



**SUSSEX INDUSTRIAL
ARCHAEOLOGY SOCIETY**
incorporating **SUSSEX MILLS GROUP**

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For your Diary.

Saturday 29th November 1997 Anniversary Luncheon. 12-00pm Haywards Heath Town Hall. **Booking form enclosed.** Cost £12-00

Saturday 29th November 1997 2-30pm Haywards Heath Town Hall Annual General Meeting. No charge.

Visits for 1998.

These will be detailed in the next newsletter (January). Offers and suggestions are still welcome. Please contact either Ron Martin or Bob Allen.

Drawings of Sussex Watermills by Frank Gregory. We regret that due to circumstances beyond our control, publication will be delayed another 3 months. If you have ordered a book but would prefer a refund now, please contact the Hon. Treasurer.

Centenary of completion of Graylingwell. - a letter from Peter Longley.

In the SIAS Newsletter No 95 you referred to some important anniversaries in Chichester and an exhibition in the Museum there.

This year is also the centenary of the completion of the West Sussex Asylum (Graylingwell) by my Company in July 1897. This has been marked by an exhibition (now closed) in the Museum mounted by the Mayor of Chichester, Ray Brown, who works at Graylingwell. He showed me some original contract drawings signed by my grandfather, Charles Longley, in 1895, on behalf of the partnership (as it was then), I particularly liked the water tower whose walls at ground level were, and are, 5 '7 1/2 or as we say 7 1/2 bricks thick!

It is written that 11 million bricks were used, which I can well believe.

Peter Longley

Mea Culpa.

Michael Leppard writes to point out that in the article on 'Bow Bells Milestones' in the last issue I inadvertently typed an incorrect year. It was until May 1974, not 1997, that Mr Thompson lived at Ashurst Wood. I apologise for causing any confusion.

Bob Allen

William Allen and the Lindfield Colony

William Allen of Lindfield and elsewhere did more than most to help alleviate the squalor, degradation and illiteracy of the working classes during the early part of the 19th century - a subject not often mentioned when reporting the industrial scene. His influence extended to many foreign parts, including Sierra Leone which was founded as a refuge for freed slaves. The Lindfield Colony and his connection with Robert Owen of the New Lanark Mills are particularly worth investigating. Here is a subject for any member who is looking for a subject on which to carry out research. For further information please get in touch with me.

Ron Martin

Brick Churches

The British Brick Society of which our Society is a Member is currently investigating the existence of brick built churches built before 1840. It would seem appropriate that Sussex should participate in this research as a corollary to the excellent book by Molly Beswick *Brickmaking in Sussex*, copies of which are

still available from me at £14.95. If any members know of any such churches or chapels would they please report them to me, with location and if possible, some historical notes.

Ron Martin

Offham Lime Kiln

As part of the on-going recording on lime kilns some limited excavation has been carried out at Offham. In the 1970s there were four kilns, ruinous but still extant. Margaret Holt's article in S.I.H. 2 in 1970/71 refers to ".....four kilns still remaining. They stand just in front of the chalk pit; three are of the round type and one, probably later, has a tall square face. This latter is built of brick, flint and chalk blocks, the drawhole and ashpit are complete, and the inside is thickly coated with burnt lime." A recent visit to the site has established that these four kilns are no longer extant. Apparently the landlord of the Chalk Pit Inn enlarged the car park a few years ago and the kilns were demolished in the process, there being nothing left apart from some brick rubble.

The present landlord is more interested in the historic remains on the site and has uncovered the remains of a kiln on the south side of the site, not previously noted. This has proved to be a single square kiln, 3.63 m (11'11") square with rounded corners, the remains standing about 2 m (6ft) high. At the front there are two arched holes at 1.7 m (5'7") centres, each fitted with an iron frame with pins for door hinges. This is possibly a late pattern flare kiln with two firing holes with grates, the draw hole being at higher level and on the other side of the kiln.

