



Wealden Iron Exhibition

An exhibition on THE IRON INDUSTRY OF THE WEALD. prepared by Mr. B.K. Herbert of the Wealden Iron Research Group is being staged at the Museum. This will be on show during the normal opening hours (Wednesdays and Saturdays 2-4 p.m.) till the end of March. The display includes models, diagrams, pictures and specimens with explanations. Mr. Herbert has written a book The Fieldwalker's Guide and An Introduction to the Iron Industries of the Weald (available from the Museum at £2.50 plus postage).

I.A. REVIEW INDEX will be continued in the April Newsletter.

MEMBERSHIP CHANGES

New Members

Mr. & Mrs. G.T.J. Martin, 57 Hillside Avenue, Worthing BN14 9QS (Worthing 39809)  
M. Nimmo, 8 Bennett Avenue, Hove BN3 6UR (Brighton 554297)  
Mrs. Ann Hartley, 35 Cokeham Road, Sompting, Lancing (Lancing 766475)  
Mr. & Mrs. B. Smith, 1 High Oaks, Southgate, Crawley (Crawley 28156)  
I. Dean, c/o Chalk Pits Museum, Houghton Bridge, Amberley, Arundel BN18 9LT  
(Bury 370)  
R. Cooper, "Northwood", The Drive, Loxwood, Billingshurst RH14 0TD (Loxwood 752761)

Change of address

J.K. Stevens, c/o BHC, Singapore, Foreign & Commonwealth Office, King Charles Street,  
London SW1  
Professor E.O. Taylor, Furze Hill Lodge, Kingswood, Surrey KT20 6EP  
(Burghead Heath 62316)

OFFICERS

Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll,  
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Vice Chairman J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273 557674)  
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Central Sussex J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273 557674)  
Secretary  
North Sussex E.W. Henbery, 10 Mole Close, Langley Green, Crawley  
Secretary (0293 23481)

COMMITTEE MEMBERS

B. Austen Brig. A.E. Baxter D.H. Cox F.W. Gregory E.W. Henbery  
P.J. Holtham R.M. Palmer G.G. Thomerson M.F. Tighe

PLEASE NOTE Latest acceptance date for copy for the April Newsletter is 16th MARCH

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JANUARY 1986

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PROGRAMME OF VISITS FOR 1986

The Programme Card is enclosed with this newsletter and gives a summary of the planned visits for the year. If you know of any related events by other societies that may be of interest to SIAS members then please let me know for inclusion in our newsletters.

The following are details of the first part of the programme:-

Saturday 22 March Working visit to Cobbs Mill, TQ 274189  
(This date is provisional. Please check before coming.)  
Start 10.30 am. Bring packed lunch.  
Phone me for further details  
Saturday 26 April Visit to Volks Railway, Brighton TQ 316 038  
Meet at Palace Pier at 10.30 am for conducted tour of  
railway and workshops.

DON COX

Events organised by other Societies

Tuesday 11 March Annual Combined Meeting with Chichester Museum Society.  
Subject: "The Wealden Iron Industry". Speaker: J.S. Hodgkinson  
of the Wealden Iron Research Group. 7.30 pm. Chichester  
District Council Office, East Pallant House.  
Further details: Alan Allnutt, 23 Beech Avenue, Chichester 786044  
Sunday 23 March Historic Farm Buildings and Animal Powered Machines. A one day  
school organised by the Friends of Chiltern Open Air Museum  
taking place at 9.45 am at Chalfont St. Giles.  
The lecturers are Ronald Brunskill and Kenneth Major. The fee  
of £8 includes entrance to the Museum plus tea and biscuits.  
For further information write to: Janet Marsh, 49 Dove Park,  
Chorley Wood, Rickmansworth, Herts. WD3 5NY. Phone Chorley  
Wood 2250.  
Saturday 12 April SERIAC (South East Region Industrial Archaeology Conference).  
This year's subject is "SEA AND SHIPS". Two of our members  
are making contributions: Ray Riley will be speaking on  
"Historic architecture in Portsmouth Dockyard", whilst James  
Paffett will enlighten us on "The Art of Building Ships down  
the Ages".  
Sunday 13 April Visits to appropriate sites, subject to sufficient demand.  
Application forms were enclosed with the October Newsletter.  
Saturday 7 June A Conference to be held by the Hampshire Mills Group at  
Southampton University at 10.00 am. This will be followed on  
visits to five Hampshire Mills subject to sufficient interest.  
Cost of the Conference will be £4 including tea and coffee,  
and £5 for the Mills Tour including entrance fees and coach.  
An inclusive ticket may be obtained for £8.  
Sunday 8 June Further information will be published in the April Newsletter.

