisters Country Park Centre, which will give us good storage and workshop accommodation under cover and which can be securely locked. A pair of old mill stones from Lewes are now stored in the yard there and it is expected that we shall be able to sign the lease and get full access in the near future. As soon as this is done we shall need a working party for cleaning the building, an old cowshed, repairing the doors and locks and transporting various items of equipment thither; also for running a supply for lighting and power tools as soon as the details for this can be worked out.

Study Groups It is suggested that Study Group activities should be encouraged and extended, both regionally and for special subjects. A possible list of subjects for Study Group work is given below:

Brick making in Sussex, including tiles and other clay products.

Glass making in the Weald, and possible preservation of the glass furnace at Loxwood.

Sussex Rivers and Bridges, based on Mr. Johnson's many notebooks now in the S.A.S. Library at Barbican House.

Spinning and weaving of wool and flax in Sussex, also fulling.

Salt, gunpowder and chemical production in Sussex.

Tanning in Sussex and leatherworking generally.

Shipbuilding in Sussex.

Military engineering in Sussex from the earliest times to the present day.

Sussex was one of the main defence coasts of Britain, probably the most important.

Any member who would be prepared to act as leaders of groups, either for regional or subject studies, should get in touch with the General Secretary.

Bulletin of the East Grinstead Society - The General Secretary has a copy of the November 1976 issue (No.20) of this Bulletin. It contains short articles on the Constitution Buildings at the West End of the High St., on the W.H.Mills Manuscripts amassed in the early years of this century and dealing with the history of East Grinstead, and on the Art of Water Divining.

Industrial Past The General Secretary now has a number of copies of the Spring 1977 issue of this interesting little magazine. The present issue contains articles on - 'The Good Luck' Lead Mine, Cronford; Wetheriggs County Pottery, Penrith, one of the few surviving traditional earthenware potteries and a Scheduled Ancient Monument; 'Waverly', the last surviving seagoing paddle steamer; Industrial History in Essex; and The Lowood Tramway, which served old gunpowder works in the Leven Valley, Cumbria. The issue also contains details of various I.A. sites to see in the North of England.

Barge Holiday in France The General Secretary has details regarding the hire of a holiday barge on the historic canals of Central France. The barge was built in 1927 and was used for 43 years carrying wheat from Avonmouth to Pershore in Worcestershire; it has been restored as a holiday barge for a party of 12 persons and may be hired for £400 for 1 week or £600 for two weeks, (including a crew of two).

East Sussex Museum Service, Lewes. The Service is organising 'Open Days' between Saturday April 16th and Saturday April 23rd inclusive (10 a.m. to 5 p.m.) On display will be Mounted Animals and Birds, Archaeology, History Collections, Transport Models, Period Costume Dolls, Modern Pottery, Crafts from many Countries and Ship Models. It is hoped that members will receive this Newsletter in time to take advantage of this event. The location is Barons Down, Brighton Road, Lewes. (opposite the Prison).

Gas Plant The Society has been given an acetylene gas plant made the The Acetylene Gas Corp. Ltd., of Westminster. This small plant was used for lighting the Church at Vines Cross near Heathfield. A small gasholder is superimposed on the water drip generator and there is a separate moisture and dust filter.

CURRENT PROJECTS

Coultershaw Mill Work is proceeding normally. The flexible coupling between the wheel and the crankshaft is in hand off site, the new beam guide is ready for erection and the sluice has been completed and is in working order. The Press has paid a visit and taken five photographs for local papers.

Ifield Mill The penstock and sluice are now finished and work on the wheel and wooden launder is in hand. Building work is nearly completed and it is hoped it may be possible to open the building to the public some time this summer, even though the machinery may not be running. Two runner stones, 3'10" diameter, are needed.

Old Well-Pump, near East Grinstead. We have recently been told of an early 20th century well-pump in the garden of a house at Ashurstwood, near East Grinstead, and have inspected this. The gearing at the well-head was driven through belting by an oil engine mounted alongside, and a reciprocating iron rod goes down to the pump at the bottom of the well. The equipment has been offered to us and we intend to salvage it and put it in store for the present, but as the well is 60' to 70' deep it will be quite an undertaking to extract the pump from the bottom. The gearing is of American make and presumably the pump also.