Ron Martin

Timber framed warehouses

There are several examples of multi-storied timber framed warehouses in Sussex, notably Strickland's Warehouse beside the Ouse in Lewes covered in vertical slate hanging, several in River Road, Littlehampton and the group beside the harbour in Rye. I have been asked to report on any other examples which Members may know about and I would be grateful if you would inform me.

Ron Martin

A.I.A. Conference - Tyne and Wear, 5-13th September

Where do I start ? In one week we visited two railways - one rope hauled; at least thirteen bridges, (4 railway, 7 road, 1 swing, 1 waggonway); three tunnels,

(1 railway, 1 road, 1 pedestrian); one steel furnace; one lead mine; two lead processing plants; two glass factories and one glass cone; one windmill; one water pumping station; one lighthouse; two lime kilns; one rescue look out station; one harbour; a wire rope factory and a locomotive works - I have probably left out several other places. In addition we had lectures and talks on Replication in Museums, the I.A. of Tyne and Wear, Marine engineering in the Tyne and Wear, the Excavation of an early wooden waggonway at Lambton D Pit, Cinemas of Newcastle and Gateshead, the North Pennines Lead industry, the Cast iron bridge at Wearmouth and the development of the ports of the Durham Coalfields.

As can be seen above this conference was full of a whole variety of interesting and varied sites and visits. The area is probably one of the most highly industrialised areas in the country with coal, steel, shipbuilding, glass, lead, quarrying, lime and many other. It is impossible in this short article to describe in detail every thing we did but here are a few of my most vivid impressions:

The centre of Newcastle itself with no less than 6 bridges over the Tyne in a 1 kilometre stretch, is a familiar setting for TV programmes such as Spender, and includes the New Tyne Bridge, of 1925, a single span two-hinged steel arch of 531 ft (161.4 m) span designed by Mott, Hay and Anderson which was in effect a "dummy run" for the Sydney Harbour bridge. Close to this is the High Level Bridge of 1845-49 by Robert Stevenson - a two level bridge with rail tracks on the upper deck and the road on the lower deck. This has a main span of 125 ft (38m) comprising cast iron ribs tied with wrought iron chains and supported on masonry piers. Between these last two bridges and at low level is the swing bridge of 1868 - 76 by W.G.Armstrong, at the time the largest swing bridge in the world with a wrought iron superstructure 281 ft (85.6 m) long and weighing 1,450 tons, supported on cast iron rollers and driven originally by hydraulic engines.

The boat trip down to the mouth of the Tyne was very interesting albeit a bit chilly but one was somewhat saddened by the minimal amount of ship work being carried out. The trip was enlivened by the unscheduled call into the pier at South Shields for 2 pints of milk, as tea on board had been demanded !

The highlight of the first afternoon as far as I was concerned was the visit to the Bowes Railway - originally built to carry coal from the coal mines down to the Tyne. This like many others was rope-hauled in parts and some of this has been retained and still operates with an electrically powered winding engine at Blackham Hill hauling full wagons up the incline which lowers empties at the same time. From the same winding house is worked a second incline down to Springwell, the haulier having two separately clutched winding drums.

The visit to the Killhope Lead Mining Centre with some reconstructed washing systems was most informative and the fine 33'8" (10.26 m) diameter waterwheel which powered the ore crushers and jiggers is still in situ. The visit to

the mine, kitted out with waterproof overshoes and miner's lamps was also worth while although this has largely been reconstructed most effectively using fibreglass. The underground waterwheel operating in a small cavern was installed to assist in removing the water from the mine but in spite of this it was running several inches deep and the overshoes provided were essential.

For the visit to the Ryhope Water Pumping Station in Sunderland we were told that it would not be in steam. Here there are two double acting, compound rotative beam engines constructed in 1866-70 and installed in a fine engine and boiler house (but not as fine as Brede !). In the event we were gratified to find that they were in steam and there is nothing finer than to see, hear and smell steam engines working.

I was sorry that we had so few members from Sussex - how about a better turnout in Devon next year.

Ron Martin

Poyntz Bridge

August 17th saw the culmination of a lot of hard work. The challenge was to have the bridge working for an event to celebrate the 175th anniversary of the opening of the Chichester Canal.

