

SUFFOLK MILLS GROUP

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THELNETHAM MILL PETER DOLMAN

The derelict Thelnetham Mill is to be found close to the Norfolk border about six miles west of Diss, at Nat. Grid Ref. TMO11790. For the beginnings of the mill we can look to the Diary of Thomas King (of Thelnethem), which states "Mr. Button's Mill was begun in July 1819", and "Mr. Button's new mill on Thelnetham Fen set to work on Christmas day Dec 25 1819 Thos King there"; i.e. the mill took six months to build.

George Bloomfield, the millwright of Thelnetham, was almost certainly responsible for building the mill, although Thomas King himself probably helped too. King's Diary also mentions "Mr. Wm Button's cast iron shaft put up July 16th 1832". This windshaft is inscribed 'J·AICKMAN·LYNN·1832', and is cast in one piece. The mill was worked by R.Button in 1858, Stephen Peverett in 1868, by Henry Bryant in 1885 and 1896 (when it is described as working by wind and steam). The last miller was Mr. Alfonso Vincent, who ceased to work the mill about 1926. His son lived at the mill until his death in 1974, after which the mill was bought by S.M.G. Member John Humphreys.

The mill is a small brick tower mill, the exterior being tarred and the interior plastered and limewashed. The tower is 19' 10" internal diameter at the base with 27" walling up to the first floor, 22" walling to the second floor and 18" walling to the curb. The inside diameter at the curb is 12' 3" and the height to the top of the curb is 31' 5".

The cap was conical in shape with a ball finial and is now largely missing and in bad condition. The cap frame is of conventional design with longitudinal sheers, supported by eight track wheels and six centering wheels which are mounted in wooden brackets and run against the inner face of the curb. The 10 ft. diameter fantail had eight blades, which have all survived together with a spare, and drove through the usual iron gearing onto a rack on the upper face of the iron curb. The curb originally had wooden teeth of coarse pitch facing outwards, which presumably meshed with a wooden worm gear.

The fine windshaft is supported at the neck by a plain brass in a cast iron chair. The outer stock remains in position together with two whips and the shattered remains of the sail frames, which were of exceptional width. The brakewheel, of 7 ft. 3 ins. overall diameter, is of clasp arm construction with bolted on segment iron teeth of $3\frac{1}{2}$ inch pitch. The wheel was originally 6 ft. diameter, with wooden teeth of $2\frac{7}{8}$ inch pitch. This was probably too small in size to work well with slow patent sails, so it

was increased in size to raise the gearing. The brake band is principally of wood, although where clearance is limited an iron section has been used. The brake lever is also of wood and had the usual pulleys and iron catch fitted to it.

The wallower is of cast iron, of 25 ins. diameter, and is mounted on a wooden upright shaft of $12\frac{1}{2}$ in. by $13\frac{1}{2}$ in. section with chamfered corners. The machinery comprises two pairs of French stones, one of 4 ft. 4 ins. diameter being very worn, the other of 4 ft. 7 ins. diameter in good condition. Both pairs have octagonal tuns, one with iron horse, the other wooden.

The great spur wheel is underdrift, of wooden clasp arm construction with cast iron segment teeth; most of the wheel is boxed in making inspection difficult but its diameter is about 6 feet. The stone nuts are iron with wooden teeth and are lifted out of mesh by jack rings operated by rack and pinion with a ratchet wheel to lock the ring in position. Each pair of stones had its own governors, one in position being all iron, the other of wood and wrought iron with lead weights being out of position. The tentering of the stones is effected by iron bridge trees suspended from the main wooden bridge tree with the steelyard operating directly onto the bridge tree with no brayer. Hand adjustment was performed by a hand wheel on the connecting rod from the steelyard.

On the ground floor is a pair of French stones on a wooden hurst frame, which was driven by an external engine via 'fast and loose' pulleys.

Smaller machinery was driven by a wooden clasp arm crown wheel of 3 ft. 10 in. diameter with cogs of $2\frac{7}{8}$ in. pitch. A layshaft drove the sack hoist by slack belt, a jockey pulley being used to tension the belt. The chain runs over a pulley fixed to the curb before passing down through the mill. Pulleys on the layshaft also drove a flour machine and oat crusher, both of which have gone although their shutes and hoppers are lying in the mill, carefully labelled up by Mr. Vincent.

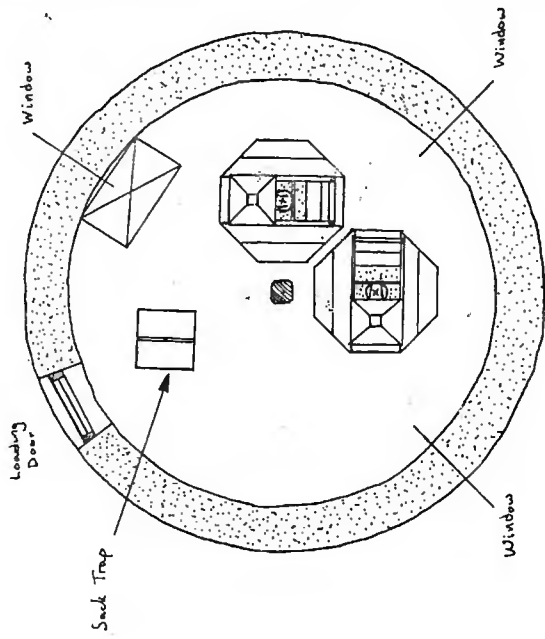
An odd feature in the construction is that the dust floor is suspended from the bolts holding down the curb, which pass down inside the tower, thus effectively supporting the floor and restraining the curb from lifting.

The mill is largely complete in its fittings and some of the accessories have survived such as a pair of sack scales, several mill bills, dressing staffs and a fine slate proof staff in wooden case with hinged lid bearing the pencilled inscription:

"Walter Woods Maker
Hopton Oct 11 1853
- - - ? Pratt"

The condition of the mill is in fact better than might be expected considering the leakiness of the roof for so many years; now that it is completely gone, the rot is bound to accelerate. Mr. Vincent lived in the mill for years (in conjunction with an old lorry converted into a caravan!). He was fond of 'decorating' the mill - thus we find silver paint much in evidence on the spur wheel and upright shaft with a multi-colour crown wheel. It's different, but I don't think I like it!

