

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

Registered Charity No. 267159

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**Spring Programme 1998.**

Tuesday 10th February. Annual joint meeting with Chichester Museum Society. "The Maritime History of Littlehampton" Admission to SIAS members 50p. 7-30pm in the Committee Rooms, East Pallant House, Chichester. Contact Chris Bryan 01243 77 31 58

Friday. 20th March. AGM of Mills Group. 8.00pm Bridge Cottage, Uckfield

Sunday 22nd March. Working day at Coultershaw Pump (SU 972 194)  
Meet at 10.30am. Bring packed lunch, wellies, & old clothes. Contact Michael Palmer 01903 50 56 26

Saturday 25th April South East Region Industrial Archaeology conference. (SERIAC) Theme - 'Secret Britain'. Meet at the Princes Hall, Aldershot at 10.00am. Contact Ron Martin 01273 27 13 30. Full details and booking form enclosed with this newsletter.

Sunday 10th May. National Mills Day. Please support your local mill with an offer of help. Contact Don Cox 01403 71 11 37

Saturday 16th May. Visit to Vallenge Aircraft Collection and Lowfield Heath windmill. Meet at the Vallenge Collection 11-30 am. Contact Ted Henbury 01293 40 61 32      **\*\*especially suitable for the family.\*\***

## **Events of I.A. interest organised by other bodies**

Chichester Museum Society. Tuesday 10th March 'Conservation and Housekeeping at Petworth House' 7-30pm East Pallant House. Details 01243 784683

Society for the Protection of Ancient Buildings. 16th May. A Tour of Sussex Mills. Meet at Hastings Railway Station at 10.50 am. Cost £19.00 (children £10.00) Details 0181 247 5296.

The East Grinstead Society. Meetings are held at East Court, East Grinstead at 8.00pm. Further details from 01342 32 15 67

Friday 20th March.      The Story of Concrete from Imperial Rome to Le Corbusier.      Mrs D. Yarwood

Friday 24th April.      The Wealden Iron Industry. Mrs D. Meades

The East Grinstead Museum Society. Meetings also at East Court at 8.00pm. Further details from 01342 32 64 64

Friday 6th February.      The Wealden Iron Industry. Jeremy Hodgkinson

## **ANNUAL GENERAL MEETING 1997**

The thirtieth Annual General Meeting of the Society was held on Saturday, 29th November, 1997 at the Town Hall, Boltro Hall, Haywards Heath. 44 members were present and the chair was taken by J.S.F. Blackwell.

A transcript of the Chairman's address is printed elsewhere in this newsletter.

The General Secretary gave his report for the preceding year and outlined the achievements of the Society. Recording had been carried out in several towns and detailed surveying at Arundel pump house and Sheffield Park bridge and sluice. Work had also started on recording lime kilns. Co-operation with other organisations continued. Money from the Lottery Fund had been obtained for Lowfield Heath windmill and Michelham watermill and a decision was awaited on Brede Steam Engines and Stone Cross windmill. Visits had been made to Arundel, Hastings and Burgess Hill but the members' meeting at Kidbrooke Park had been cancelled due to lack of support. The Society's own projects at Coultershaw beam pump, lfield watermill and Poyntz bridge had all been proceeding satisfactorily and for the latter the Society is to be given the City of Chichester Heritage Award.

The Chairman of the Mills Group, P.J. Hill gave his report on a successful year with restoration work and improvements being carried out at many mills. The Mills Open leaflet had been reprinted and the sales of tea towels had raised £2,861 for various mills. A tour of mills and two meetings were organised by the Group and a visit by the Society for the Protection of Ancient Buildings to several mills is being arranged for May 1998.

B. Austen gave his report as Editor and commented that S.I.H. 27 had been published but that he is still looking for more articles for the next issue. Frank Gregory's book of drawings of Sussex Watermills is a due for publication early next year. The work of revising the Field Guide had just started.

The following Members were elected to serve for the ensuing year:

Chairman	- J.S.F. Blackwell
Vice-Chairman	- D.H. Cox
General Secretary	- R.G. Martin
Treasurer and Membership Secretary	- J.M.H. Bevan
Editor	- B. Austen

Committee - R.E.Allen, Brig. A.E.Baxter, Mrs. P.Bracher, C.Bryan, Mrs. D.Durden, E.W.Henbery, P.J.Holtham, G.E.F.Mead, R.M.Palmer and G.G.Thomerson....

