



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No.25

January 1980

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ANNUAL GENERAL MEETING

The Minutes of the Annual General Meeting are enclosed with this Newsletter and the Chairman's, Treasurer's and Editor's reports are given below.

CHAIRMAN'S REPORT

During the past year members of our Society have been active in a number of fields. Their work has been generally reported in the Newsletters issued this year and it is a pleasant task for me to give a summary of their activities and a review of their achievements.

Field Activities At Coultershaw the water wheel can now turn again and the coupling to the pump has been successfully repaired, although difficulties with the alignment of the shafts has slowed progress.

At Ifield Mill work on the building has now been completed, the launder and sluice are finished and half the paddles of the water wheel have been fitted. At Burton Mill the hursting and stones brought from Wales have been installed and trial grinding has started. An application for a grant has been made to the Shell Waterways Award Scheme. A short article on the history of the mill, by Dr. Tim Hudson, appeared in the January Newsletter.

At Clayton work on the restoration of the post mill, Jill, is proceeding with the aid of a £6,000 grant from the D.O.E. A fantail carriage is being designed and constructed by members of our Society, using as a pattern the equipment at Cross-in-Hand which was probably based on that originally installed at Clayton. Over £10,000 in all has been raised this year.

At Cobbs Mill a very successful week-end working party has cleaned, greased, de-rusted and painted all the equipment. Measurements and sketches were made to enable a definitive article on the water mill and gas engine to be produced for the Journal.

At West Ashling a working party made a survey of the machinery for record purposes.

The Brick Group has continued active during the year and their Autumn Meeting was held here this morning.

Visits Two very informative visits were made to brickworks at Three Oaks and Freshfield Lane to study the making of hand-made bricks, and the firing of bricks in a large clamp. A most useful visit was also made to the East Sussex Record Office and Tithe Maps studied, mainly for records of old brick brickworks. Frank Gregory organised a highly successful Mystery Tour of Wind and Water Mills, starting at Batemans water mill, largely restored by S.I.A.S. members, and finishing at Nutley post mill where Frank himself had been actively concerned in the restoration. Wilfrid Beswick arranged a very interesting tour of iron-making sites in the Warbleton Area, starting off with an Iron Age bloomery at Turners Green which he had himself excavated.

Publications by S.I.A.S. Members. Brian Austen has written an informative and entertaining book on early 'English Provincial Posts', and John Hoare has produced an excellent book on 'Sussex Railway Architecture'. Reviews of both these books appeared in Sussex Industrial History No.9. Roy Armstrong, the Director of Research at the Weald and Downland Museum, has written a book on 'Traditional Buildings' and Martin Brunnarius has produced an extremely full account of 'The Windmills of Sussex' with a wealth of illustrations. Both these books will be reviewed in the next issue of Sussex Industrial History. Hugh Barty-King, until recently a member of our Society, has written a most interesting book - 'Quilt Winders and Pod Shavers' - on the manufacture of cricket bats and cricket balls and the craftsmen who made them.

Sussex Industrial History No.9 contained articles on Petworth Water Supply, Ifield Mill Restoration, Hurst Green Foundry and the Chalk Pits Museum at Amberley.

General Members of our Society assisted in the celebrations of Shipley Windmill Centenary though they were unable to raise enough wind to turn the sweeps. John Blackwell has produced an excellent I.A. Trail in Brighton, from Preston Circus to Brighton Station, which we hope will be the first of many, both in Brighton and elsewhere. The Chalk Pits Museum, Amberley, which opened to the public for the first time on 26th May, has had a successful season, remaining open until 28th October. Three of our members are Trustees of the Museum and three members are Patrons. Oldlands Mill has been leased to the Hassocks Amenity Society by the Sussex Archaeological Society. A design for a steel supporting structure, to prevent further collapse of the body, has been submitted by members of our Society. It is good news that Deans Mill is working again after being shut down for two years; it has been bought by Mr. Broomfield of The Barn, Deans Mill, Lindfield. The machinery is reported to be in good condition but there are a few paddles missing from the water wheel.

It will be seen therefore that the Society remains very much alive and individual members have continued to be active in many fields, notably in surveying, recording, publishing and restoration - the main aims of our Society.