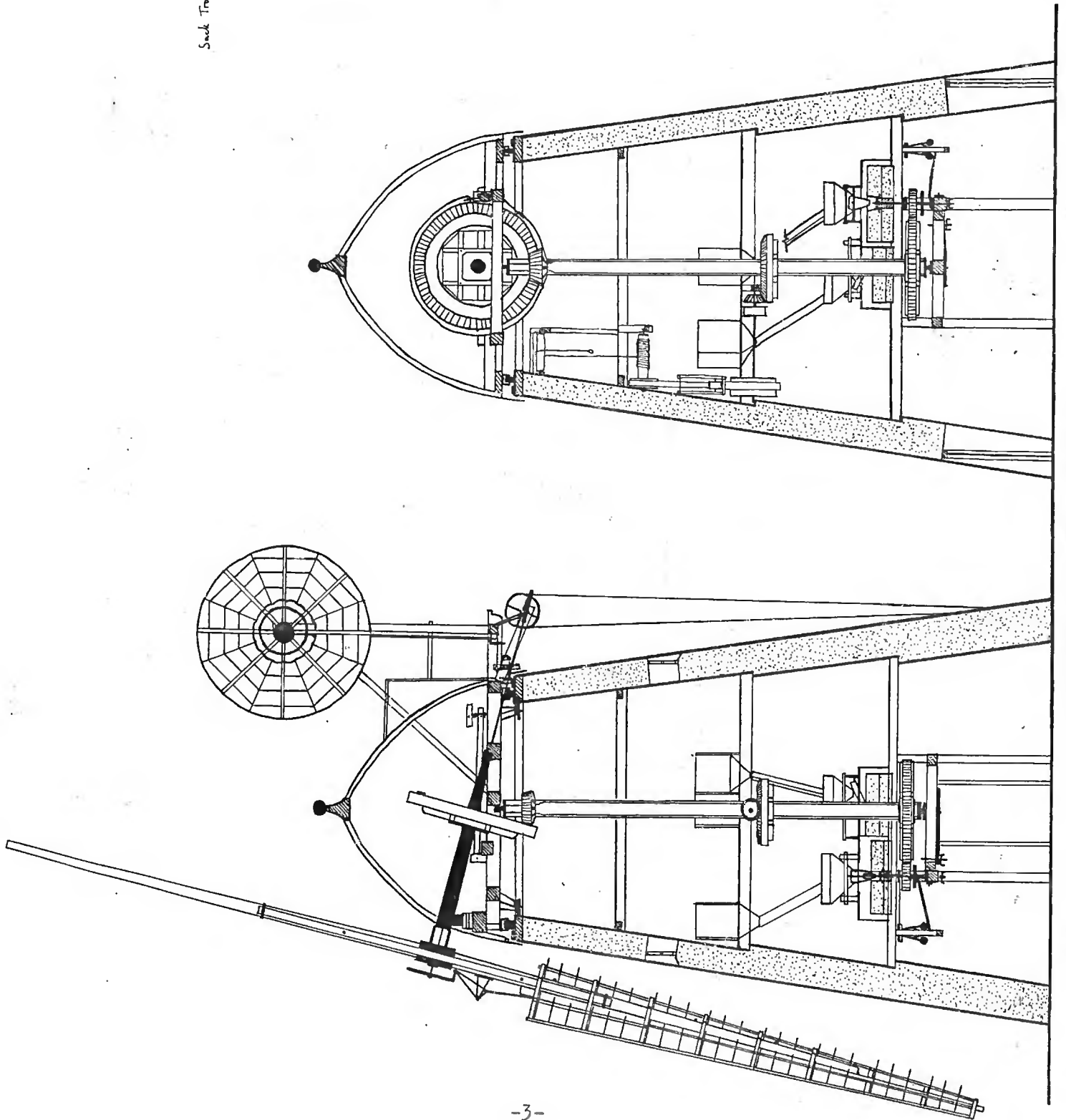
Outside is the other stock and two whips carefully protected from the weather, and in a store are nearly all the shutters, all minus their hinges. The striking gear on the sails also vanished with the shutter cranks.



PLAN OF STONE FLOOR

TOWER WINDMILL AT
THELNETHAM, SUFFOLK

SCALE $\frac{1}{8}$ inch = 1 foot



DIAGRAMMATIC SECTIONS SHOWING MACHINERY

It is a pity to see a nice mill like this getting derelict. Perhaps now a windmill sympathiser has acquired it we might see at least remedial work carried out. If owner John Humphreys can organise a restoration scheme S.M.G. will give it all the support it can.

LETTER

The following rather philosophical letter on the subject of S.M.G.'s proposed affiliation to the S.P.A.B. was received from Don Paterson. Any comments?

THOUGHTS ON AFFILIATION...

THE MEMBERS OF A SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS MUST EVOLVE OR BECOME EXTINCT.

To become a Society for the Protection of Ancient Buildings it and its members must evolve from a passive Society for the Admiration of Ancient Buildings through an active Society for the Recording of Ancient Buildings to the Society for the Protection and Conservation of Ancient Buildings.

Looking more closely at the definitions as they affect our affiliation to the Wind and Watermill Section SPAB we find:

admiration : The act of admiring; wonder, together with esteem, love or veneration. Obviously this was the sentiment which first attracted us to mills in the first place and continues to develop until it becomes part of us.

record : to get by heart, to go over in one's mind, to repeat from memory, to narrate, set forth, call to mind; to set down in writing or other permanent form.

To this end many of us take photographs and / or notes in some form or another. The Wind and Watermill Section has designed record cards - all that is needed is an army of enthusiastic field workers who will undertake local research. Once the field workers have been recruited they will need to be trained.

A days course held at a windmill and at a watermill is necessary. A course in recording, recognising what is recorded, and reconstructing what is not there by looking attentively to detail to provide the clues. Problems of access to and over visiting of privately-owned mills should also be raised.

The critical judgement of the observer will develop as he records more mills and out of consideration for others he will wish to preserve what he has admired and recorded.

preserve : to keep safe from harm or loss, to keep alive; to keep in existence, to retain, maintain, keep up; to keep from or guard against decay.

conserve : to keep entire, to retain, to preserve.

This is the end product of our evolution or at least the end of the beginning - the need to preserve that unites us into one body and strengthens our purpose.

In modern parlance the words preserve and conserve seem to have become reversed in their meanings: preservation now implying the more conservative term to retain without alteration and conservation being applied to preservation on the principle of putting new wine in old bottles - applying an old building to a new use whilst retaining the best of the old.

This is a controversy that reaches heated proportions at times in certain places but in reality there is a need for both approaches. Conservation is certainly better than conversation while the mill is being demolished and lost forever.

Preservation is needed to guard against decay and to keep the mill alive it needs to keep all its machinery in working order or working for demonstration purposes. Where the machinery has already been scrapped then conversion to a new use is often the only way of guarding its future existence.

Meanwhile the admirers support the recorders who support the preservers who protect our mills. What is virtually a course in protection was once again led by Chris Hullcoop at Ramsey post mill in September.