Ex Officio Members - P.J. Hill (Chairman of the Mills Group) R.Taylor (Director of the Amberley Museum) and F.W.Gregory.

After the AGM the Chairman showed a series of slides lent by various members illustrating some of the early activities of the Society including restoration of Bateman's watermill, Jill mill, Piddinghoe kiln, Coultershaw Beam pump, Ifield watermill and visits to Brightling sawmill, Lunsford brickworks, Crowhurst viaduct, Tunbridge Wells station, Hassocks station, Arundel pump house.

Preceding the AGM, most of the members had attended a buffet lunch after which the President, Air Marshal Sir Frederick Sowrey addressed the members and outlined some of the achievements of the Society particularly the recording of I.A. sites and the appointment of the recorder, Don Cox and the formation of the Mills Group in 1988. He also paid tribute to John Blackwell for his long standing membership and work on railways and mills.

*Ron Martin*

### **Chairman's Address to 30th AGM**

Our Society was formed on 14th October 1967 at an inaugural meeting at the Royal Pavilion, Brighton, as the Sussex Industrial Archaeology Study Group. The term Industrial Archaeology was first used by Michael Rix in the Amateur Historian during 1955 although popular writers such as John Betjeman were advocating the architectural merits of industrial buildings much earlier. Similarly the development of engineering had been studied by the Newcomen Society since 1919. Industrial Archaeology is primarily concerned with the study and interpretation of physical remains and early work concentrated on toll houses and milestones which were in danger because of many road widening schemes throughout the county. Of the original members and those who joined shortly after we still have about 12 on our books.

What has been achieved over thirty years? Well an enormous amount far too much to cover in a few words. Let me pick a few highlights.

Firstly the successful restoration projects which the Society has been closely associated with Bateman's watermill, Ifield corn mill, Coultershaw beam pump and Poyntz bridge the 1820 swing bridge on the Chichester canal. I am delighted to be able to report that Poyntz has won a Heritage Award from the City council, and I would like to congratulate Chris Bryan and his team on this latest accolade for the Society.

Twenty years ago a lease was signed to establish Amberley Chalk Pits Museum and this has grown to be a thriving concern which has always been actively supported by members past and present.

Our publication Sussex Industrial History has had an almost unbroken publishing run since 1970 and has produced authoritative articles of a consistently high standard. From research undertaken by the Brick Study Group Molly Beswick compiled a best seller 'Brickmaking in Sussex'. Other Society members have published their work the latest being Frank Gregory's 'Sketchbook of Sussex Watermills' which will be available in the new year.

The Sussex Mills Group was formed in 1989 to bring together enthusiasts, restorers, and owners under the auspices of the Society to provide a focal point for their interests. Windmills have featured constantly over the last thirty years with the Society offering expertise and help with the major restorations at Nutley, Jill, High Salvington, West Blatchington, and Lowfield Heath.

The mammoth task of recording the industrial remains of the rural parishes within the county was undertaken by Don Cox assisted by a grant from the Leverhulme Trust. Although the rural areas are complete and the urban ones started there remains much to be done and this is where you can help. The strength of an organisation lies in the efforts of its members. This may seem a truism and therefore is easily forgotten but unless it is kept well to the fore in people's minds and is also acted upon, that organisation may sooner or later die of inanition. Thankfully so far that has not been so with our Society but is a timely plea to you the members for your help. The Society relies on you to discover all you can about the Industrial Archaeology, especially your own locality by field work, documentary research or both and secondly and most importantly to record this information in writing and see it is available to others by completing Recording Sheets or by publication. Please may I ask you to make this your key objective as we approach the new millennium.

Much has been achieved by our members and it is up to you to continue the good work to ensure the Society contributes as much in the next thirty years as in the last.

*John Blackwell*



## SUSSEX MILLS GROUP



### **Meetings for 1998**

The Annual General Meeting will be held on Friday 20th March 1998 at Bridge Cottage, Uckfield starting at 8.00 p.m. There will be the usual reports of the last year and of hopes for the coming year. This will be followed by the election of the Chairman, Secretary and the committee. Please come along to let us know your views on the group and what is being done. The A.G.M will be followed by a talk - subject to be decided.