## MEMBERS ENGAGED IN RESEARCH

Will any member engaged in research of any subject please inform the General Hon. Secretary who wishes to compile a register of such activities? This information would then be available to members intending to initiate research, and would hopefully ensure that proposed projects had not been previously covered, or were currently being investigated.

## RECORDING SCHEME

The recording of I.A. sites in the county by members in their own localities has fallen short of what it was hoped would be achieved. Our Chairman is therefore endeavouring to arrange funding through various sources to employ someone, perhaps a student or pensioner, to undertake this task over a period of eighteen months to two years. If any member knows of a suitable candidate, the Chairman would be pleased to hear from him/her, in anticipation of the funding becoming available.

## PUBLICITY LEAFLETS

You will find two publicity leaflets enclosed with this Newsletter. Please pass these on to friends and acquaintances who you believe are interested in the activities of the Society in the hope that they will become members. They may also be placed in public libraries, booksellers etc. If further copies are required, please contact Ron Martin, or Gordon Thomerson (Haywards Heath 450722).

## COOPERS OF HENFIELD AN APPEAL

Following on from a series of talks on I.A. in Sussex given at Henfield this autumn the group has decided to reform in the new year to look into the history of the local firm of Coopers. This was a well known firm of millwrights and their work on windmills and water mills covered a wide area.

If you can assist in supplying any information, photographs, sources of information etc. Don Cox would be pleased if you could contact him at 3 Middle Road, Partridge Green, Horsham or phone on 711137. Thank you.

## GENERAL SECRETARY'S REPORT - 1984/85

I have recently had occasion to retype the Constitution of the Society. Clause 2 of that document lists the objects of the Society as:

- (a) to record the physical remains of economic and industrial activity, especially since 1750, in the counties of East Sussex and West Sussex,
- (b) to promote the preservation and restoration of industrial buildings and plant of historical or technical importance,
- (c) to study and preserve documentary and other types of records relating to the industrial history of East and West Sussex,
- (d) to publish the result of such recording and study."

How well has the Society fulfilled these objects during the past year?

Recording The process of recording the Industrial Archaeology sites of Sussex has been proceeding slowly with a limited number of members actively engaged. I have so far only received a comparatively small number of completed sheets but I anticipate and hope that there are many more due to be completed and returned to me. This survey is essential to the function of the Society. Our Chairman is hoping to get some additional help but a lot of the work must be done by members. Detailed recording of individual sites is another aspect which we have neglected in the past and I would like to set in train a systematic programme of measurement and drawing.

### Preservation and Restoration

The Society is involved in restoring various projects - At Coultershaw, the work is now virtually complete, it is open to the public for two Sundays every month throughout the summer and there has been a very satisfactory

number of visitors. New sluice gates have been obtained but are yet to be fitted. At Ifield Mill, internal machinery is being fitted and the outside has been redecorated by Crawley District Council. Poyntz Bridge which is to be re-erected near Chichester High School has the strengthening steelwork delivered and placed in position and the end beams are now being cast.

The Society is very concerned about Lowfield Heath Mill and we are currently in the process of setting up an association in conjunction with the Surrey Industrial History Group and the Charlwood Society to preserve the mill and to do this we are considering moving it from its present site.

At Hangleton Dovecot work is proceeding satisfactorily with the reconstruction of the walls and nesting boxes nearing completion. Considerable frost damage was suffered to the stock of chalk blocks which has now been replaced.

Work which members of the Society are involved with other organisations include:

Clayton Mills where at Jill the brake wheel has now been trued and recogged, the roundhouse walls reconstructed and internal fitting continuing.

Oldland Mill where the trestle is being worked in and other first aid work carried out.

High Salvington where the brake wheel has been renewed and two new stocks fitted.

### Research

There are various groups of members actively engaged in research of many different subjects. These included the Brick Study Group under the guidance of Molly Beswick, my own modest efforts on Ice Houses and Mathematical Tiles, Peter Holtham's work on Breweries, John Blackwell's work on Railways and our Chairman's work on Airfield to name but a few.

### Publishing

It is essential that work of recording and research is published. Our Society has a good record in this respect and I urge that this must continue. Our Newsletter frequently includes articles of interest and Sussex Industrial History is a serious research publication. Issue No.14 was finally published in May and it is hoped that Issue No.15 will be ready by January 1986 and that No.16 will come out later in 1986 thus reverting to the previous annual sequence. We always need material for this journal and if any Members have articles for publication please get in touch with Brian Austen, our Editor, as he cannot produce a satisfactory edition without the material from you.

The Industrial Archaeology of Sussex - A Field Guide, edited by B. Austen, D.H. Cox and E.J. Upton was published early in the year and has been very well received.

I suggest to you that the objects of the Society have been achieved in the main in the past year.