Old Water Pump in Kent A most interesting 19th century water-driven pump has recently come to light in South West Kent. Situated at TQ460535, south of A25 about half-way between Westerham and Brasted, on private land, it supplied water to several farms in the area. The iron water wheel, 16' diameter X 5'4" wide, and in remarkably good condition, is supplied from a large pond through a leat with a by-pass sluice in the bed of the leat. The wheel drove, through 2.45/1 step-up gearing, two crank-shafts, each operating a single-cylinder pump. The connecting rods from the cranks to the pump have been removed and the

tops of the cast-iron supports for the pump-shaft guide bearings broken off; obviously to obtain the bronze bearing liners as the upper halves of the wheel shaft and crank-shaft bearings had also been removed and the upper half-bearing liners for these were gone. The machinery is being cleaned and renovated by a party of boys from a school in Sevenoaks and, while clearing out the rubbish from the bottom of the pump-pit, the two connecting rods and various other parts were discovered, which has made it possible to determine the probable arrangement of the drive from the crank-shafts to the pumps. As mentioned earlier, the pump is on private ground, and any members wishing to inspect it should get in touch with Mr. A.F. Tullett at The Wildernesse School, Seal Hollow Road, Sevenoaks.

Edenbridge Water Mill One of our members, Mr. Alan Dell, has recently embarked on the restoration of the old water mill at Edenbridge, Kent. The mill, belonging to D.H. Honour & Son, is on the East side of B2026, a little way North of the bridge over the R. Eden (TQ444460). A 12' diameter X 5'4" wide low breast-shot wheel is fed from the Kent Brook and discharges into the Eden. The mill dates from the mid-18th century but the present bin floor, with lucam, was added in the 19th century. There are 3 pairs of stones, the third ones having been probably added at a later date, and one of the original pairs has been disconnected from the water wheel drive and is driven by an electric motor through large iron bevel gears. In 1968 the mill was subjected to a violent flood, one result of which was to fracture the 10'4" diameter pit-wheel into two unequal parts, the lower and smaller of which was found resting on the bottom of the wheel-pit. The repair of this will certainly be a major job. Any member wishing to see the mill, or help in the restoration work, should get in touch with Alan Dell at "Romila", Hilders Lane, Edenbridge, Kent, TN8 6JU. (Tel: Edenbridge 3073).

APRIL 1ST.

ALL FOOLS DAY

But of course you were not foolish enough to get caught out
and forget to send us your

1977 SUBSCRIPTION

or were you? We hope not.

If you were, send it NOW to the Treasurer:

T. J. Goode,
30, St. Peter's Road, Seaford.

Full Member	£2.00	Junior Member (Under 18)	50p
Family Member at same address..	£1.00	Student Member (Full time).....	50p

N.B. Members who pay by Bankers Order can sit back, smile and ignore this notice, but please check that your bank has not slipped up and been caught out. It can happen!

Minor Activities: The Society is active in many different fields and the following list of recent and current items, other than those reported on at greater length elsewhere in this issue, will be of interest to members in showing the many projects in which we are active, either independently or in co-operation with other organisations.

- Lewes Bakery. Objects from this are now in store either with us or with the S.A.S. At our suggestion the flour bin went to the mill at Michelham Priory.
- Lewes mill stones. A pair of very old 4ft. diameter grit stones, presented by the Lewes D.C., are now in store. These were found on a construction site and noted by our Member, E.W. O'Shea, although their original source is not known.
- Heathfield Natural Gas. Photographs and advice on the location of items was given to the Heathfield and Waldron Parish Council.
- Old Gun on Glynleigh Level. We are negotiating with E.S.C.C. for the preservation of this, possibly at Eastbourne.
- Burton Mill. Advice given to a member, Mrs. A. Mills.
- Upper Mill, Plumpton. Advice given on the restoration of this.
- Candle Factory, Lewes. We have supported the alternative use of this by practising craftsmen.
- Brightling Saw mill. We have submitted a full report, with drawings, to the owner and alternative use is being considered.
- Goldstone. Our oil engine in store there needs cleaning and greasing before transport to a future home.
Volunteers needed.
- Withyham Pumping station. We have accepted this as a restoration project.
- Bearsted pumping station. We have also accepted this as a restoration project.
- Oldlands Mill. A report has been made to the Hassocks Amenity Association.
- Lowfield Heath Mill. Local Volunteers needed for restoration.
- Clayton post mill (Jill) Volunteers needed for maintenance and restoration.
- High Salvington Mill. A Trust has been formed for the restoration of this and volunteers will be needed.
- Fittleworth mill. Help has been requested for the restoration of this.
- Any members who would like to volunteer for work on the restoration of the windmills indicated should get in touch with F.W. Gregory, at 292, Dyke Road, Brighton, BN1 5BA.