During June the bottom bearing ring was machined to remove pitted corrosion. The spacing ring was metal sprayed by Penfold Metallising of Barnham and then fitted with profiled lead between it and the cast iron. Steve Boakes meanwhile slaved away at the painting until he had all accessible metalwork painted with two or more coats of Hammerite. Gary Long set up all the brackets for the counterbalance weights as well as some deck improvements.

On July 18th a large crane from Hewden Stuart was used to reinstate the counterbalance weights, balance the bridge by sliding in counterbalance weight along the girders under the bridge and finally drop the bridge onto its bearing of thirty new balls.

The operation so far was very successful. The bridge swung round and could be pushed by one person. The only problems to follow were that a cast iron sill rail had to be removed and that the bridge is slightly twisted against alignment on the opposite bank. All was resolved temporarily for the big event on August 17th when hundreds of visitors used the bridge as the entrance to the Canal Waterside Fair. The bridge was also swung many times for various boats on the canal as well as for a Meridian Television camera man.

Chris Bryan



SUSSEX MILLS GROUP



From the Secretary - News of Mills.

Michelham Priory Watermill.

It is hoped to be able to grind some corn in September following the restoration work at the mill. It has been about 2 years since this was possible. A new all metal wheel has been constructed and installed. Some correction work has been carried out on the faulty gearing. The work was carried out by Jane's of Wimborne, Dorset, thanks to a large donation from the Friends of Michelham Priory and a grant from the National Lottery.

Lowfield Heath Windmill.

Work continues with volunteers constructing new steps for the mill.

Oldland Windmill.

Work continues with restoration of the mill.

Jill Windmill.

The mill has had some wood preservative from Protim Solignum who provided their product free of charge and also donated £100 to a charity.

Nutley Windmill.

The cross trees have been found to be rotting and advice is being sought as to the best remedy. Ideas to Brian Pike please.

Batemans - Park Watermill.

At end of the open season work will commence on redressing the stones for use in grinding corn next year.

West Blatchington Windmill.

Peter Hill reports good attendance figures. A successful fete was held which generated a lot of interest from the public. A good working relationship is being developed with the new Brighton and Hove Unitary Authority.

Chailey Windmill.

Some National Lottery money has enabled the cap to be removed, renovated and replaced. Some extra boards were also found to be rotten and were replaced. The work was carried out by the Chiltern Partnership.

Shipley Windmill.

The BBC are currently (September) using the mill to film further episodes of Jonathan Creek. It is surprising what a transformation can be made without damaging the structure of the mill.

Don Cox

Isfield Windmill

Visitor attendance on our open days continues to be encouraging with over 100 on each occasion and 220 at the June event at which we include some craft exhibitions. We continue not to charge an entry fee and feel that this has a direct bearing on the popularity of the mill and at the same time visitors can still contribute by donation or purchasing souvenirs.

Progress on the stone drive machinery has been suspended in order to carry out urgent repairs to the inner cross boarding on the waterwheel. The wheel was rebuilt 20 years ago and the elm boarding has begun to deteriorate with consequential leakage. The Crawley Borough Council kindly agreed to donate the material costs of approximately £500 for the replacement oak boards and work is in hand with nearly 50% of the work completed by our volunteers. We have managed to phase the work in order to keep the wheel in balance and operational on open days. It is worth remembering that the more one restores, the more one is required to maintain !

Funding for the stone drive is one of the next considerations and we are preparing an application in conjunction with the Crawley Museum Society, to a local Community Grants Scheme.

Ted Henbury

Dates for next year.

Annual Meeting - this will be at Bridge Cottage on a Friday evening in early March.

National Mills Day will be on 10th May 1998.

Mills Tour will be in early August.

The Open Meeting will be held on 17th October 1998.

The above programme will be confirmed with details in the next newsletter.

Mills Tour 1997.