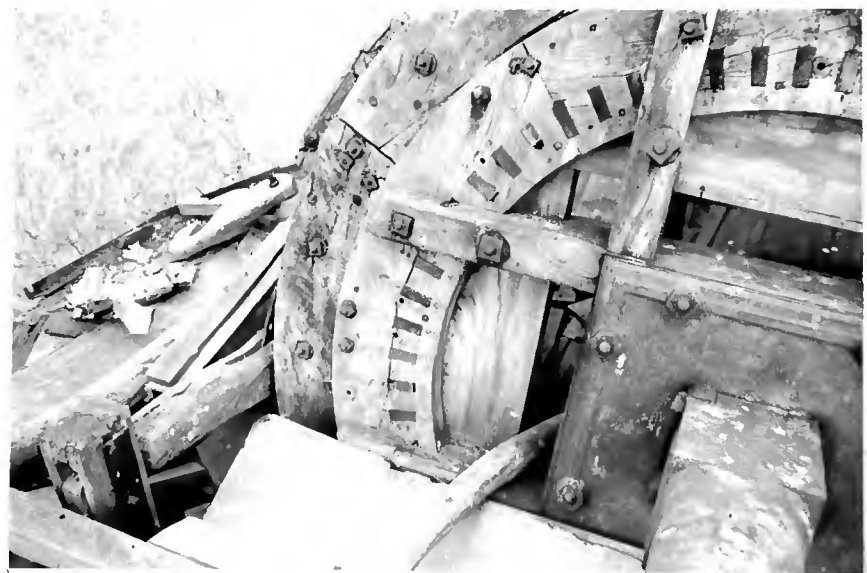
THELNETHAM MILL. October 1977

Top Left Windshaft, dated 1832

Top Right Stone floor

Opposite Brakewheel, now open to the elements. Note wooden cogs of the old 6 ft. diameter wheel

(Photos. by P. Dolman)



THELNETHAM MILL Taken in 1972 when the tattered remains of the cap were still in place. (Photo. by P. Dolman)

EAST BRIDGE MILL The curb being reconstructed at Jameson Marshall Ltd., Wickham Market. September 1978. (Photo: P.D.)



PAKENHAM OPEN DAY MARK BARNARD

A bright but rather still Sunday morning (13th. August) saw Mike Bryant sweeping out his windmill at Pakenham in preparation for the S.M.G. open day. He was soon joined by S.M.G. stalwarts Peter Dolman, Chris Hullcoop and Mark Barnard, who contrived to place a 'Mill Open' notice on the main Bury St Edmunds - Ixworth road for those who had not seen our advert in the 'Bury Free Press'. Well, we were certainly rewarded, for after lunch the fine, sunny afternoon (there haven't been many of those this year!) and the distant spectacle of white sails slowly turning against a blue sky combined to attract hundreds of people to the mill. Parked cars lined the approach roads, and by three o'clock a ten yard queue had formed to gain admission to the tower! Inside, on the ground floor Mark Barnard had his hands full selling guide books and post cards as well as taking the entrance money and regulating the enthusiastic flow of visitors, while upstairs Peter Dolman and Chris Hullcoop pointed out items of interest to visitors (when they had space to move about!). Unfortunately, though, the wind wasn't strong enough to set the stones in motion.

In mid afternoon the S.M.G. contingent, some 30 strong, assembled at the water-mill, together with several members of the public who had learnt of our intended visit. This fine watermill has recently been purchased by the Suffolk Preservation Society and is at present under repair, being roofed with polythene sheeting at the time of our visit. John Popham, Director of S.P.S., gave us a brief but lucid introduction to the mill and then invited us all to wander freely around inside. Unfortunately the condition of the mill was found to be rather worse than expected when repair work commenced, several long beams having been eaten hollow by rodents. The full extent of the decay was clearly visible, but it was gratifying to learn that as much of the original structure as possible is being retained. Excavation work inside the mill has revealed pieces of stone from Ixworth Priory in the wall, while the original bypass channel of the early mill has also been uncovered. It is hoped to complete the repairs to the mill, including the machinery, by next summer.

Back at the windmill the number of visitors was beginning to tail off as late afternoon turned to teatime, giving Members more time to talk and photograph the interior. After a welcome cup of tea from the Bryants we began counting the takings and estimated that, in all, about 400 people had turned up, making it S.M.G.'s most successful event to date.

We warmly thank Mike Bryant for welcoming us so openly and look forward to another successful event at Pakenham next year. Perhaps the A.G.M. - who knows?

NEW PUBLICATIONS

'MILLS AND MILLWRIGHTING' by John Vince. (Shire Album 33) Shire Publications Ltd.; 1978; price 60p.

This is the latest booklet from the pen of author John Vince and joins his established 'best sellers' in the 'Discovering' series on wind and watermills. The 32 pages contain numerous photographs with a brief commentary and detailed captions. Watermill machinery and early handmills are covered in some depth with hardly a reference to windmills, and

the other pictures in the booklet detail millwrights at work and a few recent restorations such as New Bradwell windmill in Buckinghamshire. Only two firms are mentioned, Thompsons of Alford and our local firm Jameson Marshall Ltd., under the name of their director David Nicholls. This is perhaps unfair on the other firms and individuals practicing in this country, who may possibly lose the benefit of advertising that this booklet has given the two named firms. One amateur restoration is shown, the ambitious project to restore Lacey Green smock mill.

The standard of reproduction of the pictures is excellent, and although the text may not reveal any new information to established mill enthusiasts, it is well written and of great value to the general public, at whom it is primarily aimed.

At 60p. from most bookshops, it is well worth buying as a potted record of current millwrighting.

HOLTON WINDMILL - CUT-OUT MODEL Published by Olsen Products, Mill House, Holton St. Peter, Halesworth; 1977. Price about £1.75.

This interesting project has been thought up, designed and published by John Nichols, who owns the mill at Holton. Well printed, in four languages, this booklet contains a brief history of English windmills and of Holton mill. The major part is taken up by the various parts of the mill printed on card and the instructions for assembly. I've started the model but so far haven't cut all the 100 or so parts out! It is best stuck together with quick setting glue and if correctly assembled looks quite realistic. It stands about ten inches high to the top sail (approx. 1:60 scale).

The model would make a nice Christmas gift for the younger mill enthusiast, although to be honest a fair amount of patience is needed to make it and 'dad' might well end up with the job! If it proves successful Mr. Nichols aims to produce three more models, based on Continental windmills such as a Dutch wipmolen or French post mill.

FIRST AID AT DRINKSTONE MILLS CHRIS HULLCOOP

Most of us know the fine seventeenth century post mill at Drinkstone. I first saw it about twenty years ago from the top of the derelict Woolpit post mill (Elmer's Mill). It was then I first met Wilfred Clover, Drinkstone's cheerful and enthusiastic miller. He was only too pleased to show me round and told me of the mill's great age and how when it was built the sub-structure was open, with the present roundhouse being added later. He showed me how the cast iron poll end had been fitted to the great oak windshaft. We chatted about the mystery of whether the mill had been turned 'head to tail' or not. When we left the post mill I little realised I had yet to see another whole section of milling history. As we walked down the little track Wilfred Clover asked me if I would also like to see the engine. This beautiful monster has its own shed with cooling tanks outside. It drives two pairs of stones on the ground floor with cleaner, crusher, hoist and bins on the floors above. Mr. Clover pointed out how the smock mill had been built on top of a 16-sided horse mill. It had given service for over one hundred years when it ceased work by wind in the early years of this century. Here was four centuries of milling history. A place where they had not swept away all the old

and built anew but had modernised and carefully adapted. What a contrast to Woolpit mill. It had been working just before the last war together with a fine steam driven plant. Now all was derelict. I felt it would not last long and today nothing remains.