### Visits

We have had a successful programme of visits and meetings this year starting with a dual visit to the Beehive Terminal at Gatwick and to the Terminal Building at Shoreham Airport. This was followed by a tour round various Ice Houses in the Uckfield area, to Newick Park, Maresfield Park, The Rocks and to Firle Place. The tour of mills organised by Frank Gregory started at High Salvington then to Rackham Watermill and finally to West Chiltington Windmill where tea was supplied by the owners.

The members' evening was held in the Marlupins Museum at Shoreham and this was preceded by an Extraordinary General Meeting to amend the Constitution. In July there was a very well attended walk around Storrington to various mill sites, marred only by

the occasional downpour. Another meeting was organised in conjunction with the East Kent Mills at Cranbrook Mill, just across the border in Kent, with a visit around the mill in the afternoon and a film on the restoration of High Salvington Mill in the evening. The final visit was a capacity tour around Harvey's Brewery in Lewes complete with sample tastings. We have to thank Don Cox for organising this fine programme of visits.

The Society has also been involved with the organisation of the very successful South Eastern Industrial Archaeology Conference held this year at Canterbury on the subject of Natural Power.

Our Society tries to achieve a lot, perhaps not as much as the Committee would like, but we do need the assistance and participation of you, the members to keep the Society alive and flourishing.

R.G. MARTIN

#### TREASURER'S REPORT, 1985

I am glad to report on another satisfactory financial year for the Society. Our income from subscriptions increased slightly last year but there are still a few members who have not paid their subscriptions for 1985, while 15 are still paying by Standing Order on their Banks at the old subscription rates, revised two years ago. I have written again to those concerned and I hope they will bring their subscriptions up to date. Over £100 is outstanding in this way and the time and postage involved in sending reminders is considerable.

Our investment income was up last year and we now have £655 deposited in the Charities Deposit Fund which is a fund available only to registered Charities and which takes advantage of current money market rates. We receive 11 or 12 per cent on our money, tax free and available at call.

During the year we received £158 from the sale of the new Field Guide, as against an expenditure of £259, the difference being represented by our sale stock of this book, copies of which are available at £3.95.

Our Building Society deposit has been liquidated during the year and our holding in the National Savings Bank Investment Account has been increased. The full benefit of this does not appear in the accounts as interest is payable annually on 31st December.

As regards expenditure I am very pleased to say that our administrative costs have gone down by £117 on last year, a 15 per cent reduction which reflects great credit on the people responsible, particularly for the preparation and distribution of Newsletters and Sussex Industrial History. May I again make my annual appeal for any volunteers who can save the Society postage by hand delivery of these.

The funds relating to Coultershaw and Poyntz Fund show a big increase, following the receipt of Local Authority grants and an income of £224 during the summer from visitors to Coultershaw. The Life Membership Fund has reduced slightly. As usual we have transferred one fifteenth to our General Fund and have had no new Life Members during the year. Life Membership currently costs £75 and is an attractive option for any member who would like to take it up.

We recovered £124 from the Inland Revenue on covenanted subscriptions last year. This is a very useful source of income for the Society, and I would be very glad to hear from any member willing to covenant his subscription. Forms for this purpose are available from me and I would stress that this involves the member in absolutely no additional expense.

Finally, may I express my personal thanks and those of the Committee to our Honorary Auditor, George Martin, for his labours. This has been his first encounter with my accounting methods and I am relieved to say that he is willing to continue as our Honorary Auditor.

MICHAEL BEVAN

#### WEST SUSSEX AREA SECRETARY'S REPORT

##### Coultershaw Pump

A winter programme is being carried out, which includes maintenance work on the pump and the building, re-organising the displays and lighting, and replacement of two sluice-gates. The working party meets on the first and third Sunday each month. As usual, there is a shortage of labour, so if you are interested in helping please contact Alan Allnutt on Chichester 786044 or Michael Palmer on Worthing 505626.

##### Poyntz Bridge (Chichester Canal)

A replacement and frame has to be made and the best way of fabricating this is being considered.

##### Bignor Park

An approach to Viscount Mersey, owner of Bignor Park, concerning the early water supplies on the estate, was received with interest. He is agreeable to the Society making a survey. A brief reconnaissance was made by Tony Baxter and Michael Palmer last October to assess what needs doing.

There are the remains of an overshot wheel driving a beam pump (mentioned in SIH No.9), an hydraulic ram and a number of cisterns. It is hoped to survey these during 1986 and to publish the findings in SIH.

R.M. PALMER

#### NORTH SUSSEX AREA SECRETARY'S REPORT

The future of Lowfield Heath Windmill is still under review and our General Secretary is meeting shortly with the owners and other interested parties hopefully to resolve the situation. During the first half of 1986 it is possible that definite proposals can be announced and these will be reported in the Newsletter.