A.J. Haselfoot

TREASURER'S REPORT

I am sorry to have to report that the financial position of the Society has substantially deteriorated since this time last year and it seems clear that a subscription income of £536 cannot support an annual journal costing £769.

Efforts are in hand to produce Sussex Industrial History No.10 at a materially reduced cost but if this cannot be achieved there are three options before the Society which will be considered by your Committee, to increase the annual subscription, to make a charge to those members who wish to receive Sussex Industrial History, or to reduce the frequency of publication.

I regret that we still have 21 members who have not paid there 1979 subscriptions and six who have paid only £2 by Standing Order on their Banks at 1st April 1979. Of these 4 still owe £1 from the previous year.

Since the books were closed on 30th September we have received a further £49.86 from the Inland Revenue in respect of tax relief on covenanted subscriptions and this serves to emphasize the importance to the Society of these covenants. I would earnestly ask any members who have not yet signed a covenant to consider doing so and forms for this purpose are available from the Secretary or the Treasurer. I would stress that the committment under Covenant is terminated by resignation from the Society so that members need have no fear that they may be taking on an obligation they may not wish to continue.

A summary of the accounts is appended.

J.M.H. Bevan.

EDITOR'S REPORT

Sussex Industrial History History No.9 was published in July and the Society's thanks are due to the authors who maintained a high standard of contribution and also to Mrs John Upton who typed all the manuscript and to Mr Upton who 'proof read' all the typing. The Editor regrets that circumstances prevented publication on the usual April date and this will inevitably have influenced sales to some extent.

As will have been made clear by the Treasurer, rising costs provide a very difficult problem but the Committee are actively trying to find means of maintaining the publication at an acceptable standard. Contributions for issue No.10, some of which have already been received, should be in the Editor's hands in their final form by mid-December.

Newsletter The customary four issues of the Newsletter were circulated in January, April, June and October. The Editor thanks the contributors and again asks that any Member having knowledge, experience or comment about any relevant activities, even though quite trivial, should submit it for possible publication. The 'dead line' for contributions is the middle of the month preceding that of publication.

Rising costs are again a problem but the Editor considers that publication four times per year, rather than a possible reduction to three, is highly desirable in order to maintain a corporate spirit among such a widely-scattered membership. The Society is very grateful to those Members who kindly deliver by hand, thus saving about £8 per issue and any extension of this activity would be welcome. The cost of envelopes is also significant (£3 - £4 per issue); a limited use is made of used envelopes in good condition and the Editor would be pleased to receive any such envelopes that are suitable for re-use (C5 size, 6½ x 9 ins., for the Newsletter and C4 size, 9 x 12½ ins., for the History)

E.O. Taylor

HONORARY GENERAL SECRETARY

The Society is very grateful to Mr R.G. Martin for accepting the post of Honorary General Secretary. Mr. Martin's address is:-

42 Falmer Avenue, Saltdean, Brighton. BN2 8FG.

TELEPHONE: Office-Brighton 28479

Home -Brighton 33805

Mr Martin has a complete set of Sussex Industrial History and of the Newsletters. He also has most issues of the East Grinstead Society's Bulletin, and a complete set of 1/25000 Ordnance Survey maps of Sussex. The items are all available on request for use by Members.

ACCOUNTS FOR 12 MONTHS ENDED 30th SEPTEMBER 1979

Income and Expenditure

1977/78	INCOME	£
495.25	Subscriptions	536.75
86.89	Donations	57.15
-	Tax Recoveries under Covenants	40.31
30.00	Life Members	75.00
16.32	Building Society and Bank Interest	78.74
1710.66	Coultershaw and Burton	11.00
82.58	Sale of Literature	114.28
35.92	Sale of SIH No.8	65.00
-	Sale of SIH No.9	7.74
		<hr/>
		985.97

EXPENDITURE

74.79	Printing	6.25
51.72	Duplicating	162.79
43.43	Stationery	14.03
53.54	Post and Telephone	50.58
27.00	Hire of Halls	16.14
92.40	Exceat	25.00
777.38	Coultershaw and Burton	131.49
368.43 (No.8)	SIH No.9	769.46
-	Journals and Subscriptions	11.66
28.66	Miscellaneous	71.27
		<hr/>
		1258.67