That the Woolpit complex has gone so completely and Drinkstone survives is due to the keen interest and hard work of Wilfred Clover. He kept the old post mill in full working order (at one time making extensive repairs to the sails which had been severely damaged in a gale), and also kept the engine driven stones in the smock mill at work when very few examples of this set-up survived. Just after the war there was a demand for old English oil engines from the Middle and Far East. They were bought up by dealers, dismantled, crated and sent thousands of miles to their new homes where hopefully they are still at work. More recently the engines have been under pressure from collectors. I am not prejudiced against collectors or collections - often the objects which form a collection would have been destroyed (who could condemn Lord Elgin for moving the Parthenon frieze into the British Museum?) - but collected objects lose their context (geographical, historical, use, etc.). The right place for the Drinkstone engine is in the engine shed at Drinkstone mills, driving the stones, the purpose for which it was bought by the Clovers in the 1930's. This is obviously the correct historical and geographical context in which to see it, and here it could so easily have a full social and economic context as well. It could survive for a similar reason to that which put it there in the first place.

Drinkstone mills have escaped yet another often destructive influence, that of tidying up everything and returning it to original condition. This attitude, which certainly has its rightful place, is not appropriate to industrial history, especially mills. Perhaps it is partly due to a former unwillingness to accept recent technology as part of the whole story and hence worth keeping. Surely the designer and builders of Concorde do not feel they started out with the Wright Brothers because their first aircraft now shares a place in a museum with very early machines?

Like Brian Marriage at Pakenham watermill, we took it for granted that Wilfred Clover would look after Drinkstone mills. Now in the last few years illness has prevented him from running and maintaining the mills. (He is now in Bury St. Edmunds hospital making good progress and on behalf of all our Members we send him our best wishes and look forward to his return home.) Use is the best way to preserve any building, especially a mill. With this use goes attention to little details of maintenance which means a weakness is spotted and action taken before it has a chance to cause serious damage. So often we have seen mills restored and then just left. They are not used, aired or given any of that attention which only a miller or enthusiast who cares can give. Twenty years later or less their condition is worse than before restoration. Then there is much consternation, especially if a lot of public money has been spent. Yet who would think of leaving a house empty, a sailing ship at its mooring, or a car at the bottom of the garden for 20 years and then expect to find them in good condition? But it happens with mills.

Preservation by use has kept Drinkstone post mill in good condition, but with Wilfred Clover now unable to run the mill deterioration could be rapid. The smock mill

has fared worst, although it still sits straight and true atop the 16-sided horse mill. The curb is still sound and level and above this the cap frame is in good condition. The elegant cap roof is most at risk from the winter gales. Several ribs have now failed, boards have blown off and several large holes are letting water into the smock tower. We are planning some first aid repairs to the smock mill roof and also to secure some loose boards on the post mill. The Clover family have agreed to this work being done and have offered to help with the cost and in any other way they can. Suffolk Mills Group have obtained a £75 grant from Mid Suffolk District Council for this work. The chief problem is the approach of winter. With the work at Ramsey post mill extending late into September we find ourselves at the wrong end of the year for windmill repairs (we are too used to the centrally heated warmth of the office and lack the all-the-year-round toughness of the professionals). However, October can be a fine month (it certainly was last year) and we must do our best. Anyone who would like to help at what must surely be the most important windmill site in Suffolk, and one of the finest to survive anywhere, please contact Peter Dolman as soon as possible. Drinkstone mills have seen four centuries; we must help them add another!

LANCASHIRE WINDMILLS PAST AND PRESENT DON PATERSON

Though Lancashire was never a corn county the western plains, and especially the Fylde (the 'Granary of Lancashire'), provided oats, barley and wheat at harvest. Early windmills have been recorded in Liverpool - for example, Eastham (1257), Little Crosby (1275) and Bootle (1276) - while William Yates' map of the county (surveyed c.1775-80) shows 93 windmills situated mainly on the lower western plain, together with some 326 watermills, mostly on the higher ground of the Pennines and Furness. The proportion of watermills to windmills was about 3:1, the majority of windmills being used to grind corn, while the watermills were used mainly in the textile and dyeing industry. The distribution of windmills as revealed by Yates' survey (i.e. 52 in SW Lancashire, 34 in the Fylde, five in the Lancaster area and two in Low Furness) reflects the distribution of corn-growing lands in the late eighteenth century. The early mills were post mills and occupied the eminences of the plain - three of these mills (Aughton Moss, Preesall and Kirkham Old Mill) were used by Yates as triangulation stations in the construction of his map.