At Ifield Watermill progress has been made in erecting the vertical mainshaft and carrying out alignment of the wallower and pitwheel. Initial trials look good although work proceeds slowly due mainly to the weights of the shaft etc. that has to be manhandled. 1986 should however see the shaft erected together with the main spur gear.

An illustrated talk on the Restoration of Ifield Mill was given to the W.E.A. class at Henfield and they will visit Ifield on the 5th January to see the results first hand.

TED HENBERY

#### BRICK STUDY GROUP: REPORT FOR 1985

Eleven members of the Group met in Lewes on the morning of Saturday, 16th November 1985. A total of 20 contributions had been received during the year, twelve from members and eight from non-members, which shows the extent to which the brickmaking survey has drawn attention to the work of the Society. Although it is not possible in the compass of this report to list them all individually, these contributions have been much appreciated. They include notes and photographs of frog-marked bricks and inscribed tiles from several locations, additions to the brick bibliography and reports on the sites of brickworks.

Particularly gratifying was the amount of material on brick-making in West Sussex which was sent in response to the appeal made last year. This included: brickyards in the Arundel area (Miss E.B. Glaisyer), 19th and 20th century brickworks in the Midhurst area (Mr. J.C.V. Mitchell), details of a brickfield in Chidham and the methods employed (Mrs J. Allnutt) and historical notes on brickmaking in the Horsham area (Dr. T.P. Hudson). As an example of the way in which even the smallest item can fit into the general picture, a scatter of brick and tile debris and the outline of a claypit were noted by Mr. E. Holden while fruit-picking on a farm in the parish of Ashurst during the summer. A sketch was duly sent to the Brick Study Group secretary who, a few

weeks later, received Dr. Hudson's notes, some of which related to this particular site, which had been in use as a brickyard from around 1730 until 1830.

In East Sussex work has continued on examining tithe maps and manorial and estate records in the East Sussex Record Office for evidence of brickmaking and a further 12 parishes have been covered in this way (Mrs. M. Beswick). At the meeting of the Brick Study Group, Mr. J. Farrant talked about the bricks and terra cotta used in the building of Laughton Place (1534), an account of which will form part of a report to be published on the excavations which have taken place there recently.

Mr. B. Johnson has now taken over responsibility for the brick-making exhibition at the Chalkpits Museum, Amberley and has plans for an improved lay-out of the various sections when adequate lighting can be provided. The major part of the brick- and tile-making exhibition at the Horam Farm Museum was installed this summer and it will be complete in time for the re-opening next Easter.

The Brick Study Group has now been in existence for seven years and a substantial amount of material has been collected. The time has therefore come to wind down the activities of the group and to concentrate on writing up the material. It must be stressed, however, that new information will still be acceptable. In particular the gazetteer of brickmaking sites is not complete and additions for this (with a six-figure grid reference, please) will be very welcome.

M. BESWICK

#### AMBERLEY CHALK PITS MUSEUM

##### The Museum in Winter

Although as far as the public are concerned the Museum is inaccessible during the months from November to March, it is not the case that all is locked up and the "staff" sunning themselves on some distant beach!

While the Museum is closed we are able to attend to the projects that create visual disturbance, and bring the dangers associated with plant and heavy equipment.

As an example of the work going on this winter, we have a number of major projects: First - the erection of a typical late 1920s Southdown Bus Depot, for six buses. The roof of this steel framed building was lifted on in one piece on December 1st, with a huge 50 ton mobile crane. The operation went smoothly and took exactly two hours to complete. We were able to make use of a 1930s trolleybus tower wagon loaned for the day by Portsmouth City Museum, this was used to release the slings and to retrieve the traditional Union Jack from the apex of the roof. TVS came and filmed, hoping that the project might fail I am sure - much better TV if it is dramatic!

By the time the Museum re-opens on March 26th the depot will be clad, the concrete floor laid and the adjacent exhibition building under way.

While this work has been going on we have been working away on the restoration of Kiln One, and the lime grinding mill, adjacent to our shop. This work is being supervised by John Land, and much of the work is being undertaken by Ranger Guides from Bognor.

As well as these projects we will be preparing a new entrance lobby, repairing the Duke and Ockendon windpump, erecting the Guinness brewery locomotive transfer hoist, completing the railway exhibition building, revising the Nature Trail, renewing some of the audio visual slides, partially rewiring the office block, recaptioning the wireless collection, erecting a new stores, producing publicity leaflets, revised guide book and nature trail leaflets - and a few other tasks that have temporarily slipped my memory.

The exciting part of being a member of the team that is developing this Museum is the variety and the constant striving for improvement.