### **National Mills Day**

This year National Mills Day is on Sunday 10th May 1998. Many mills will be open and will need your support in showing the public round. So please contact your nearest or favourite mill. May is a busy time for mill open days and they need all the support that you can give.

Mills Tour. Saturday 1st August 1998. Start at Burlesden Windmill MR SU 196108 at 10.30 am. The mills will probably all be in Hampshire.

17th October 1998. Starting at 2.30 p.m. at Gatwick Zoo, Charlwood adjacent to Lowfield Heath windmill.

In addition to the above Peter Hill has organised the SPAB Tour, 1998 for Sussex on 16th May 1998. Contact Peter for details (see page 2 )

## Postcards.

I am often asked where a photograph of a particular mill can be obtained. Besides the known collections I know that some members collect postcards of mills. If you do and if you are willing to supply a photocopy or better still a laser copy, please let me know what postcards you have so that I can call on you if I get requests. Please send me a list of cards if you have one.

## Leaflet of Mills Open to the Public.

I think that we can be pleased with the latest leaflet but I was surprised to receive a demand to supply copies to The British Library and four other distinguished places of learning.

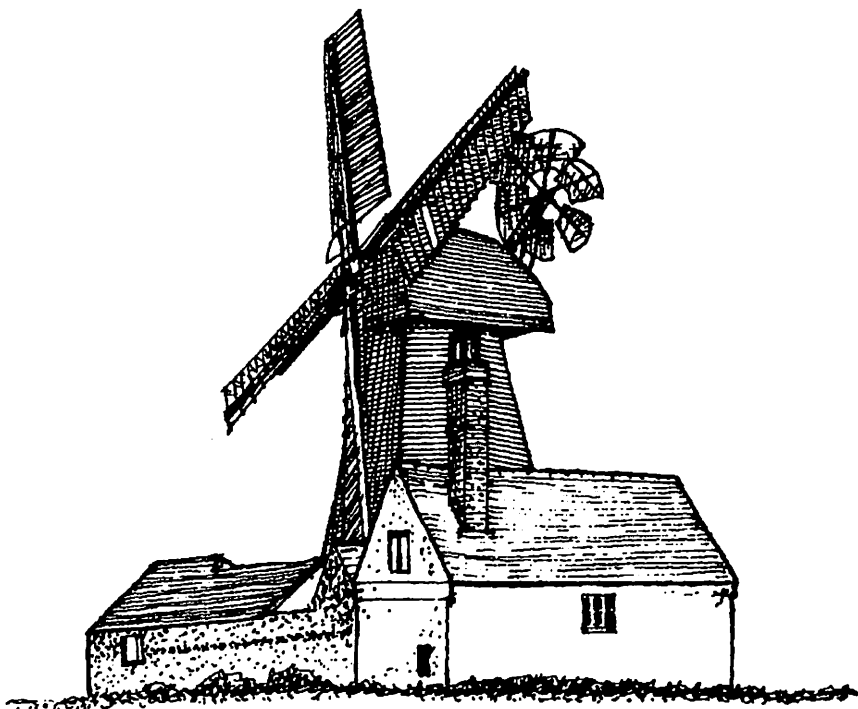
## Mills Meeting held on Sunday 12th October 1997

This was a well supported meeting with 27 people representing some 14 mills. It started with a talk by John Roles, the Head Keeper of Museums for the new Brighton and Hove Council. He spoke of the resources held in Brighton libraries and museums concerning mills but admitted that items concerning mills were not well catalogued. After a break for refreshments we had a general discussion. Mr Hawksley spoke of his view of researching the history of mills. We discussed various ideas for co-operation amongst mills. The most promising was a series of postcards each having four or five mills on a card, the series making a complete set of all the mills open to the public. We also discussed a passport system for children to encourage them to visit more mills. Both these ideas will be explored by the committee.

## Nationale Molemkalender 1997 [ Dutch style ]

Geof Smith, a long standing member of SIAS, has passed to me a copy of a Dutch paper dated April 1997 and devoted entirely to Mills Open in Holland in 1997 and giving details of many mills open during the year in Holland. It is written completely in Dutch so I cannot understand what it says but there are plenty of photographs. 12 pages of good publicity for mills in Holland.