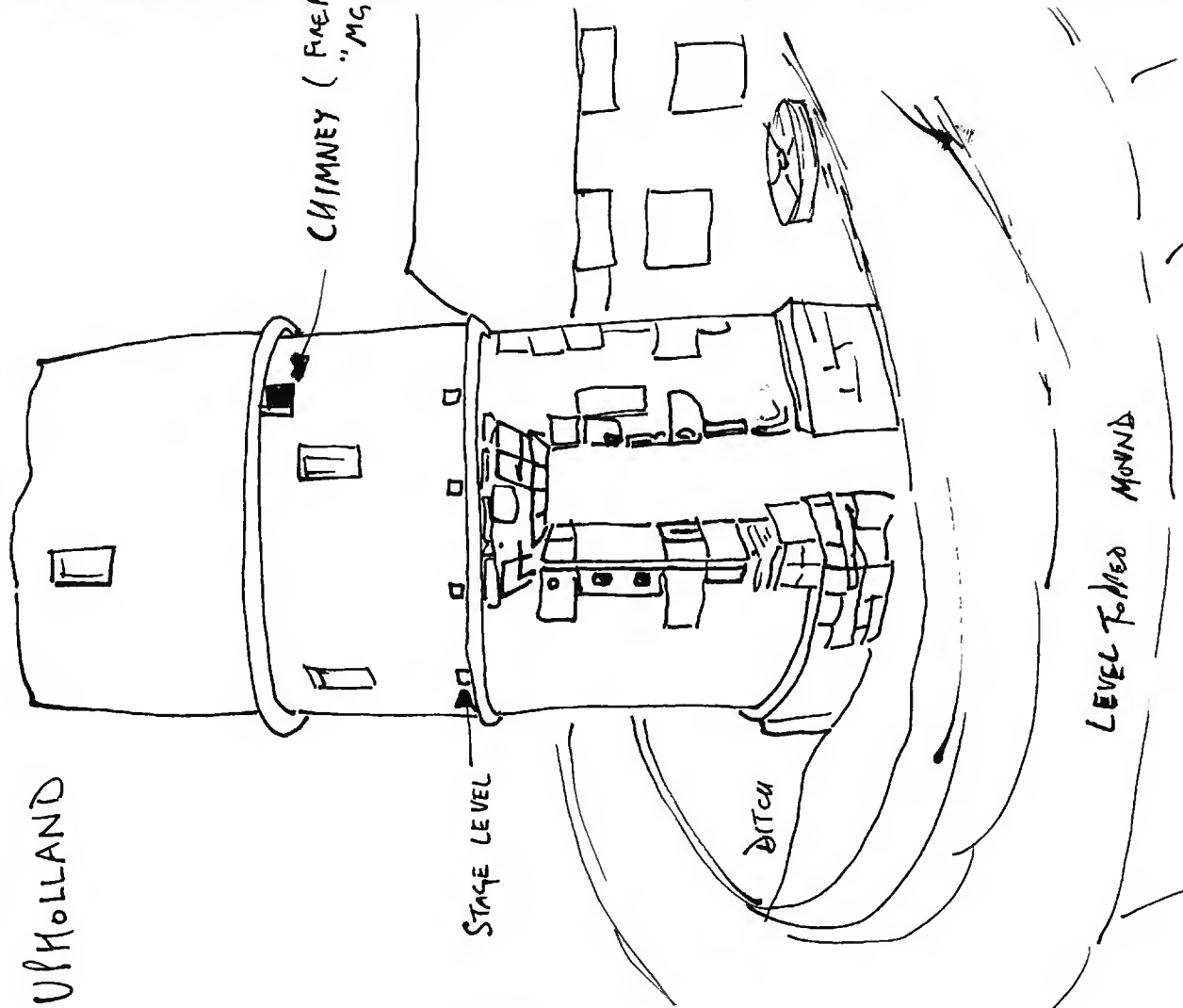
The expanding urban markets exercised an increasing influence on milling trade in the eighteenth and nineteenth centuries, and maps show concentrations of mills on the outskirts of towns such as Liverpool and Preston, sites which were progressively swallowed up by rapid urban expansion. Yates and Perry's map of the Environs of Liverpool (1768) shows 34 windmills including 28 within one and a half miles of the centre. Yates shows two windmills in Preston in 1786, while a further seven sites are shown on the Ordnance Survey maps of 1846. Only one of these nine mills now survives - Cragg's Row, built c.1760, gutted in the 1880's and now used as a community centre for the surrounding high-rise flats. This increasing industrialisation of the county influenced changes in agriculture. Much land was improved by drainage, but the growth of grain, especially in SW Lancashire, decreased. The importation of foreign grains to

STONE TOWER

PARALLEL SIDED 13' INTERNAL DIAM.

CELLAR + 3 FLOORS - SOME BEAMS ON FIRST FLOOR.

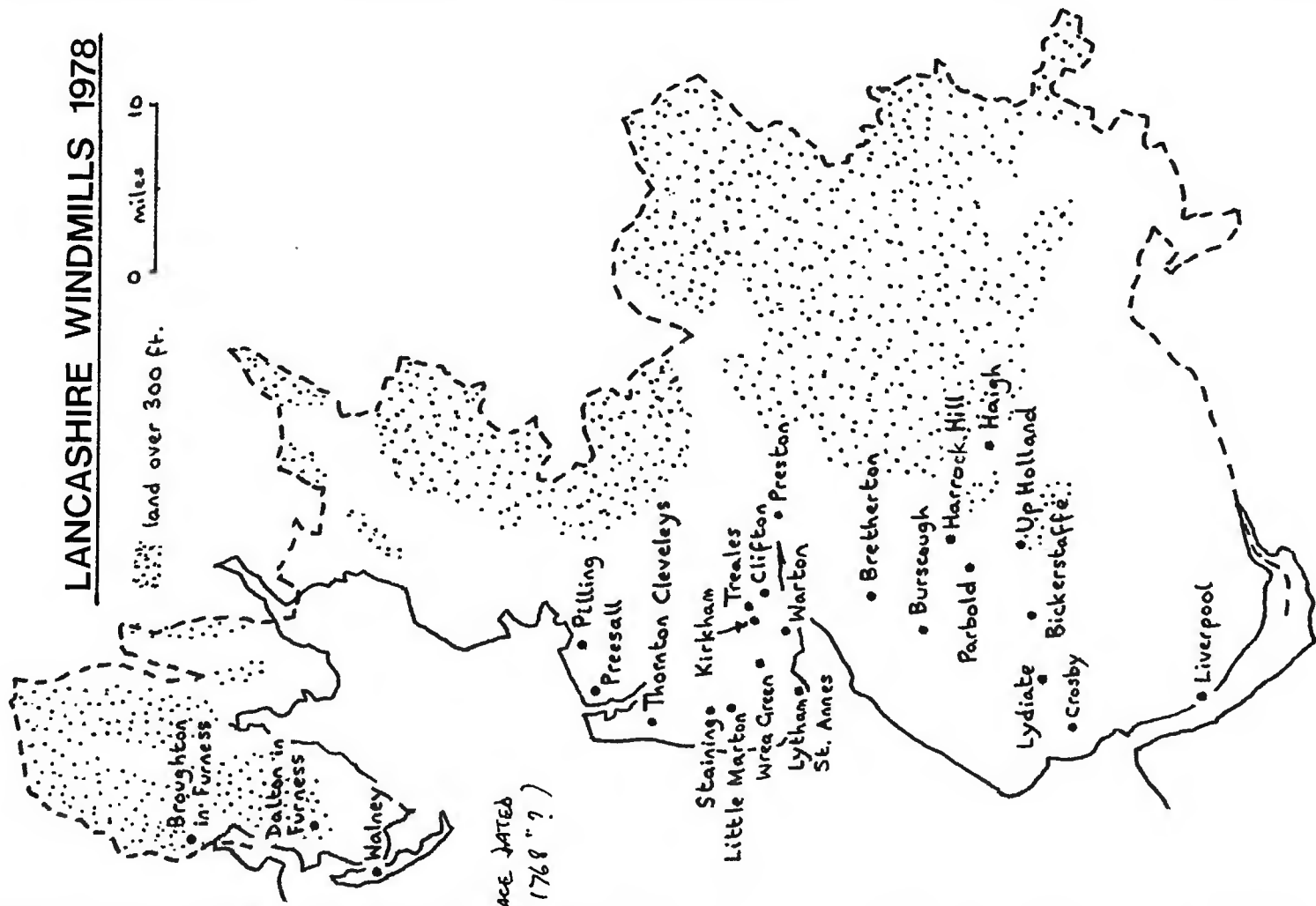
UPHOLLAND



CHIMNEY (FIREPLACE DATED "MG 1768" ?)