Thanks are due to many S.I.A.S. members who have helped us in 1985, we hope they will continue to support the regional industrial history centre in the future.

IAN DEAN - DIRECTOR

#### RUMMAGING IN THE RECORDS!

Our Chairman at the 1985 AGM suggested some research on the life styles of past industrial workers in Sussex. This prompted the writer to scan through a collection of notes taken during the last year or so, mostly about trades for which he was then seeking information, although in adopting an unblinkered approach, some of the notes were made purely for their curiosity value, it must be admitted and these are also included below where appropriate.

Whilst the more intimate details suggested by the Chairman - hours of work working habits etc. are not well represented, there is usually some curious detail which perhaps adds interest, either in the title or nature of the work, or as material not usually associated with a familiar occupation from our industrial past.

Mrs. Beswick in her excellent little book Leather and Cloth (reviewed in newsletter 48) refers on p.31 to flattening cloth in a large press as the final process in cloth making. This seems to explain the reference in The Universal British Directory for 1798 to Joseph Taylor of East Grinstead, Weaver & Flatman and at the same time we find John Goldsmith of East Grinstead with the extraordinary dual role of "Patten Wood Maker and Town Crier".

Pattens, as readers may know, were those curious platform like footwear accessories designed to raise the wearer above the level of the mud, when our footpaths and roads were unpaved and best described as quagmires, particularly in the winter months.

In 1798, in the same directory, Samuel Stephens is listed as brazier and tinman in East Grinstead and we find somewhat later in Crawley, both tinmen and patten makers mentioned. The 1862 and 1866 Post Office Directory - (ed. E.R. Kelly) for Crawley lists Joseph Andrews, Tinman, and James Pickett - patten & clogmaker.

In 1878 Thomas Terry and John Court are listed as tinmen and Caleb Pickett is now into pattens and clogs! By 1890 patten making seems to have disappeared from the scene in Crawley, but Thos. Terry has combined a "coffee room" with his business of tinman. From 1905-1915 we find only the Terry Temperance Hotel at 104 High Street(?). This progression, if typical, seems to record the demise of the country tinman in Sussex, heralding, by the turn of the 20th century the arrival, presumably, of the factory made tin kettle and other household wares. However, from earlier 19th Century records it is possible to detect a flourishing trade for the craft of tinman & brazier in Sussex as indeed, outside the County - particularly in London.

Pigot's Directory for Sussex of 1839 lists 11 braziers and tinplate workers in Brighton with 7 in Lewes and 3 in Petworth. Thomas Walker of Shoreham is more versatile however, being described as "Furnishing and locksmith and bell hanger, tin, zinc and iron plate worker and brazier etc.". In 1823-4 according to Pigot, there were 6 braziers and tinplate workers in "Brightelmstone", 2 in Lewes and 5 in Chichester. Curiously, none are recorded in 1839 for Chichester, but in 1828, Hasrings has 2 tinplate workers and Arundel 3, including Widow Gray in High Street. Although Chichester seems to have lost its tinplate workers in 1839, there is some compensation in the reference to 7 "slop" sellers, no doubt to supply secondhand clothing to the local seafaring community, among others.

Other curious entries in Pigot of 1839, list Hugh Penfold Ironmonger to Her Majesty and manufacturers of Bares patent fountain pump at 68, 69 and 70 George St. Hastings.

Lewes appears to have 2 "bone dealers and cart grease makers" by 1839 and at Rye, William Cox is described as mustard manufacturer, block and mast maker and undertaker (under the cliff).

Other versatile tradesmen of Shoreham are Thos. Clayton and George Parker - "Roman Cement makers and plaster of Paris" - this suggests some connection with the manufacture of millstones. "French burrs" required plaster of Paris for making up the thickness with stone fragments and cement for assembling the stone sections - not usually referred to as Roman cement, but a possibility at least. (Was Shoreham the port for imported burr stone from France) (?)

In Petworth in 1839, John Standing Penfold combines the occupations of Master of

the Union Poorhouse and also rope (etc.) maker. An inference here is that rope ends and used rope could have been conveniently (and profitably?) supplied to the County House of Correction (under John Mance) for the purpose of "picking oakum" - if not also by the vagrants in the Poorhouse?

Other evocative trade descriptions in Brighton in 1839 are listed as Tonbridge(1) ware manufacturer, Plumasier (dealer in feathers for hats etc.). Lapidary (worker with gems, cutting etc.). Cupper (blood letter!). In the 1823 issue of Pigot John Molyneux of 36 East Cliff, Brighton, is listed as "cupper - by appointment to H.M. King George IV" (previously Prince Regent).