*Don Cox*



Portfield Mill, Chichester

## **CHICHESTER, PORTFIELD MILL**

This small smock mill is first shown on the 1813 Ordnance Survey Map and is said to have been built on the site of a post mill. The first millers to be recorded were James and Thomas Haylar in 1832 and 1834; Charles Saunders had followed them by 1845. By a comparatively early date, sometime before 1862, the mill had ceased to produce flour, the dressing machinery being subsequently removed. At this time Saunders sold the mill to William Stoveld. The latter died in 1868 after which the business was carried on by his widow, who gave it up when she became too old to work it. Their



son, William Stoveld Junior, then took over. For part of the Stovelds' time at the mill the actual task of grinding was performed by Sam Waldens.

Latterly the mill was used only occasionally. In October 1904 it was purchased by William Dunaway, who had it pulled down in May the following year. Initially the plan was to dismantle the mill piece by piece but its condition proved too dangerous for this to be attempted, Dunaway describing it as "absolutely rotten". The sails were sawn off and a traction engine then used to pull the structure over.

The mill was a tarred one, with four storeys and a stage. The broad Kentish-type cap overhung the smock tower quite considerably at the tail. The four double-shuttered spring sweeps were each six feet wide, with a span of 54 feet. A wooden clasp-arm brakewheel was mounted on an iron windshaft, and the 21-inch diameter upright shaft was originally the mast of a ship. There were two pairs of stones. The brakewheel had 64 cogs, the wallower 32, the spur wheel 54, and the stone nuts 18 each. The stones thus revolved only six times to each revolution of the sweeps. Latterly a steam engine housed in a nearby building provided power on calm days.

*Guy Blythman*

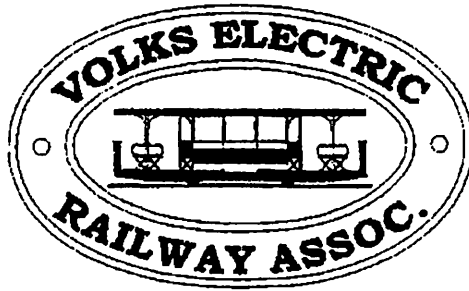
### **An apology from the Editor - Ifield Mill.**

It has been pointed out to the editor that if a mill has a waterwheel then it should be called a water mill. Luckily I fooled everybody by calling it Ifield Windmill - which does not exist, sorry Ted.

*Bob Allen*

### **Operation Cuckmere Haven.**

This book by SIAS member Peter Longstaff-Tyrrell describes the World War II defences of a Sussex river valley. Well supplied with maps to help identify remains mentioned in the text, it also shows how peace-time features were used and how use is now made of some of the war-time artefacts. A full review will follow in the April newsletter. The book is priced £7.99 from Gote House Publishing, 16 Oakleaf Drive, POLEGATE, BN26 6NZ.



## **Volk's Electric Railway Association**

Among the many attractions of Brighton is Volk's Electric Railway originally built in 1893 by Magnus Volk, the son of an immigrant German clock maker. The oldest, continuously operating, public electric railway in the world, it still carries thousands of people between the Aquarium station (near to the Palace Pier) and Black Rock now named Marina Station to the east of Brighton.

In 1995, due to a lack of investment for about 15 years the railway was in a poor state with worn rails and inadequate sleepers & fixings. There had also been some disastrous outside engineering work on the cars which led to only 2 cars being available in August 1996, the peak running period : ideally 7 cars are required as the cars are linked together in twos to give 3 sets plus a spare car. The railway desperately needs all the income it can generate in peak time to pay for the maintenance & repairs, so the loss of income meant its future to the year 2000 did not look secure.

At the suggestion of Brighton council the Volk's Electric Railway Association VERA was formed on Saturday September 16 1995 to help preserve the railway. Tim Steven who works for Railtrack was elected chairman and Derek Smith (Marketing Director of Romney Hythe & Dimchurch railway) was the first publicity officer. Magnus Volk's grandson Bernard still lives in the area and is an honorary vice-president.