FAMILY FARM AND INDUSTRIAL ARCHAEOLOGY.

F.B. SOWREY.

Members may be interested in a project to combine modern reproductive farming with Industrial Archaeology in a range of 18th/19th century farm buildings at Heron's Ghyll, Uckfield (TQ482268).

The site was chosen by the Victorian writer Coventry Patmore who had acquired and renamed the estate, being sheltered from the south-west winds and well watered by a spring-fed pond. Here, around the year 1870 his country mason built, after his own design, a bailiffs cottage in stone, with timber-framing and tile-hanging, in the Gothic-revival style and at the same time removed and rebuilt the farm buildings from another earlier site. These farm buildings comprised a timber-framed, peg-tiled Sussex barn, a similar cart shed, and stone stables. Some twenty years later during the ownership of Minna, Duchess of Norfolk, the stables were modernised and the farm completed by the addition of cow houses, bull and calving pens, dairy, feed store and a range of pig sties, all of these being extensively drained as a complete unit and supplied by estate water. The complex is unique in remaining virtually as built even to the cast-iron piggery doors and patent feeding troughs made by the St. Pancras Ironworks, and Archibald Kendrick & Sons (Hatfields Patent No.2324) suspended sliding door fittings.

The buildings ceased to be used about twenty years ago and have consequently deteriorated - the roof of the pig sties had fallen in with 20ft. trees growing through the gap. The first task therefore has been to stop further decay and start restoration. Rebuilding a roof from the walls up is straightforward but time-consuming and matching peg and nib tiles can still be found. Window mouldings continue little changed, but tongued and grooved boarding of sufficient thickness and Victorian pattern for splicing into stable doors and the like had to be fashioned from new planking. The shafting and pulleys installed in the barn early in this century operated chaff-cutter, mangold cutter, grinder and an outside drive for sawbench or thresher. It was originally driven by a 5 hp single-cylinder double-acting Ruston Hornsby stationery engine.

Reconciling modern farming methods with old awkwardly-shaped buildings mostly with small areas and narrow inconvenient doors is not easy. The labour-intensive units of a century ago would be grossly uneconomic today, and to farm profitably with old buildings calls for the careful choice of activities particularly if the basic appearance of the buildings is to be retained. There is little guidance available, and plenty of scope for an imaginative approach. In any case, at Herons Ghyll, there are too many buildings for the acreage (or hectareage) involved and alternative use must be found if they are not to be maintained as an artificial luxury, or allowed to fall into decay - in this instance, planning application has been made to convert the old cart-horse stables into an agricultural dwelling.

These are still comparatively early days for the project: when the history has been completed and greater experience gained it will be recorded for Sussex Industrial History.

A SHORT TOUR AROUND THE UPPER OUSE

S. FARRANT

In addition to formal visits arranged by the Society, Members and their friends may like, during the coming summer, to make a personal exploration of the area around the Upper Ouse north of Lewes. The following tour, devised by Mrs. Sue Farrant, covers many items of general and industrial archaeological interest. Total distance about 30 miles starting from Lewes.

Nature of the Area

The area includes examples of the varied rural landscape of the Weald, such as small fields enclosed by high hedges which are called shaws, common land, plantations, and at Sheffield Park a landscape which was planned to enhance the steep slopes and streams with which the Weald abounds. The streams are all tributaries of the river Ouse which have provided water power for the

processing of cereals and oil seeds, They also powered the forges of the iron industry which was particularly active in the sixteenth and seventeenth centuries but which was rapidly extinguished in this area in the eighteenth century.