LANCASHIRE WINDMILLS 1978

land over 300 ft. 0 miles 10



feed the growing population was accompanied by the introduction of roller milling, invented in Hungary in 1820; most grain was being milled in this way by the 1870's. Mills continued to work longest in the rural areas, and several of the Fylde mills were still grinding when Allen Clarke wrote his 'Windmill Land' and 'The Story of Blackpool' in the early 1920's.

Although Lancashire windmills were mainly used for grinding corn, other uses have been recorded. The windmill at Deansgate, Manchester was used for grinding dyewoods and potatoes in 1776; one of the three mills on St. James Mount, Liverpool was used for making linseed cake and oil in 1777, while Haigh and Lower Broughton (Salford) mills were used for pumping, the former to supply Haigh Brewery and the latter to fill a reservoir alongside the River Irwell.

The old windmills have nearly all been demolished - the only surviving remnant of a post mill is at Warton, where the weathered octagonal post with its four quarter bars still stands by the side of a garage in Mill Lane. A survey undertaken by the author in May 1978 revealed the remains of 21 tower mills with one further site still to be checked (High Park Mill, Liverpool). Remains of two further mills, in Low Furness, were reported by J. Hughes at the S.P.A.B. Windmill Meeting in March 1978, and there is believed to be another remain in this area. A checklist of these mills is given at the end of this article.

The majority of the tower windmills of Lancashire are constructed of bricks made locally or occasionally from local stone (sandstone and millstone grit) as at Harrock Hill, Parbold, Upholland and (from documentary records) Cockerham. Two smock mills have been recorded, at Freckleton (the Saw Mill) and at Rimington. An analysis of tower shapes reveals some interesting details. Towers are: (i) parallel-sided, as at Upholland; (ii) even batter and tall, as at Pilling, Clifton, Thornton, Preesall, Staining and Crosby; (iii) even batter and squat, as at Kirkham, Treales, Wrea Green, Lytham, Little Marton, Lydiate, Bretherton, Bickerstaffe and Harrock; (iv) double batter (milk bottle shaped) as at Parbold, Preston and Burscough (Mere).

Two towers are situated on what appear to be mill mounds, at Marton and Bickerstaffe, the latter originally having two low tunnels 9 ft. long by 4 ft. wide and 3 ft. high entering a low cellar 4 ft. high. The tower is 27 ft. diameter with walls 18 ins. thick at ground floor level and originally had three floors and a cellar, a large wooden mainshaft and probably three pairs of overdriven stones as what appears to be sprattle beams to hold the quants are present on the second floor. A substantial amount of the cap frame including the main shaft sprattle beam are present.

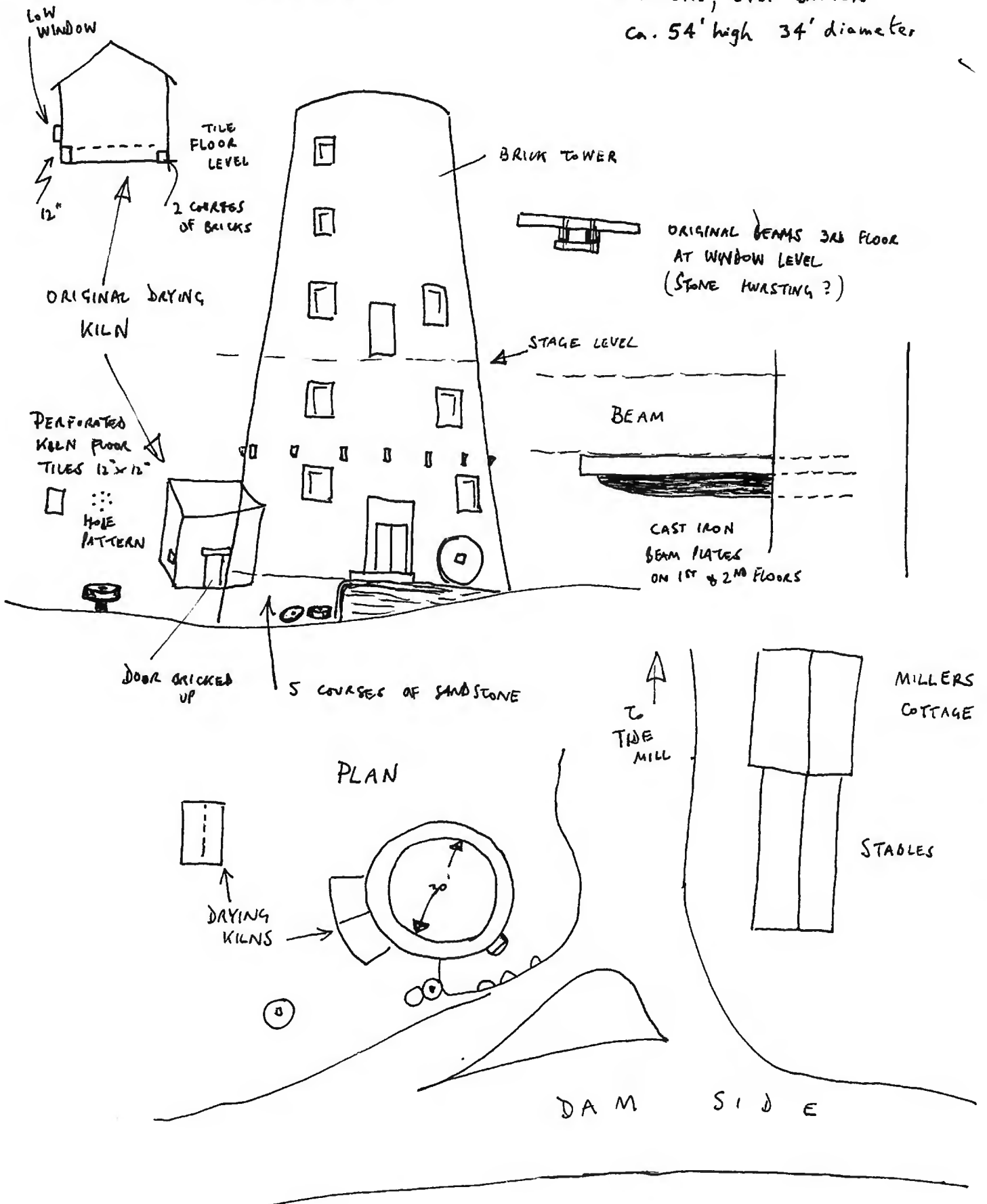
At Harrock Hill the cellar is carved out of an eminence at the top of the hill and has two extensive entrance tunnels each 19 ft. long by 8 ft. wide and arched 6-8 ft. high, in a NW - SE alignment. A smaller chamber on the north east side 10 ft. by 3 ft. by 2 ft. 6 ins. is not joined to the mill itself and could have been a pig sty. The ruined stone tower now stands 20 ft. high on one side and originally had at least three floors. The internal diameter at ground floor level is 25 ft. 4 ins. with 18 ins. walls ashlar covered externally and rubble coursed inside.