The mills group committee rallied round at the last minute and provided a good tour round some interesting mills. We started at Stone Cross Mill and inspected the work carried out by the new Trust set up to take over the mill. The outside has been tidied and a fence erected. Restoration of the mill will start when confirmation is received about money from the National Lottery.

Next we visited Sheffield Mill where the owners are slowly restoring the mill. The water wheel has been renovated and steel buckets with Vitax (hardwood) liners added. The wheel is able to turn now that work has been done on the sluice. The next stage is to carry out work on the hursting, which is currently propped up and unsafe.

Then to Nutley windmill. This has Acro-props supporting the body of the mill. These have to be removed to rotate the mill into the wind. Finally to Horsted Keynes Watermill where the mill now has a very restricted water supply but for short periods this is used to turn the water wheel to drive a generator. We were also fortunate enough to be allowed to inspect the collection of veteran cars that the mill owner has. This had been a very successful day. Thank you to all who helped with the organisation.

Don Cox

Book Review.

"Corn mills in and around Warbleton" by M. Beswick.

This booklet of 52 pages is one produced by the local history society (Warbleton & District History Group) and as such covers 5 watermills and 6 windmills in that area. For some time I have said that research into the history of watermills is best undertaken by local historians with the skills to examine the manorial records of the 16th, 17th, & 18th centuries. This is what SIAS member Molly Beswick has done. It is an excellent example and has information from those periods as well as from more recent times. There is a list of source material which will point others in the right direction. Ron Martin has some copies for sale at £2.50.

Don Cox

Lost Mills of Sussex.

WEST HOATHLY, SELSFIELD COMMON

This smock mill, built for Henry Stanbridge in 1815, may have been the successor of one shown in maps of 1795 and later, which stood about a hundred yards or so from it. After completion it was put up for sale, the notice in the Sussex Weekly Advertiser stating that the premises were copyhold of the manor of Ditchling and subject to an annual quit rent and to a fine and heriot {does anyone know the meaning of this term?} of 6d each. Richard Streeter was miller in 1832-4, 1838 and 1839. From the Tithe Map he appears still to have been at the mill in the early 1840s, when Henry Holland was its owner. Holland may have been working the mill himself in 1855, for his name is given in a directory of that year; a Robert Holland was apparently working it three years later.

The mill was very difficult to work and is said not to have been profitable. This may account for the relatively rapid succession of tenants who latterly used it. They included W Heasman (1866), John Hamlin (1870), George Wickens (1874), Edward Dadswell (1878), and David Dadswell (1882). It appears the latter only stayed about a year, for the mill was soon being advertised for sale. However a Daniel Dadswell, presumably a relative of David, was there in 1887. From 1888 the mill was occupied by one Markwick who had been a miller for 60 years, having worked previously at Malling Mill, Lewes, and St John's Mill at Burgess Hill among others.

Repairs were carried out to the mill in 1885. It ceased work in 1894, afterwards standing derelict until pulled down by a traction engine in 1909. The noise of its fall was heard nearly two miles away, and the air was full of dust. The millstones were acquired as souvenirs by an inhabitant of East Grinstead.