Although the water power provided by the streams was important and the valleys proved suitable for damming, transport was a problem as the heavy soils and the abundance of streams made road communication difficult. An additional problem was the relatively low population density and the generally dispersed settlement. The major settlements in this area (Uckfield, Newick, Maresfield, Fletching) are small and much of the population in the past lived in hamlets or scattered farmhouses. Farming was never very wealthy nor was the industry generating much employment once the Wealden iron declined. Even this had been seasonal. The river Ouse was often not deep enough to be of much use until planned improvements were made as far north as Ryeland Bridge between 1791 and 1812. When railways were built to serve the scattered settlements the area was not wealthy enough to support them, and they closed.

The area represents evidence of past enterprise which may also be seen in other parts of the Weald. In order to appreciate the evolution of the pattern of settlement and land use it is valuable to read chapters 3 to 5 in The Sussex Landscape, referred to in the bibliography.

Route [Numbers in square brackets refer to subsequent information about sites]

Leave Lewes by the East Grinstead (London) Road, A275.

After about 1 mile park on the left at the Chalk Pit Inn (TQ401114)

On the right is a view across the Ouse valley to Lewes, the Hamsey Cut and Hamsey Church [1]. Also immediately below the road are the remains of the Offham inclined-plane railway [2].

Continue on the A275 to Offham ($\frac{3}{4}$ mile); turn right to Barcombe; after a further 2 miles turn right again and park by the Church. A circular open-sided horse gin with thatched roof stands near the church, at Court Lodge Farm [3].

Continue to Barcombe Mills (TQ433148), about $1\frac{1}{4}$ miles, to see the remains of the Upper Ouse Navigation, Pikes Bridge and the remains of the two lock chambers [4] and [5].

Return to Barcombe Cross and, turning right, take the road to Newick.

At Newick turn left (westwards) along the A272 to its junction with the A275 at North Chailey; turn right (northwards) at the junction. Nearby is Chailey Mill (TQ387214), a 19th century Smock mill on a brick base.

Continue on the A275 to Sheffield Park station, the terminus of the 'Bluebell Line' to Horsted Keynes, and Sheffield Bridge which crosses the Upper Ouse Navigation. (TQ405236).

Sheffield Park, once the seat of the Earls of Sheffield, will be on your right; the gardens are now owned by the National Trust but the House, built before 1779 by James Wyatt for the first Earl, is still privately owned though open to the public.

A mile past Sheffield Park is Furners Green where there is a right hand turn (TQ409259). Park the car and walk to Sheffield Mill Pond (about $\frac{1}{2}$ mile); the pathway is through the gate on the right (east) just beyond the junction [6].

Return to Sheffield Green and turn left to Fletching to view a small linear 19th century settlement and the ironmaster's grave in the churchyard.

Turn left in Fletching to rejoin the A272 (B2102) at Piltdown. Turn left (east) to Maresfield.

In Maresfield, put the car in the park just opposite the junction with the A22 or turn right (south) and park on the playing field beyond the church. At the junction is Bow Bell milestone No.41.

Walk to the site of the iron workings, starting up the narrow track on the north side of the playing field towards Park Farm (TQ465237). Continue to the mill pond as described in Note [7], about 1 mile from the start. Returning to the car, continue on the A22 and subsequently the A26 back to Lewes. A detour may be made from the A26 to Isfield where a mid-19th century water mill and an early LBSCR railway station (now without tracks) may be seen (TQ449181 and 452171).

Notes on the Sites

[1] Hamsey Church Possibly marks the site of a medieval village (Brandon p.129) deserted as a result of the retreat of settlement in the late fourteenth and fifteenth centuries. Pevsner described the church as having a Norman nave and chancel.

[2] The inclined-plane railway and limeworks at Offham. The Chalk Pit Inn marks the site of a limeworks and an inclined railway. The Inn is on the south side of a large quarry, behind which is another, smaller one. On the other side of the road a length of brick wall marks the site of the inclined-plane railway which operated down the steep slope which may be seen by looking over the wall. Below the slope on the floodplain three artificial cuts on the river can be seen, including the Papermill Cut.