Lytham St. Annes has an earth and stone 'stage / mound' which also forms a cellar

THE OLD MILL PILLING

built 1808

BRICK AND SANDSTONE TOWER,
5 FLOORS, EVEN BATTER
ca. 54' high 34' diameter



and storehouse to the mill. The wooden stage at second floor level at Thornton has been restored. Similar stages supported on projecting corbels were once present at Clifton, Preston, Pilling, Crosby and Parbold. That at Upholland was at first floor level and was probably supported on the continuous 'sill' at ground floor level. This mill is also surrounded by a semi-circular ditch and mound and has an internal diameter of 13 ft. 6 ins.. There is a large fireplace on the first floor with the initials "MG 1760" or "66" or "68" and a chimney ending in a square hole on the outer wall. The brick tower of Mere Windmill, Burscough is an extremely impressive empty shell of some six floors and once had a stage at third floor level. The large tower, approximately 36 ft. across internally, has a double-angled batter and also a striking squarish bulge up to second floor level on one side, which may well have been an internal kiln. At the other extreme Haigh windmill has a diameter of about 9 ft. and originally had a stage supported on iron girders - these having been cut off at some time prior to the sails being converted to roller reefing gear. The iron-framed dome shaped cap - unusual for Lancashire - is now uncovered but the guttering just below the curb still exists.

In common with many mills in northern Britain, drying kilns were often to be found in conjunction with Lancashire windmills. Early kilns were often circular or semi-circular surrounding the tower at ground level as at Crosby and Pilling. Insurance policies, however, soon specified that these kilns should not be attached to the mill itself and later kilns were separate buildings.

Among the millstones still to be seen, particularly notable are the old grey (Peak) stones at Warton (68 ins. diameter) which have a distinctive dressing to give three fields with two master furrows - a deep one (1" arris) and a shallow one ($\frac{3}{4}$ " arris) - radially to the centre eye, and five shorter furrows ($\frac{3}{4}$ " arris) of varying lengths in the skirt. Other large grey stones remain at Kirkham (66 ins. diameter) and Pilling (66 ins. diameter and $10\frac{1}{2}$ - 11 ins. thick). Grey stones were quarried at Whittle Hills, near Chorley.

Many of the windmill sites can now only be traced through field, road or farm names. For example, Speedwell windmill is now marked by 'Mill Fold', now part of the 'Brown Cow' public house car park, opposite the 'Windmill Hotel' in Eccleston Green, while Dick's Mill at Carleton in the Fylde was pulled down in 1886 and the bricks used to build 'Dick's Mill Terrace' which still marks the site.

LANCASHIRE WINDMILLS 1978 (* = not seen by the author)

BICKERSTAFFE	SD442048	Preserved roofed shell. Consent for H.C.
BRETHERTON (Old Mill)	SD462208	House
BROUGHTON IN FURNESS	SD212867*	Derelict tower
BURSCOUGH (Martin Mere)	SD426157	Brick shell
CLIFTON	SD464312	House; also licensed bar and restaurant
GREAT CROSBY	SD329003	House, with cap. Worked by engine until 1972
DALTON IN FURNESS (Crossgates)	SD235753*	Derelict tower of pumping mill
HAIGH (The Brewery Mill)	SD605089	Preserved with new sails. Cap roof gone
HARROCK HILL	SD512132	Stone shell

KIRKHAM	SD431320	House
LIVERPOOL (High Park Mill)	SD354880*	Shell of tower may remain
LYDIATE	SD380039	House
LYTHAM ST. ANNES	SD370270	Preserved; exterior restored
LITTLE MARTON	SD349342	Preserved; exterior restored
PARBOLD	SD491106	House
PILLING	SD401489	House
PREESALL	SD367466	Preserved tower, part of business premises
PRESTON (Cragg's Row)	SD537299	Tower only, used as community centre
STAINING	SD347366	Derelect tower with gear. Cap collapsing
THORNTON CLEVELEYS (Marsh Mill)	SD335425	Restored; used as museum
TREALES	SD446328	House
UP HOLLAND	SD512057	Stone shell
WALNEY (Mill Lane?)	? SD176688*	Shell believed to remain
WARTON (Old Mill)	SD420288	Post mill - upright post & quarter bars only
WREA GREEN	SD394314	Brick shell

Editor's Note This article appears as an introduction to a more comprehensive survey of Lancashire windmills by Don Paterson, to be published in conjunction with S.M.G. in the near future.

MILLNEWS

RAMSEY REPAIRS

The last scheduled fortnight's work from 2nd. - 17th. September saw the successful completion of repairs to the four sails and additional strengthening inside the mill. The patent sail frames are now complete once more (the hemlaths and sail bars having been renewed where necessary), and now make a fine silhouette against the sky. Two R.S.J.'s have been fitted on top of the crown tree, tied in to the two existing R.S.J.'s overlaying the side girts. This strengthening over the crown tree has now been concealed by new flooring. Other work has included making a storm hatch and boarding the head gable, repairs to the sack hoist mechanism, fitting the remaining lightning conductors, replacing the striking gear on the sails and re-fitting meal spouts and stone furniture. A full report on the work will appear in the next Newsletter (when Chris Hullcoop has had time to recover!).

PROGRESS AT DALHAM

The work of restoration is progressing steadily and to date five new corner posts have been fitted, together with the framing in between. New boarding has just begun to appear (see photograph) and the mill will look very smart indeed soon, with clean white weatherboarding replacing the drab roofing felt of recent years. All parties concerned with the work are pleased so far and although the financial situation is not completely secure everyone is hopeful of seeing the sails turn within two years.

EAST BRIDGE MILL

I called on Jameson Marshall a few weeks ago to see how they are getting on with the

reconstruction of the little East Bridge (Minsmere) marsh mill. So far they have made up most of the pump chamber and cap frame and were starting to repair the curb while I was there. Unfortunately very little of the mill has proved fit enough for re-use, although old timber may only be disgarded because to repair it would cost more than to replace it (as happened with the whole pump unit). There is still some confusion over who is actually supervising the work and we can only hope that the museum sort this out before work grinds to a halt. (P. Dolman)

S.M.G. REPORTS ON COUNTY COUNCIL MILLS

S.M.G. has written to Suffolk County Council expressing concern at the condition of the windmills under the Council's control, namely Buttrum's Mill, Woodbridge, Holton post mill, Herringfleet smock drainage mill and Thorpeness mill. Holton mill has a broken stock and rotting fan carriage while the cap frame of Buttrum's Mill is also rotting badly in places. Herringfleet has been out of action for over a year pending major structural repairs. These are just the major jobs, and a detailed technical report has been submitted by the Group on Buttrum's Mill, where there is most scope for improvement, and on Thorpeness, now owned by the Council following the recent restoration but which has given trouble this year. We await a response.