To return to the trade of tinman & brazier (brazier includes working in brass) we find frequent reference to "tinplate worker". This seems to imply the manufacture of tinplate as well as fabricating tinplate into utensils. In fact it is well recorded that tinned sheet iron was available, in boxes of various grades, supplied from warehouses in London, mostly in the Cannon Street area - the old "London Steelyard" and with 192 tinplate workers listed in Pigot for London (1823-4), one wonders just how much tinning was done in small London workshops (?)

There is also some evidence that by the end of the 18th century, sheet iron and possibly tinplate, was being produced in Surrey by the son of a Sussex iron-master - Alexander Raby, who was later involved in operations in Llanelli in S. Wales and with a warehouse in Queenhythe on the Thames near Cannon Street station.

(After this, both S. Wales and the Midlands became the chief source of sheet iron and tinplate to the London market.)

Another reference to Sussex tradesmen is a record in the Company of Tinplate Workers Court Book for 22.11.1791 - (Guildhall); listing "John Beadle, the younger son of John Beadle of Brighthelmstone, Farmer, bound apprentice to Ezekiel Bickham of Tooley Street Southwark, tinplate worker - Consideration £20" (i.e. premium) - A reflection here perhaps on the conditions for agricultural workers in Sussex at that time. Riots over the price of bread were not unknown! - a Sussex Life article (November 85) on Bishopstone Tidemills reports one such riot in 1794.

Tinplate workers were "Incorporated" in 1670 as a "fraternity" according to Lambert's History of London (Vol.3 p.276) by letters Patent of King Charles II. They are described as "The Master, Wardens, Assistants and Commonality of the art and mystery of Tinplate workers alias wire workers of the City of London" - meetings were held at Guildhall.

Curiously another entry in the Company "Court Book" leads us back to the Raby family. On 20.6.1803 "Thos. Reynolds son of Thos. Reynolds of Godstone in Co. Surrey(2) wiremaker (is) bound apprentice to William Mathews of Crooked Lane London - Tinplate worker - no consideration".

Thos. Reynolds (Snr.) it would seem probable, was employed at the Woodcock forge in what was then the parish of Godstone (detached), about 10km South of Godstone, near Newchapel - Geographically at least in Sussex and now as then known as a "Wiremill".(3)

More curiously Edward Raby (Alexander's father) is known to have operated the wire mill with other works in Sussex (including Warren furnace nearby) until his death in 1771. It is at about this time that Alexander transferred his interests to Surrey (Cobham and Weybridge areas) apparently with rolling operations, both for hoop iron and probably sheet and including a copper mill. A Sussex connection with this late phase of the S.E. iron industry, sheet iron and tinplate manufacture, seems to be established therefore - if only through these fragmentary records.

N.B. The occupation of wantonly "rummaging in the records", as demonstrated, can perhaps be justified if only to help piece together sometimes seemingly unrelated fragments of information, which may frequently be all the record that remains accessible of past activities, industrial or otherwise!

(1) Otherwise referred to as Tunbridge ware

(2) "Surry" rather than Surrey in old documents

(3) The name survives but the present activity has no connection with wiremaking!

T.E. EVANS

#### PLEASURE PADDLE STEAMER OPERATIONS IN SUSSEX

The aspect of early Transport which is not covered very often is the Paddle Steamer and how it influenced the social pattern of people's lives in the 19th and early 20th century. The first paddle steamer to run commercially in estuary waters was the Comet, designed and built by Henry Bell in 1812 for operation on the River Clyde. It was fitted with a 3 HP engine and operated for 9 years between Glasgow and Greenock arousing much interest.

As the Industrial Revolution made its impact on the lives of British people, various possibilities developed. The railway network was rapidly expanding, making it easier to explore the Country. As a result of this, most people were attracted to seaside resorts which were expanding from small fishing villages. In Sussex we had the small fishing town of Brighthelmstone expanding, the name eventually being shortened to Brighton, and we had the four small villages or hamlets of Meads, Southbourne, Sea Houses and Bourne nestling at the eastern extremity of the South Downs, which became known as Eastbourne. The attraction of Seaside Resorts was the sea and the promenades along the sea front which were built for visitors to take in the healthy and exhilarating sea air. As the popularity of seaside resorts increased, the idea of extending the promenades over the sea was considered, which led to the construction of the seaside pleasure pier. The introduction of the Pier opened up a number of possibilities including a landing stage for coastal marine excursions to give visitors and residents a chance to see the beautiful coastline of Britain from the sea. Because of the manoeuvrability, steam paddle propelled vessels were used, and the excursion paddle steamer was developed. For over a century the paddle steamer was part of the seaside scene at resorts around the country.