Summary

1977/78		
	Balance in Hand at 30th September 1978	1565.20
	Receipts	985.97
		<hr/>
		2551.17
	Expenditure	1258.67
		<hr/>
		1292.50
	<u>Assets</u>	
	Current Account, Lloyds, Kemp Town	123.10
	Current Account, Lloyds, Chichester	111.79
	Deposit Account, Lloyds, Kemp Town	318.55
	Deposit Account, Lloyds, Chichester	427.57
	Gateway Building Society	311.49
		<hr/>
		1292.50
297.40	General Fund	36.65
937.80	Coultershaw and Burton	850.85
330.00	Life Membership Fund	405.00
		<hr/>
1565.20		1292.50

I have examined the books and vouchers for the year ended 30th September 1979 and certify that the above accounts are in accordance therewith. K.W. SUCKLING, Hon.Auditor.

The Society expresses extremely grateful thanks to Mr. John Haselfoot who has so effectively held the position of General Secretary for many years and has built up the Society to its present very active and highly respected level. We are very glad that Mr Haselfoot has accepted the Office of Chairman of the Society so that his wide experience of Industrial Archaeology in general and of the affairs of the Society in particular will still be available to us

CURRENT PROJECTS

Ifield Mill Installation of the window frames is progressing with five now completed and glazed. A further five are in hand and it is hoped to install these during the winter. It is then proposed to hand over some sections of the building to the Crawley Museum Society who hope to open to the public on a limited basis during 1980.

The Project was greatly saddened by the death, in July, after a short illness, of one of our most active members, Don Bracher. He had been with the project since its beginning and it is largely due to his efforts that the three main staircases have been constructed. His colleagues at Shell Ltd., subscribed £250.00 and by agreement with Mrs. Bracher and in accordance with their wishes, this sum will be used to reconstruct the 'stone boxes' and associated fittings on the first floor.

It was due to Don that the Project entered the Shell/Inland Waterways Award Scheme this year and we were pleased to receive an award of £500.00. This was presented, at Ifield Mill on Sunday, 11th November and has been deposited in a separate account at Lloyds (Crawley) together with the £250.00 mentioned above. Three aspects likely to require funding in the future were outlined to Shell, namely i) new window frames (ground floor)

ii) installation of machinery
and iii) stream clearance, and it is most gratifying that we now have these funds available.

E.W.H.

Burton Mill - The Society made an application for an award under the Shell Inland Waterways Restoration Awards Scheme and the Chairman was recently presented with a cheque for £250 by Mr Barry Ross, the South-East Region Public Affairs Manager for Shell. As all the very considerable cost of installing milling machinery will fall on our member, Mrs. Ann Mills, who will operate the equipment, the cheque has been handed to her.

A.G.A.

PUBLICATIONS

Sussex Bibliography 1978 Devotees of Sussex Archaeology, cricket, railways and windmills are among those who will find books and periodical articles of interest listed in the latest edition of Sussex Bibliography. Attempting to include all relevant 1978 publications the Bibliography covers over seventy aspects of Sussex life, from Agriculture to Women's Institutes, as well as listing many articles on individual towns and villages.

Sussex Bibliography 1978 is available from all East and West Sussex libraries, price 50p, or by post from East Sussex County Library Headquarters, 44 St Annes Crescent, Lewes, BN7 1SQ, at 65p including postage and packing.

The General Secretary has a copy of the Bibliography.

Charcoal Burning A most interesting little book "Woodcolliers and Charcoal Burning" by Lyn Armstrong has been published jointly by Coach Publishing House Ltd. of Horsham and the Weald and Downland Open Air Museum. Well written and illustrated it gives a wealth of detail about the history and techniques of charcoal burning from early times to the present day. Available at £2.00 in the shop at the Chalk Pits Museum, Amberley, or at £2.50 by post from the publishers, it is well worth buying. A more detailed review will be published in the next issue of Sussex Industrial History.

Industrial Past Copies of the Winter 1979 issue of Industrial Past are now available and may be obtained from A.J. Haselfoot, Albion House, Cobourg Place, Hastings; price 40p. The present issue contains articles on - The Crumlin Viaduct over the R. Ebbw in S. Wales; Eling Tide Mill, Hampshire, now being restored; the I.A. of Death Valley, California, where borax and other metals were mined; the Dolphin Sailing Barge Museum at Sittingbourne, Kent; I.A. in London. There are also reviews of a wide range of recent books on I.A. subjects.