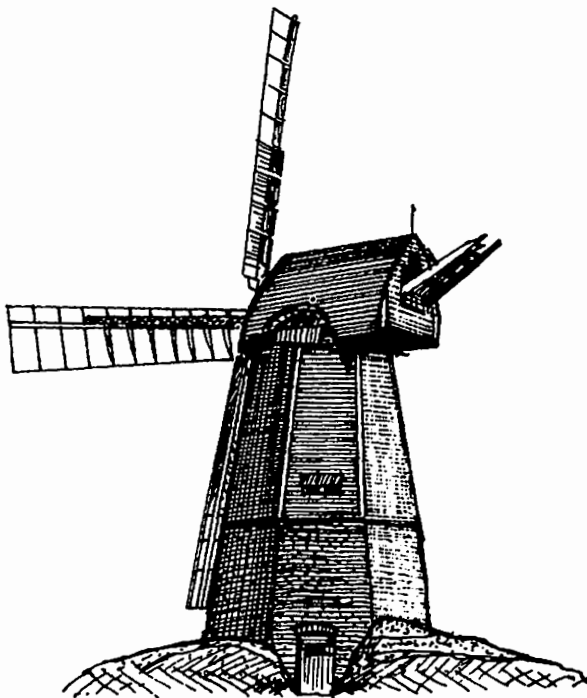
The mill stood on a two-storey base of roughly-dressed stone blocks. The Kentish type cap, small as everything else about the mill appears to have been, had bulges at the sides enabling it to cover the entire curb. From its remains, visible in a postcard of the derelict mill⁽¹⁾, the fantail cradle also appears to have been Kentish in design, which is unusual as far west in Sussex as we are here. The single shuttered spring sweeps, 28 feet long with a span of 54 feet, had leading boards along part of their length. They had a width of 5 feet 9 inches wide. The small sweep area, apart from its being in keeping with the general proportions of the mill, as probably due to the mill's exposed position. It meant that the power the mill could produce was restricted - a possible explanation for its decline. Another problem it suffered from was the fantail, which a local blacksmith told Gurney Wilson in 1920 he had more than once had to repair. It used to break loose

and revolve at high speed; having to be tied down while the gearing was mended or replaced.

Originally the mill had two pairs of stones but a third was later added. All three pairs were four feet in diameter.

(1) Kindly loaned to the writer by M H Yates from his collection.

Guy Blythman



Selsfield Common Mill

An article by Peter Hill on the 9th Symposium of the International Molinological Society will be in the next newsletter.

Index to the Lost Mills of Sussex by Guy Blythman compiled by Don Cox.

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Windmill

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Bolney Mill
Arun Mill, Littlehampton
St John's Mill, Littlehampton
Peasemarsch Smock Mill
Telham Post Mill, Battle
New Mill, Henfield
Lancing Post Mill.
Bodle Street Green Mill
Sutton Mill, Seaford
Ninfield Post Mill
Udimore Post Mill
Iden Post Mill
Boreham Street Post Mill, Wartling
Selsfield Common Mill, West Hoathly

Drinkstone Mills for Sale

The Society for the Protection of Ancient Buildings has asked me to bring to the notice of mills enthusiasts that these famous and very important buildings are for sale. The property covers 1.3 acres and includes a cottage, the post mill (dated 1689) and the engine driven mill, a late 18th century smock tower containing stone milling and grist machinery driven by a Ruston 21 h.p. twin flywheel engine. There is also a granary, stabling, and an 1860 railway carriage. The mills and cottage are listed buildings and the whole site is designated as a Conservation Area.

The property has been in the Clover family for over 200 years, but there is now no other member of the family to care for the mills. The asking price, £75,000 is low to allow a real enthusiast to care for the mills. Contact Chris Hullcoop on 01394 671462.

Photograph Sets of Midland Mills.

Sets of 70 photos by Clyde Riley £25 includes p&p. Cheques to "Midland Mills Group", Sec Tony Bonson, 14 Falmouth Rd. Congleton, Cheshire, CW12 3BH.

Visit to Hastings Saturday 21st June

The dozen or so members must have wondered what the weather would bring, in view of the torrential rain of the previous day and with more forecast. In the event the day was warm and sunny, once the threatening early morning clouds had cleared. We were met at East Hill lift by our guide for the day, Brian Lawes of the Hastings Modern History Workshop

East Hill lift was the second of the two Hastings lifts to be constructed, opening on Coronation Day 1902. It was built by the Borough Council and was of the water balance type. Water was pumped to a reservoir at Halton, utilising steam power provided by a refuse destructor situated on the east foreshore. From the reservoir it was piped to the lift and stored in the twin castellated towers at the top. Each tank held 1,200 gallons of water from which tanks beneath each car were filled from stand pipes. The weight of water beneath the descending car raised the other, with water being discharged at the bottom and re-cycled to the top. The original wooden cars were replaced between 1973-6 when the lift was converted to electric motor operation. Following a trip both up and down we proceeded to West Hill lift.