Over the last 2 years VERA, with the many different skills drawn from its membership, has offered considerable railway advice including a track condition report in January 1996 by professional railway engineers. It is helping to restore and repair the cars and helps to operate the railway with the proceeds going towards further restoration.

To boost funds, Brighton Council agreed that VERA could operate the railway at certain, normally non-operational times. Therefore, in 1997, VERA extended the operating time from 5pm to about 8pm on Sundays 3rd, 10th, 17th, 24th & 31st of August, bank holiday Monday 25 August & September 14th. In addition, VERA manned the railway from 11am to 5pm on October 5th, 12th & 19th and November 2nd Veteran car day.

The relationship between the railway and VERA has not always been smooth but over the last years the combined forces of the railway and VERA have:

- laid new track much more cost effectively as the track report recommended;

- refurbished the interior of 4 cars and the exterior of 2 cars;

- obtained the long term loan of tramway jacks from Crich Museum;
- made many minor improvements to the reliable operation of the railway;

- increased the number of useable cars to 5 at present.

Car 9 (an ex Southend pier car) has a broken suspension spring. It is planned to refurbish it professionally this winter, using the funds collected during VERA running days and evenings.

The railway will now begin the 1998 season in much better shape with its future looking good. The new station at Black Rock (Marina) built by Southern Water as part of Brighton's storm water relief project is due to open in the spring. Rumours of its extension in both directions still circulate from time to time, perhaps 1998 will be the year when further progress is made.

The association plans more of its own running days in April/May next year.

For more details or a membership form please contact me on 01273 50 79 73.

*Jim Hawkins*

## **NEWS FROM AMBERLEY MUSEUM**

Our Science Week activities open the museum's season on Saturday 14 March 1998. This is part of 'SET 98', the national celebration of science, engineering and technology co-ordinated by the British Association with support from the government.

This year's subject 'Inside Inventions' will offer people the opportunity to examine how familiar gadgets and appliances are made by taking them apart. The event is being organised by John Narborough, and has been supported by a grant from COPUS the Committee for the Public Understanding of Science. Under supervision, visitors young and old will be able to dismantle familiar items of equipment to see how they are assembled and how they work. We hope people will learn about how the products are designed for both assembly and repair as well as how the parts work.

The events take place on Saturday and Sunday, 14th, 15th March and are repeated the following weekend the 21st and 22nd March.

A display on the history of cycling is being constructed adjacent to the Roadmakers' exhibition and new displays are underway in the Seaboard Electricity Hall. The museum will continue with its popular programme of Special Events and the first few in the programme are:

Sunday April 19 Cobweb Run Vintage Car Rally  
Sunday April 28 Veteran Cycle Day  
Sunday May 10 Vintage Motorcycle Day

Further details of any of our activities can be obtained from the museum by telephoning 01798 83 13 70.

*Robert Taylor*

## **RYE HARBOUR CONCRETE FACTORY**

I have recently been looking at the former concrete factory at Rye Harbour located at TQ 940 188. This was built by Lee and Sons and was operating between 1859 and the 1880s, initially to cast blocks for Wellington Dock in Dover Harbour these being transported by sea from an adjacent quay and also by rail. These blocks weighed 4,6 or 8 tons and several of these last ones about 8' x 4' x 4' are still to be seen further along the side of the river. The reason for this location is that this is the nearest harbour to Dover with access to ballast for making the concrete. It is not known what was used for 'cement'. There is a "Lime Kiln Cottage" some 700 m away beside the river at TQ 945 186 although there is now no evidence of the kiln. There was also a lime works further inland at TQ 932 196 but it seems most likely that the lime or cement for use in the works was mainly imported from north Kent. The works was quite a thriving community as in the 1871 census returns there was the foreman and 24 workers listed as working at the works. One of the effects of the presence of the factory was to keep the mouth of the River Rother open for seagoing traffic for a longer period than might otherwise have prevailed.