A few copies of the Summer 1979 issue are still available.

COURSES

Course in Industrial Archaeology The Peak National Park Study Centre at Losehill Hall, Castleton, Derbyshire has a number of courses of interest to industrial archaeologists in its programme for 1980 as follows:

Feb. 29 - Mar. 2	Mines of the Peak District	£33	
May 26 - May 30	Canals of the Peak District	£59	
Aug. 16 - Aug.23	Industrial Archaeology	£85)	These courses are £85) for family groups. Price on application to the Study Centre.
" "	Canals and Railways	£85)	
Oct. 31 - Nov. 2	Practical Industrial Archaeology:		

THE BRICKMAKING SURVEY: Report for 1979

by Mrs. M. Beswick

Nine members interested in the Brickmaking survey met on the morning of 27th October to report on progress during the year. In addition to the visits to the East Sussex Record Office and to two brickworks reported on in earlier numbers of the Newsletter, recording and research had proceeded satisfactorily in a number of areas.

Mr. F. Avery told the meeting that his work on the pottery and brickmaking establishments of Burgess Hill had for all practical purposes reached completion some of his work having already been published in "Sussex Genealogist and Local Historian" Vol.1 No.2. He brought along to the meeting an interesting selection of bricks and tiles and an album of photographs, which formed the nucleus of a display which members who arrived for the Society A.G.M. in the afternoon were also able to enjoy.

Mr. R. Martin reported that, as physical remains of brickworks in the Brighton area were few, he had concentrated instead on material in the Reference Library. This included notices of sale of brickyards in old copies of the "Sussex Weekly Advertiser" and the accounts for materials used in the building of Stanmer House between 1722 and 1727. These proved to be of particular interest, containing not only the quantities and costs of the bricks and the methods used to burn them, but also the names of the brickmakers who supplied them, some being brought from as far as Keymer, Chailey and Ringmer.

Mr. M. Smith, representing the Midhurst group, said that they had now recorded 17 sites, nine of which were on the gault clay and eight on Weald clay and he produced a map showing the distribution of the brickworks in relation to the geological strata. Two sites were still in a good state of preservation and, in addition, the accounts of the one at Harting were still in existence among the Uppark archives.

Mr. Haselfoot had inspected several sites in Hastings, all of which had been redeveloped, although in some cases the location of the claypit could still be distinguished. A site he had visited in Westfield had quite substantial remains and a report on this had been compiled.

Mrs. Beswick had given a lecture on bricks and brickmaking to the Warbleton and District History Group and produced a leaflet on the local brickworks for publication by the Group. Contacts of this kind were of mutual benefit to local history societies and the S.I.A.S. and could reveal the existence of useful photographic and other material. She suggested that more brickworks accounts might be available for study and comparison than had at first been thought. She had examined three sets relevant to the Wealden area in the East Sussex Record Office, those of the Ashburnham estate, the Webster estate at Battle and the Fuller estate at Brightling. In addition, local inquiries had produced two ledgers belonging to the brickworks at Three Cups, Warbleton and, from all of these, it was possible to build up quite a comprehensive picture of the range of products, prices and general fluctuations of fortune in the brickmaking trade.

Mr. O'Shea reported on one act of demolition, that of a house in Lewes which had been faced with mathematical tiles, most of which had been saved for future conservation work, and one project for preservation, that of the bottle-shaped kiln at Piddinghoe.

It was suggested that funds should be available for the photo-copying of maps and documents and the meeting agreed that this was desirable, as the material collected will ultimately form a part of the Society's archives.

Volunteers are still needed to help with recording, especially in the Billingshurst and Pulborough areas of West Sussex and the Eastbourne, Bexhill and Rye areas of East Sussex.

A further meeting of members taking part in the Survey will be held in a year's time.

INDUSTRIAL ARCHAEOLOGY TRAIL No.2 - North Laine, Brighton - by Dr S. Farrant

Introduction As Brighton spread outwards in the late eighteenth century over the fossilized open field system which surrounded the old town so each new suburb developed a character which reflected the pattern and chronology of buildings and the dominant function of the area. Of the four open fields which were adjacent to the town (Little, Hilly, North and West Laines) Little and West Laines acquired an essentially upper class aura. Hilly and North Laines were not by the sea but their Steine frontages were mainly used for upper class housing. North Laine acquired a "manufacturing" role very early and has largely retained this image.