This lift was opened on March 25th 1891 and was formed by constructing a 363 ft brick lined tunnel through a natural cave at an inclination of 1 in 3. The motive power was provided by a gas engine until 1924 being then replaced by diesel which was replaced in 1971 by electrical power. A dramatic moment of the pre-opening inspection must have been the severing of the haulage ropes to test the emergency braking system - it was successful. This lift still has the original but refurbished cars.

After a lunch break a tour was made through the town stopping to view the location where John Logie Baird pioneered his experiments with television. Apparently some recently deciphered metal tapes show Baird produced the forerunner of modern video recording.

The Hastings Power Station vies with that of Brighton to be the first public supply in the world, both opening in 1882. The building is now a furniture warehouse and although altered still shows obvious signs of its former use. In the distance could be seen the more recent power station built in the 1970's and powered by gas turbines; for use as a peak demand booster plant. This was not a success and it is now decommissioned and awaiting likely demolition.

Our warm thanks were extended to Brian Lawes who provided such a knowledgeable and entertaining commentary on all aspects of a town most of us did not know well.

John S. F. Blackwell

Water supply system to Carter's Lodge, Lower Beeding

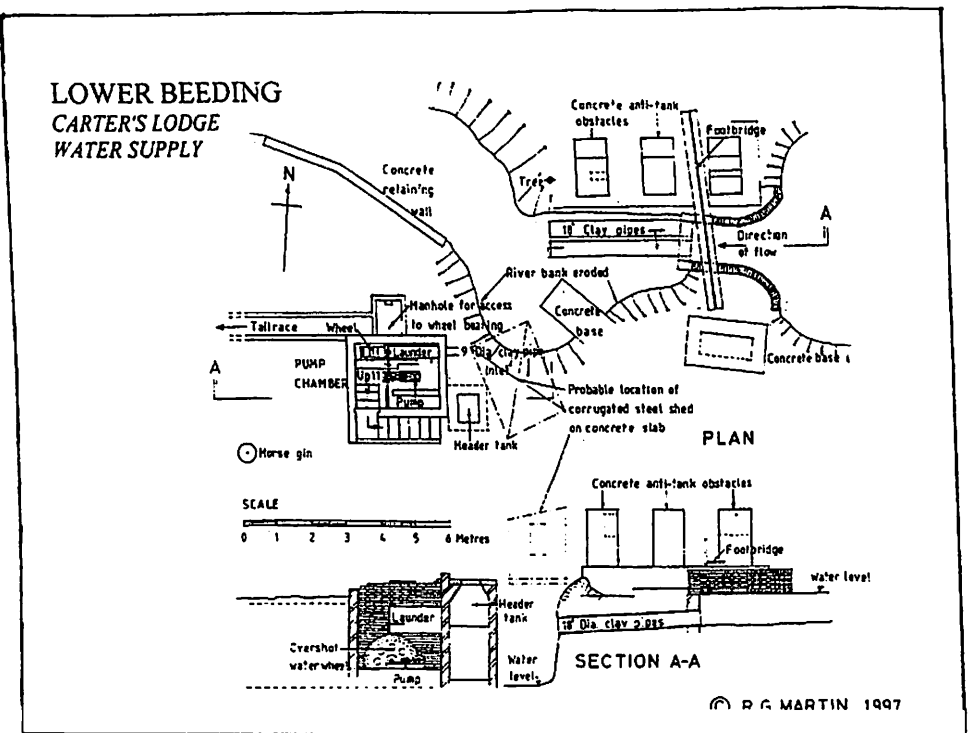
The Society has recently been investigating an interesting small domestic water supply system in the parish of Lower Beeding. It is located at TQ 239292 on Dark Alley Gill, a tributary of the River Arun and pumped water up to Carter's Lodge at TQ 238294, a distance of about 250 m. The stream was dammed at some time after 1874 as it is not shown on the 1st. Edition 25" O.S. map and there is a brick lined spillway where there was presumably once some form of sluice of which there are now no remains. The river drops about 2.5 m here and at the lower level there is a lot of erosion to the banks and some unsuccessful attempt has been made to stop this by the erection of concrete walls. Under the spillway there are two 18" diameter clayware pipes which extend a further 4.2 m downstream.