The description of the inclined plane in this note is based mainly on the article by Michael Robbins, cited in the bibliography. He noted that the A275 is carried on an embankment 70' long with a 35' high retaining wall on the east side, over the parapet of which you look to the river. The embankment is pierced by two steeply-sloping tunnels, both about 7' wide, which can be seen by peering over the retaining wall already described. The wall is supported by massive buttresses on the east side; as the slope is 1 in 2 this can be seen as very necessary.

The stone blocks on which the rails were laid were obtained at Wych Cross, near Forest Row. They were sent by road to the Sheffield wharf on the Ouse navigation and thence by barge to Offham. The rails, chains and other iron work and the wagons were supplied by the Butterly Iron Works, and the plan for the railway by William Jessop.

The inclined plane began to operate in March 1809 when the Sussex Weekly Advertiser described the double tunnel as one of the first of this type in the south of England. The inclined plane operated by a loaded wagon of 1½ tons going down the 400' slope in about 1½ minutes, drawing an empty one up. One track of the railway crossed Papermill Cut to a wharf where the lime and cement was unloaded, presumably by using a small turntable which permitted the wagons to be rotated to turn the open back towards the barge.

The wagons were also used to take fuel up to the limeworks from the canal. The plane ceased to operate about 1870. Up in the pit there are four kilns of which three are round and the fourth tall and square.

[3] Horse Gin at Barcombe Threshing grain was a time-consuming and therefore costly winter occupation on farms. In the mid-1780's a threshing machine was invented which was quite rapidly improved. The machine required a lot of power to operate it, especially if it was one which threshed, winnowed and graded. Windmills and watermills were used on some farms but the horse engine or horse gin was most widely used because it was a more dependable power unit. The gin could also drive cutting and mixing machines which were also developed in the later 18th century.

The gin took two forms, the simplest was the sweep type which operated in the open air, just above ground level, the horse stepping over the drive shaft as it pushed a bar round. The position of a sweep-type gin was only indicated by a circular depression or an embankment, depending on the height of the platform. The drive shaft passed through the wall of the barn above ground level. The second type had overhead gearing. The horse walked in a circle round a stout pillar which supported a crane wheel and pinion gear serving a horizontal drive shaft. The shaft entered the barn above the horse's head. This type of gin was usually in a gin house (also called a wheelhouse), of which the one at Barcombe is a good example.

Gins were replaced by oil or gas engines, or the entire threshing process was put out to contractors who owned portable steam-driven threshing machines which converted the process to a two or three day operation.

[4] The Upper Ouse Navigation The river was navigable above Lewes before improvements were made by the Upper Ouse Navigation Company which was created by an act of Parliament in 1791, a year after the Trustees of the Lower Ouse Navigation had been created. The Upper Ouse had served to transport iron out of the Weald and transport chalk and goods upriver from Lewes.

The obvious success of canals in the Midlands must have stimulated interest in building them in agricultural areas such as the south. Indeed the Adur and the Arun were also improved in the later eighteenth century. However, the Ouse was not successful unlike most canals in industrial areas, for although agricultural productivity was rising in the south and the surplus was exported, for example to London, the activities within the catchment area of the Ouse were insufficient to make the navigation profitable.

Interest in improvements to the Ouse had started by the late 1760's when John Smeaton made a report, but the improvements were piecemeal. Jessop's report of 1788 suggested that the lower Ouse would have to be improved in order to get the fullest benefit from work above Lewes. The Act for the Upper Ouse was for a scheme to take the canalization to the boundaries of the parishes of Cuckfield and Slaughtam. When finally completed in 1812 it extended only as far as Upper Ryelands Bridge and had cost far more and had taken longer to complete than ever the instigators had imagined. The total length in 1812 was 22 miles from Lewes, with 18 locks. The company was heavily in debt and the tolls did not produce any profit.

Evidence of the trade is slight, but it was apparently mainly chalk, lime, manure, corn and road materials. The agriculture of the heavy Wealden clay areas through which this part of the navigation passed was insufficiently intensive and commercial to make this a profitable agricultural canal. The major settlements within two miles of the canal north of Lewes were Uckfield, Fletching, Lindfield and Newick, all of which were small. The rural population density was low, with little industry of any kind. The only commodity which its presence did stimulate, by reducing the price in the Weald, was coal which had previously been transported overland.