Each Laine was divided into furlongs of which North Laine had six. The leakways (access roads) between each furlong in North Laine ran east-west up the slope (e.g. Gloucester Road, North Road) and the farmland was divided into strips called paul-pieces which ran along the hill and on which short streets typical of North Laine are built.

The earliest buildings in North Laine were erected from 1772 on the southeast corner facing the Steine and were called North Row. The original King and Queen Inn was built as part of the row (now called Marlborough Place). Meanwhile the very substantial crofts to the rear of the houses in North Street were being built on, right up to Church Street which is the boundary between the old town and North Laine. By 1779 New Street was built (now Bond Street) and soon after houses in King Street were offered for sale.

They were being developed because the crofts were no longer required for their original purpose as farmyards and due to the pressure for extra accommodation and workspace. The new streets provided access from North Street, a busy and prosperous shopping centre and thoroughfare, to North Laine and helped to determine the type of future development on this field. Air Street (absorbed by Queens Road) also provided access to North Laine.

The crofts provided workshops and low cost housing for the businesses in North Road but by the late 1790's more space was required for such facilities and for mews which increased in number as coach services and private transport grew in importance for the town, e.g. Windsor Street Stables and the stables for the Castle Inn.

From the late 1790's two types of development took place on North Laine, upper class housing along the eastern fringe and accommodation for services over the remainder of the land. This contrast was to continue until the 1830's.

By 1800 relatively little stood on North Laine as compared with East and West Laines. North Row had extended as far north as Gloucester Place (by St. Peter's Church). A few small rows of cottages faced Church Street. Wigney's Stables and Hick's Gardens (Spring Gardens) and a row of buildings on what became the east side of Tichbourne Street were the only developments along paulpieces and stood on the first furlong.

By 1808 a street pattern had emerged on the first furlong (between Church Street and North Road) and building had begun on second furlong especially at the eastern side where St. George's Place, Cheltenham Place and Kensington Gardens were under way but building on the Steine fringe was still further north than on the Laine as a whole. Infilling within the existing streets formed the major part of the development until c.1820 but by 1814 North Butts (between London and Ditchling Roads) was being built on.

By 1840 when Brighton Station was opened, the southeastern part of North Laine was quite densely built up but from then development on the land by the station took place. Not until the 1860's was North Laine fully built up. The imprint of the field pattern and the pattern of development is still evident when walking around the area.

START at the corner of North Road and North Street

New Road was opened in order to close East Street when the Prince of Wales purchased the gardens to the west of the Pavilion because East Street crossed over North Street and continued past the Pavilion to Church Street. Amongst the upper class shops which were built along the north side of New Street stood the first Theatre Royal (1806) which replaced the theatre in Duke Street. The lower part of North Street, Castle Square and the adjacent part of East Street served as the town's fashionable shopping area from the 1760's. The upper end of North Street became a centre for carrier services by the early 1800's, especially from pubs near Windsor Street which was important as a carriers' centre until the late 1800's.

Walk up to Bond Street (originally New Street) which gives an impression of the type of premises erected in the late eighteenth century although many have been replaced. At the northern end compare with Gardner Street in terms of size, building material, style, appearance.

Turn left, cross over Church Street (originally giving access to the rear of North Street crofts) and look back towards Jew Street. On the south side of Church Street, the building which is now the fish shop is typical of the late 1700's - early 1800 'urban vernacular' in Brighton. Next to it stands a mid 1800's block of model 'artisans' flats' (with a shop selling plastics on the ground floor). Jew Street once had a brewery and some walling may be seen. All of these buildings stand on what was once the crofts to the rear of North Street's farms.

Look along the length of Church Street and note how little of the late 18th century and early 19th century property remains, much of what once stood on the Home or First Furlong of North Laine has been demolished. Only Gardner Street still has nineteenth century buildings remaining on both sides, and a sense of still being a street. In 1849 many streets which had stood on first furlong (between Church Street and North Road) were described as slums, including Pimlico, Orange Row and Thomas Street which stood between Gardner Street and Bread Street both of which are visible from where you are standing. Pimlico was described as a row of two doomed houses, let at 1/6d a week without a water supply, with poor privies and a deep cesspool which was seldom emptied. Fevers associated with bad drainage frequently raged here.