Nearby, there is an underground pump house 2.45 x 1.83 m with an external flight of steps for access. This contains a steel sheet overshot waterwheel 1.5 m diameter with Poncelet buckets 305 mm wide driving a single-throw pump. The wheel is supplied with water through a steel sheet launder fed by a 9" clayware pipe, now broken. Adjacent to the pumphouse there is a manhole for access to the outside of the wheel bearing and this continues as the tailrace for several metres but its route back to the stream is no longer traceable. There is a brick header tank adjacent to the pump house fitted with a manhole cover. The pump house presumably originally had a roof but there are now no remains of this.

Some 3 m from the pump house is a horse gin without any linkage, "Improved Pony Gear" manufactured by Whitmore and Binyon of Wickham Market. Between the pump house and the spillway there is a derelict corrugated steel shed, 2 x 2.8 m with a mono-pitched roof on a concrete base, which has collapsed into the stream due to erosion of the bank.

The history of this system is confused. The horse gin is presumed to be the original source of power, but to what pump system this was connected is unknown. The launder was installed in 1926, as there is an inscribed date on the rendering above it and it is presumed that the pump house is of this date. The collapsed shed was probably to house a later pump system. It is probable that the 18" clay pipes were installed to attempt to ease the problem of erosion.

Another intriguing feature is the presence of three concrete anti-tank obstacles, on the north side of the spillway, each 0.9 x 1.05 m with a splayed back. Strangely one has a mortise in one side and another has a deep groove in the top, features which seem irrelevant and inexplicable.



Amberley Museum

Ron Martin

Our eighteenth year in 1997 has been a time of celebration and an opportunity to look towards the future. Since the Museum was established in 1979, the work we need to do has changed and visitor expectations have increased dramatically. Standards which we achieved in our early years are no longer good enough today if we are to attract the visitors which provide almost all our income. The Trustees

have, therefore, been looking to plan for the future development of the Museum. This is a complex exercise because it is very difficult to predict what material may be offered to us in the future. However, it is important to set down some general principles which will guide the future development of the Museum's activities and the buildings on the Museum site. After a long period of preparation, the Trustees formally launched the development plan in July and this sets out our vision for the next ten years.

The plan envisages that we will try and use our collections in different ways. For example, we will use our exhibits to show how technological and industrial development has affected people's lives, and explain to visitors the scientific and technological principles on which industrial development is based. The plan also sets out some concepts to guide the physical development of the Museum site. The intention is that the visitors to the Museum will be able to visit the simpler technologies at the start of their visit and the more complex technologies later. For example, the blacksmith will be seen at the start of a visit as now, but radio and telecommunications will be seen later on in a new location near the SEEBOARD Electricity Hall.

Drawing up the plan is only the first stage; we now have to do the detailed design work to produce realistic costs. Then we will be in a position to seek funding from whatever sources we can to begin to implement the plan. If you would like further information about our proposals or could help in any way, please contact me at the Museum on 01798 831370 or write to me at Amberley Museum, Amberley, Arundel, West Sussex, BN18 9LT.

On an early festive note the Museum will be running its popular Christmas events again this year on the weekends of 6th/7th, 13th/14th & 20th/21st December from 10.00am to 4.00pm. You can ride on a real steam train to the "North Pole" to see Father Christmas! Craft workshops and the Museum gift shop will be open for Christmas shopping and there will be seasonal entertainments and surprise attractions. Our Cafe will be open for hot drinks and snacks.

Entrance fees will be £3.00 per child (which includes a present from Father Christmas) and adults £1.00. For further details and a booking form please contact the Museum office.

Robert Taylor.

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Mills Group

(Copy for the Mills Group section should be sent to D.H. Cox whose address is below.)

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LATEST DATE FOR COPY FOR THE JANUARY NEWSLETTER IS DEC.
14th

Copy for the newsletter should be sent to:

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