In 1801 about 10 barges operated between Lewes and Sheffield Bridge as compared with 29 on the lower half of the river. Most of them were built in the shipyard at Cliff Cut in Lewes. The number of boats did not appear to increase after the extension to Ryelands Bridge on the completion of the upper navigation in 1812, and the volume of trade and number of barges remained low. The lock keepers and other staff were part-time.

In the early 1840s the London and Brighton and South Coast Railway opened the Brighton to London line and began to extend its network. The railway soon

provided competition but the reduction of tolls and wages could not save the company and in 1859 it closed. In 1861 boats could no longer pass above Lindfield, and in 1868 Hamsey Lock became impassable.

The Lower Ouse Navigation continued into the twentieth century.

[5] Barcombe Mills There are two mills, the one further up river being a cafe. At TQ440168 near to the mill is Oil Mills Lock which is well preserved. A mile downstream is Pikes Bridge and two locks. The site of the mill which stood nearby is discernable. This part of the canal has been affected by the river authorities drainage system but the line of the canal is still very clear.

[6] Sheffield Mill Pond at Furner's Green Straker ascribes a furnace to this place and points out the implication of Furners (Furnace) as a place name. Pass through the gate and along the road. Note the banks with hedges along the top, on either side of the road which are characteristic of Wealden fields. Past the first house the hedges are even more distinctive especially on the right, where they include a considerable amount of holly. Continue down the hill to the shallow pond on the left just before a barn at TQ413268. The pond overflows across the road when full as the road drain is not large enough. The water passes into a sharply incised ghyll on the left of the road. There is another pond in the field to the left of the road, opposite the barn.

Continue down the road; the cottage on the rise to the left is Gothic style and probably built from stone which was quarried from the bank to the right of the road, opposite the cottage. From this point the road becomes a sunken way, well below the level of the fields on either side. The road is steep, and the effect of the angle of the slope of the valley side is very apparent in wet weather as the clayey soils seep out of the field gates at the bottom of the hill just before the pond.

The pond is in a valley which is considerably steeper than that at Maresfield, to be visited later on the route. The dam across the valley is straight, not curved as the Maresfield example which is located in a wider, shallower valley. The spillway and mill race are both clearly evident; the pattern of erosion caused by the spillway is worth examining carefully, to compare against the other site.

The pond was eventually used as a millpond, though apparently, like many such ponds it was originally for a forge. There is an early nineteenth century mill with the leet, and the iron sides of the overshot mill wheel in situ. The mill house is considerably older than the existing mill, being timber framed on sandstone and brick foundations, and probably seventeenth century from the evidence of the framing.

The valley below the dam illustrates the size of the dam itself. Upstream silting is visible at the top of the pond, shown by the vegetation. Walk across the dam and take the footpath northwards along the side of the pond through the woods, continue until you reach a large outcrop of sandstone, go up one of the paths to the top as the views of the Wealden landscape are very good. The clay outcrop along the path may be slippery. Look at the effect of the geology on the surface drainage, especially if the weather has been wet. Return by crossing back over the dam to the road.

[7] The iron working at Maresfield Of great interest to Straker who expends three pages and includes an aerial photograph of part of the site (Straker 1931 ed. pub. by G. Bell, pp. 400-403). His information has been amended by the Wealden Iron Research Group (W.I.R.G. Bulletin No. 3 (1972), p.10, but is still mainly unrevised.

Take the track which runs down the north side of the recreation ground, at TQ466239 and walk down towards Park Farm. Notice the oast house at TQ465237 on the semi-circular drive on your left when you pass into the environs of the farm. Pevsner says that it has a datestone, 1755, & described it as 'not looking at all like other oast houses' (p.565). It is ashlar built using sandstone.

Continuing through the farm yard heading southwest, you will see a small footpath gate ahead of you. It is on the edge of a bank along which you will walk, following the track. To your left there is a well defined trough which appears to be a sunken road. Straker describes it as the trackway up which the guns were hauled from the iron works to the main road at Maresfield.

Walk along the side of the trackway to the edge of the woods and go through the footpath gate into Furnacebank wood. On your left the guntrack continues parallel to your path which continues in a south westerly direction, along the fence. The W.I.R.G. (p.10 op.cit.) have found a bloomery slag at TQ463233 and think that the furnace for the foundry was at TQ463234, both are in the woods to the left as you continue towards the pond.