A number of steamship companies were formed along the Sussex Coast set up to operate excursions from the main seaside resorts of Sussex using piers as landing stages. During the second half of the 19th century only two companies were operating steamers, the Hastings, St. Leonards and Eastbourne Steamboat Co. Ltd., based at Hastings, and the Brighton, Worthing and South Coast Steamboat Co. Ltd., based at Brighton. The first excursion steamer to operate from Brighton was in 1878, when the wooden paddle steamer "Brighton" of 100 gross tons (g.t.) operated excursions along the Sussex coast. An early steamer operated by the Hastings company was P.S. "Alexandra" built by Caird and Co. Greenock. This vessel operated excursions from piers including Eastbourne and Hastings between 1895 and 1904. It was scrapped in 1905.

At the turn of the century a significant change was to take place in excursion steamer operations with the arrival of P. and A. Campbell to the Sussex coast. Peter and Alec Campbell were sons of Bob Campbell who had been associated with steamship operations in the Clyde and Bristol Channel since 1853, in fact P. and A. Campbell moved their headquarters from the Clyde to Bristol in the late 1880s. Their involvement in Sussex came about due to the financial difficulties of the Brighton, Worthing and South Coast Steamboat Company who sold out to P. and A. Campbell at the end of 1901. In acquiring the Company, Campbells became the owner of P.S. "Brighton Queen"(1), a 603 g.t. steamer built by Clydebank Shipbuilding and Engineering Co. Ltd. in 1897. The "Brighton Queen"(1) operated excursions to many resorts including extended day trips to Dover and Boulogne, calling at Eastbourne and Hastings on the way. The operation of this vessel and P.S. "Glen Rosa" by Campbells caused the downfall of the Hastings company which went out of business a few years later. The "Brighton Queen"(1) operated until 1914 when, being used as a minesweeper during World War I, it was lost by enemy action. Another steamer operated by Campbells before World War I was P.S. "Waverley"(1) 258 g.t. built in 1885 by H. McIntyre of Paisley.

After World War I Campbell's commenced paddle steamer excursion operations using newly built vessels such as P.S. "Glen Gower" built in 1922 and earlier vessels, although a number of the Campbell steamers were lost in action during the war. A

handbill giving details of sailings from Eastbourne Pier in 1928 provides some interesting information. For example on Monday June 4th 1928 there was an afternoon cruise to Brighton in P.S. "Brighton Belle" which was a 320 g.t. paddle steamer built in 1900 by J. Scott and Co., Kinghorn. The vessel left Eastbourne at 3.20 p.m. allowing 2 hours at Brighton, returning from Brighton West Pier at 6.45 p.m. and the Palace Pier at 7 p.m. The cheap day return fare was 3/6. Other cruises in June 1928 included a morning cruise to view the shipping and an afternoon cruise round the Sovereign Lightship. In addition to the "Brighton Belle", P.S. "Devonia" and P.S. "Waverley"(II) were used for excursions from Eastbourne in June 1928.

With the approach of World War II, many paddle steamers were again requisitioned by the Admiralty for conversion to minesweepers. P. and A. Campbell steamers from Sussex used for this purpose included P.S. "Brighton Queen"(II), P.S. "Glen Gower", and P.S. "Devonia", many of which never returned.

In 1947 P. and A. Campbell began operations at Brighton with P.S. "Glen Gower". The vessel, the last of the Campbell paddle steamers to operate on the Sussex coast, was built by Ailsa Shipbuilding Co. at Troon. Although Campbells purchased some screw steamers for continuing operations, the popularity of coastal cruising off Sussex was on the decline due to the expansion of car ownership in Britain. However a further attempt to provide a regular paddle steamer service in Sussex was made in 1959, when a Mr. H. Jennings for Brighton and South Coast Steamers purchased P.S. "Freshwater II" and renamed it "Sussex Queen". This service was not successful and it only operated for the 1960 season.

It was thought that after the withdrawal of P.S. "Sussex Queen", paddle steamers along the Sussex Coast would be just a memory. This was not the case, because in 1978 the P.S. "Waverley", built for the LNER in 1947, ventured south from its normal operating area in the Firth of Clyde to operate cruises from Newhaven, Worthing and Hastings. A typical excursion was a day cruise to Ryde, Isle of Wight on Sunday, April 23rd 1978 from Newhaven, calling at Worthing Pier. P.S. "Waverley", owned by the Paddle Steamer Preservation Society, has operated cruises every year since, except in 1982, although in recent years it has only been in the Sussex area for a day cruise from Eastbourne and Worthing, usually in September. The reason for this is due to high port and pilot charges for overnight moorings at suitable Sussex ports.

It is hoped that P.S. "Waverley", the only operating sea-going paddle steamer in the world will continue to operate along the Sussex coast and other parts of Britain to keep alive this form of transport for many years to come.