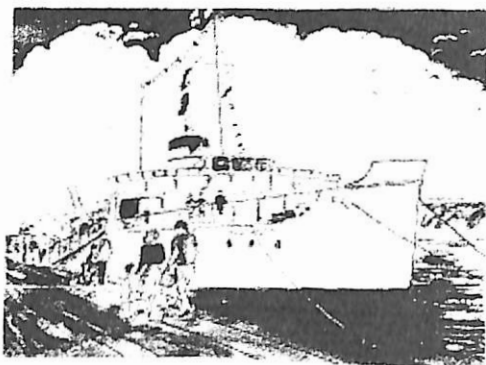
Most of the structures have already been destroyed but the bases on which the blocks were cast are still extant. There was a tramway to carry the blocks to the quayside with three overhead travelling cranes for loading. The tramway was connected by way of a turntable to the railway line from Rye. There are three remaining buildings. A stone built house at the end of Tram Road appears to predate the concrete works and is possibly contemporary with the Church of 1849. There is the brick built stable and workshop block which has been converted into housing, also the original single storey wages office. One half of this has been turned into a bungalow and the other half has had the roof raised and was converted into a herring 'dee' where fish was cured. It is probable that this small building will be demolished shortly.

*Ron Martin*

## **ASHBURNHAM PLACE ICE HOUSE**

When I wrote the definitive article on ice houses for S.I.H. 24 I had anticipated a number of complaints about missing ones, but this did not transpire. However, recently I was scanning the 25" O.S. maps for lime kilns

when I found an ice house at Ashburnham Place at TQ 689 086. Members attending the AGM may recollect that our Chairman showed some slides of Ashburnham Place in his talk and mentioned that it is now used as a Christian Conference Centre. I have visited the site and was invited to look at the ice house which is a conventional circular brick pit about 4 m in diameter with a short level entrance passage and evidence of two doors. The dome has collapsed and the pit is filled but there is some hope that it may be dug out in the future. A survey will be carried out shortly. *Ron Martin*



### SOUTHSEA - THE SHIP

Built by the renowned Clyde shipbuilders William Denny & Bros of Dumbarton for the Southern Railway service between Portsmouth and Ryde, Southsea became the first ship to be launched for the newly formed British Railways in 1948. Refurbished in the 1970s, Southsea is now one of the last surviving traditional day passenger carrying ships in UK waters.

Southsea was bought by Sea Containers Ports Ltd together with Newhaven Harbour some years ago and until October 1997 was moored on the east side of the Ouse. For 1998 Southsea is being restored and refurbished again by new owners for a new career offering day, afternoon and evening cruises on the rivers and coastal waters of southern and south-eastern England. Designed for almost 1400 passengers, Southsea is now being refitted to the latest standards for 800 and will normally be limited to 500 passengers.

*Robin Jones*

## **Revised Field Guide.**

Can YOU help? Some people have already agreed to assist. Speak to Brian Austen, Don Cox or Geof Mead if you are willing to help. Sites submitted for inclusion should be generally accessible to the public unless the importance of the site warrants its inclusion even though accessibility is limited.

For each site there should be an introductory description of the site as a whole with a brief history of its development and importance in Sussex. This should be between 200 to 500 words depending upon its importance and overall involvement in the county. For each and every site the following should be included in this order :-

Title; name of site

Grid Reference 2 letters & 6 figures

Civil parish or town

Brief description

Approximate date first used/built

By whom built/made/operated

Present condition including how complete (as a percentage)

## **Letters to the Editor.**

In the October issue of the SIAS Newsletter Guy Blythman asks for the meaning of the word "Heriot". To quote from "The Local Historian's Encyclopaedia", John Richardson, on page 21 :-

"Heriot. The obligation, derived from Saxon times, of an heir to return to the lord the military apparel of a deceased tenant, on the premise that it was originally supplied by the lord. The apparel, depending on the status of the tenant could include a horse, harness and weapons. This obligation applied to both freemen and villeins but in the later periods tended to relate to copyhold tenures only. About the time of the Norman Conquest the custom was being superseded by the gift of the best beast by the heir and this latter became a money payment instead, and in effect, a fee to enter the land. It was abolished in 1922.

*John Day*

## Officers

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## COMMITTEE MEMBERS

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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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Secretary	D.H. Cox, 3 Middle Rd, Partridge Green, Horsham, RH13 8JA(01403) 711137
Committee:	F. Gregory, P. Hicks, P. James, A. Mitchell, S. Potter, B. Pike, T. Ralf

LATEST DATE FOR COPY FOR THE APRIL NEWSLETTER IS 14th MARCH 1998  
Copy for the newsletter should be sent to:

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