Straker points out the following place names in this area Furnace Bank, Furnace Bank Wood, Forge Pond, Forge Field, Upper Forge and Forge Lane. He considered that the site was held by John Faukenor of Walden in 1574. It was either this forge or the one just upstream at TQ455247 that was working in 1588, the year of the Armada, and to which James I had 20 tons of silver brought from Scotland to be smelted. The experiment was not a success. In 1620 Sir Sackville Crowe, who apparently controlled this furnace, was granted a patent to make iron guns for the merchant service. A Frenchman who was employed by Cardinal Richelieu went to see the furnace or forge for the manufacture and boring of may have been only rimming.

The forge continued into the eighteenth century, for in 1736 the annual production was given as 60 tons. Fullers of Brightling Park, well known ironmasters (see Salt), supplied the Furnace with equipment in 1741 and from 1768 - 1770 but in 1788 the output was only 30 tons.

The pond is shown on maps of 1680 (Stent), 1734 (Budgen) and in 1749 (Bowen).

The area is now referred to as the Maresfield Powder mills, as Powder Mills apparently occupied the main stream between Shortbridge and the tributary from the pond which we will view. The mills continued until about 1854 when they were abandoned after an explosion.

The mill pond is clearly defined on the map with a distinctive dam at the south-western end, which is accessible. Walk to the southern end, comparing the valley site against that which is utilised at Sheffield Mill Pond. This site is clearly discernable on your map, the 75 metre line shows this to be a tributary of the stream which it joins to the south. The latter stream has a clearly defined valley, marked by the 75 metre contour to either side of the pond. The gradient of the land surrounding this pond is fairly gentle, especially on the line of the footpath and northwest of it, making accessibility reasonable, as can be seen from the gradient of the gun track.

At the southern end across over the stream onto the dam to fully appreciate the drop from the pond to the present valley floor to the south. Look at the stream which passes through what appeared to be outcrops of the iron bearing strata. The site of the forge is not discernable, but presumably the present spillway is original, there being no sign of a dried stream bed elsewhere which might suggest that the works were positioned elsewhere along the dam.

The estate cottage, dated 1859 which stands near the dam is of interest for its location and also because it appears to be unaltered. There is a well on the northside. The footpath continues along to another silted pond, crossing over it and on to Pitdown.

Bibliography

Abbreviations:	Ec.H.R.	Economic History Review
	S.A.C.	Sussex Archaeological Collections
	S.I.H.	Sussex Industrial History

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Changes and Additions to Address List

BRIGHTON AREA

ADD: BONNINGTON, R.M., 62, Hanover St., Brighton BN2 2SS.
WOLFF-RANDALL, T. Wolff-Randall School of Motoring,
7, Sandown Road, Brighton. BN2 3EH.

WORTHING AREA

CHANGE: CRAIG, G. 40 Rose Walk, Worthing.
HODGES, A.J.H. 14, Hampton Fields, Littlehampton.

W. SUSSEX.

ADD: MACKINTOSH, A.J.L.M. 253, Hawthorne Road, Bognor Regis.

RESIDENT OUTSIDE COUNTY

ADD: LAFOSSE, L. Belgrave House, Stakes Hill Road, Waterloooville,
Portsmouth, Hants.
LUDFORD, J.H. "Elmscott", St. Marys Road, Leatherhead, Surrey, KT28 8EY.

OFFICERS

Chairman: W.R. Beswick, Turners House, Turners Green, Heathfield.
Vice-Chairman: P. Adorian, The Mill House, Gibbons Mill, Billingshurst.
Treasurer: T.J. Goode, "Gorse", 30, St. Peter's Road, Seaford.
Gen. 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,
Nr. Hastings, TN35 4EX. Phone: Pett 3005.

STOP PRESS

Mr. J.S.F. Blackwell has been co-opted onto the committee and has kindly agreed to act as co-ordinator and Regional Organiser for the Brighton and Central Sussex areas.

He will in effect be acting as a Central Sussex Secretary, but the creation of such a post will need an amendment to the constitution which can only be effected at the next Annual General Meeting.

The Editor regrets the delay in this issue of the Newsletter;
this was due to the printer having been subject to unanticipated
delays in moving to new premises.