ROBIN JONES

#### BACON SMOKING IN JUBILEE STREET, BRIGHTON

There was a yard named Old Farm Place about half way along the east side of Jubilee Street Brighton. Around 1920 bacon stoves were built at the far end of the yard by Walter & Lynn, a firm of wholesale provision merchants. Constructed of brick, and in one unit, the three stoves were identical. Each was twenty feet from ground floor door to rear wall, and ten feet across (approx). The height of the walls was almost thirty feet, and on the roof of each stove was a square structure with fixed open wooden slats at the sides. Inside each stove was another door above the ground floor door. The bottom of the upper doorway was eight feet above the stove floor and gave access to the bacon room. Inside each stove at that level was a set of twelve solid iron cross rails, spaced out almost two feet apart. Across these rails was a cat walk enabling anyone entering from the bacon room to walk across loose timber planks to the far end of the stove. The planks made the walk about two feet wide. Six feet above was another identical set of rails, but no walkway. About six feet even further up was a third set of iron rails.

Unsmoked sides of bacon were taken into the stove through the ground floor door. After treatment and the insertion of a large metal hook in the fore end, one side was hoisted by rope and pulley up to a man on the central plank walk who had entered through the upper door. He transferred the hooked side on to a cross rail just above

his head. An unsmoked side weighs about sixty pounds, and is soft, wet and slippery. When hung the gammon knuckle at the lowest point of the side was about nine feet above ground level. After ten sides had been hung on one cross rail, the rope and pulley were moved so that the next cross rail could be filled with another ten sides. When all the rails were filled, the stove contained 120 sides. With three stoves in operation, 360 sides could be smoked at one time. Output could be increased by also using the top set of iron cross rails reached by means of a metal ladder bolted into the brickwork. I never saw any sides hanging up there. Such work would have been difficult, even dangerous.

Sawdust was brought into the stoves, and placed in six conical heaps spaced out three deep and two across. Each heap was about three feet in diameter, and less than two feet high at the point. Then a shallow depression was made at the top of each cone. They were lit by bringing in burning embers on a shovel from another stove and dropping them in the top of the cones. Both upper and lower doors were then securely closed. The metal doors were about seven feet high and three feet wide. They overlaid the doorways by a few inches, and were kept securely closed with a large deep latch. There was a small metal grille about a foot square at ground level in the wall near the bottom of the lower door, but no other draught. During the smoking period of sixty hours, the smouldering sawdust needed periodic attention. Charlie Rogers, the head bacon man, had an assortment of implements. As the cones burnt, they were rebuilt with sawdust brought in on a shovel. The cones were kept compact with a garden rake, and a large watering can was used to dampen cones burning too quickly. As he walked about inside, smoke billowed out the open doors, but Charlie seemed unaffected. When the sixty hours ended, both lower and upper doors were opened, and the wood ash removed. The sides remained hanging until cool and firm, then taken into the bacon room to hang until required.

Bacon was then smoked in Central Brighton at Kensington Street (Collings & Aldrich), North Road (Stewarts), Market Street (Wallis, Holder & Lee), and possibly in Cheltenham Place. All have gone. Almost every Monday, Walter & Lynn delivered eight unsmoked sides to Mr. Humphrey's retail grocery shop at Walberton, West Sussex to be smoked on the premises. Walter & Lynn's stoves were demolished in 1964. One interior wall can still be seen in the car park. Behind it are two old bacon stove roofs which were once part of Stewart's premises in North Road.

H.T. DAWES

#### EAST GRINSTEAD TOWN MUSEUM

##### Fire Brigade Display

A vintage fire engine stood outside East Grinstead Town Museum on Saturday 30 November to mark the unveiling of its new permanent display on the local fire brigade. One of the brigade's contemporary operational engines was present too, and serving members joined retired colleagues as the Museum's guests for the afternoon.

Some of the station's records were brought along for the occasion and members of the Museum Society mounted a small one-day display on the general history of fire-fighting. They also provided refreshments and tape-recorded the memories of some of the ex-firemen, the most senior of whom, Mr. Arthur Tomsett, aged 88, was able to identify himself in a group photograph of 1928 in the new permanent display.

Trophies presented to the brigade for competition among its members are the chief feature of the display, as well as photographs spanning the years from 1884 to 1974 together with the brigade's 1925 rules and an early basket for protecting the end of a hose pipe when water was pumped from a pond or river - to prevent weeds being drawn up and clogging it. A rare survival is the parish grappling irons, used for tearing burning thatch or timbers from buildings, which until 1863 were kept in the parish church and which may well date from the 17th century.

The display can be seen whenever the Museum is open to the public, Wednesdays and Saturdays 2-4 p.m. admission free. (Strangers should follow signs to the police station.)

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