Walk down Gardner Street wherein people lived who worked in nearby shops and workshops or worked in the street. Such an area would provide the tailors, bootmakers, metalworkers, etc. to whom the main street shops would put out work in addition to providing accommodation for people who worked elsewhere.

Go down Kensington Gardens (cross North Road just south of Gardner Street). This is the second furlong of North Laine and was being developed by 1820. Some of the buildings are probably original. Look at the small scale of buildings and the way in which they are adapted for use as shops.

Go back into North Road (originally North Laine). On the south side of the lower end of the road a new swimming pool is replacing the Baths which were erected in the late 19th century to provide washing facilities for this densely populated, rather poor area. The Baths were erected on the site of an army barracks which stood behind the King and Queen. Looking along North Road it is possible to get an impression of the area as it was when first fully built up in the 1840's. Standing by Kensington Gardens look up to Bread Street, on the west side stands a big red brick building which was the town's second electricity generating station built in 1891 by the Corporation and closed in 1908 when Brighton A was built at Shoreham Harbour. We will see the first building later. Why Bread Street especially as the fuel was coal? Possibly a large site closer to the station was not available.

Walk down North Road to Cheltenham Place and look at the maltings which stands on the south side (on the corner of the alley to the Astoria Bingo Hall). This type of building was, like workshops, built in North Laine because land was available and the customers (brewers, pubs, beershops) were nearby. Cheltenham Place was a row of more substantial houses but walk along the Place and out on to the London Road. Compare the character of houses and workshops on North Laine with the local brick, bow fronted, tall terraces facing St. Peter's Church.

Here is the 'upper class fringe'. Walk back to Gloucester Road (another leakway) noticing the workshops grouped in this area, some of which date from c1810-20. Continue up Gloucester Road, looking down the streets to notice the intermixing of workshops and housing and the way in which the 'industrial' and 'service' character of the area has been retained. Generally streets to the south are older than those to the north of this road. Go up to Foundry Street. Stop on the corner and look at the building almost opposite, now used by Seeboard. This was the first purpose built electricity generating station in Brighton (1885). The Brighton Electric Co. who owned it started as Hammond's Electricity Co. in the yard of Reed's Foundry and was purchased by Brighton Corporation in 1894-5. Foundry Street is the best surviving example of the "light industrial" street, walk along it. Workshops and small warehouses on the north side of the road and artisan's cottages on the south. At the southern end, a metal working firm which offers coating processes reminds us of the small firms who supplied the needs of builders, coachworkers, domestic appliance makers, and similar small scale concerns who needed specialists to provide services for them. An iron foundry stood on the northern side. The earliest foundry in this area was the Regent Foundry in Regent Street which was in operation by the mid 1820's.

The pre-railway development has been explored and the small scale 'service' nature of the industries within it considered. The later intrusions tended to utilize access to the railway station (GPO, Newspaper Printers, Electricity Station) and the pre-existing artisan nature of the area. North of Trafalgar Street much of the post-railway housing has been demolished although the 'upper class fringe' built in the 1820's and 1830's survives on the west side of London Road hidden behind shop facades. Hudson's depository can be seen from Gloucester Road, standing to the east of the old railway goods station (below the passenger station). Because so much of the character of the area between Gloucester Road and Trafalgar Street remains it is worth exploring. Walk down Kemp Street and look at the railway station's bridge over Trafalgar Street. The original cast iron bridge is still discernable with the Regent Foundry's name on it. Return to North Street via Queen's Road. Note the contrast between the offices and larger shops on the southern side of the road and the smaller, mostly post 1840 premises on the north side. The southern part of Queen's Road was cut through slums which stood at the top end of North Street and also took part of Air Street (between the present north end of Air Street and the top of Church Street). As with much of North Laine, the future of Queen's Road does not seem to be clear. What are the additional traffic problems that will be generated for the area by the new Boots shop by the Clock Tower?

The writer acknowledges the help of:

Mr. R. Martin - Newspaper extracts from Sussex Weekly Advertiser
and discussion on buildings.

Miss June Knight - Work on Deeds relating to the area.