O.S. MAPS AT HALF PRICE!

Mike Organ of Ramsey mill has drawn our attention to a sale of Ordnance Survey maps at half price. The Romsey Road, Southampton HQ of the O.S. are having to clear old stock and offer a range of useful maps. Best buys are probably the large scale 24" and 48" to one mile. Not motorist maps, but lots of detail. Just the thing for the 'one up' man of property and land. Buy the relevant sheet, colour in the appropriate area and hang it in the hall. At 48" to the mile it will look like an estate! All you need then is a wheelbarrow and a bale of straw and you can join the Country Landowners' Association!

Among the small scale maps on offer are all the old 1:63360 sheets except numbers 11, 102, 107, 114, 124, 138/151 and 154 (flat sheets); also some 1:50000 superseded stock: sheets 88, 104, 106, 107, 109-113, 119-120, 127-8, 150, 152, 155, 166, 169, 170, 172, 184-5, 188 and 191 (folded sheets). Orders by end of October (to the O.S., not S.M.G.!).

NUPTIALS

Congratulations are due to three Members who have recently married, namely Bob Stevens, John Snowdon and Dave Pearce. We wish them every happiness in the future.

EVENTS

REPAIRS TO DRINKSTONE MILLS: MID TO LATE OCTOBER

As indicated on page 9, S.M.G. will be undertaking first aid repairs to make the cap of Drinkstone smock mill watertight before the onset of winter, as well as minor work on the post mill. The dates for the work are uncertain at present, but obviously as soon as possible, i.e. any or all of the weekends October 14-15th., 21-22nd., 28-29th. Please contact Secretary Peter Dolman if you would like to lend a much-needed hand.



DALHAM MILL RESTORATION

Top Left New framing in; 13.9.78

Top Right New boarding; 22.9.78

Opposite, Above Cap frame & cap on the ground; 19th. July 1978

Opposite, Below Messrs. Gormley & Goodman, the millwrights

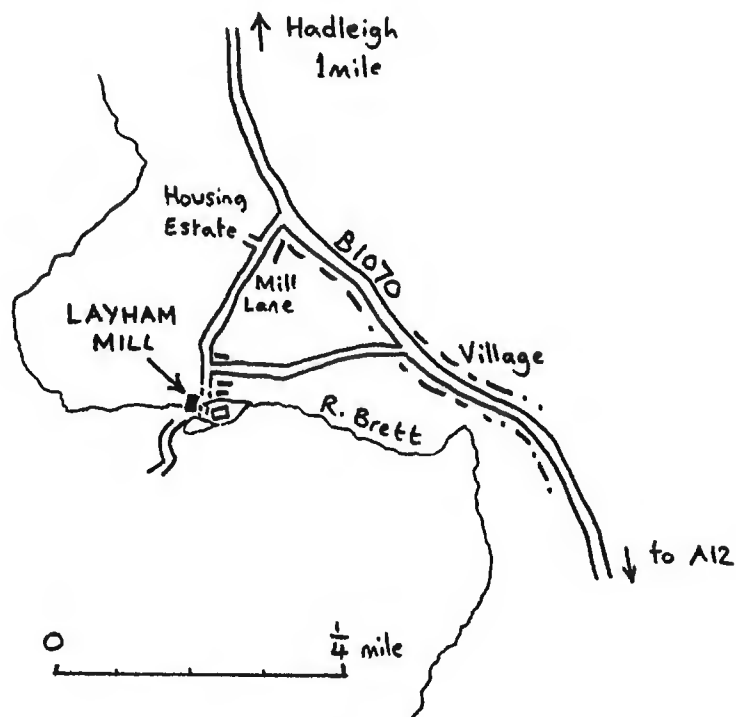
(Photos. by Peter Dolman)



DRINKSTONE SMOCK MILL taken in early 1977. See 'Events'.
(Photo. by P. Dolman)

VISIT TO LAYHAM WATERMILL: SUNDAY 5th. NOVEMBER at 2.15 p.m. prompt (it's dark by 5 p.m.)

S.M.G. has arranged a visit to this curious watermill (rebuilt in 1905), which is still working and producing flour, by kind invitation of Mrs. K.E. Duffield, the owner (and extremely competent miller). There is limited parking space available so if car sharing can be arranged it would be appreciated. Let's hope for a good turnout for our last outdoor event before Jack Frost curtails our activities!



NEW S.M.G. MEMBERS SINCE LAST NEWSLETTER

BURCH, David J. (F)
3, Abbot's Hall Road, Stowmarket
Tel. Stowmarket 2594 (home)

(Interested in the mills on the upper Gipping)

CLOVER, Reginald D. (F)
Ivy Lodge, 23, Bridge Street, Thetford, Norfolk
Tel. Thetford 3310 (home)

(Interested in Drinkstone mills)

HALL, Barry M. (P)
28, Clifton Wood, Holbrook, Ipswich
Tel. Holbrook 8121 (home); Ipswich 55838 Ext. 512 (work)

HUNT, Michael E. (F)
59, Cadgwith Drive, Darley Abbey, Derby
Tel. 0332-56652 (home)

(General interest in mills)

MALSTER, Robert (F)
23, Bixley Road, Ipswich
Tel. Ipswich 72393 (home); Ipswich 56777 (work)

(Interested in the history of milling in East Anglia)

PEACOCK, Mr. & Mrs. W. (Group)
Alresford, Longs Lane, Little Waltham, Chelmsford, Essex
Tel. Chelmsford 360486 (home); Chelmsford 68616 (work)

(General interest in mills)

SPENCER, John H. (F)
9, Linden Court, Linden Road, Bedford
Tel. 01-387-9400 Ext. 2347 (work)

(General interest in mills)

M.J. Barnard's work telephone number has changed to Ipswich 55838 Ext. 545.

Paul Jarvis had transferred to Full Membership.

Mike Organ's telephone number has changed to Ramsey (nr. Harwich) 880413.

Rosemary Silver has transferred to mailing Membership.

John Snowdon's new address is: 'Lark Rise', Hemley, Woodbridge, Suffolk. Tel. Ipswich 642827 (work).

Robert Stevens has transferred to Full Membership and his new address is: 51, Northfields, Lode, Cambridge. Tel. Cambridge 811643 (home); Cambridge 61222 Ext. 506 (work).

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Editor's Note Part II of 'Some Thoughts on the Sites of Early Mills' by John McCann, promised for this Newsletter, has had to be held over and will now appear in the next issue (December). My apologies.

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