

On the face of it not a promising area, being heavily 'redeveloped', but I found 30 sites to record, walking every street, which took me approximately 3½ hours. The London Road had six fine 1930s department stores and shops, two Edwardian purpose-built pubs, and a funeral parlour that was previously a motor mechanics! To the east between London Road and the Level were a well preserved late Victorian pub, a builder's yard with granite setts, a flint plumber's store and a 3-storey warehouse lately used as a church!

To the west, up the valley side to the railway line, there was wholesale clearance of many streets in the 1960s and 70s, but there still remains right behind the high street facade a string of former stables and stores including a former blacksmith's, a 1910 'motor works' and a couple of corn stores. Nearer the old goods yards in Station Street is a fine collection of industrial storage buildings currently under threat of clearance.

On a dull, wet day I took 36 B & W photos, listed 30 sites and spent a tiring but revealing 3½ hours walking deserted streets, but I did find unexpected pleasure in surveying an area I have known very well indeed for over 30 years. That was by far the most satisfying point of the morning.

GEOFFREY MEAD

MEMBERSHIP CHANGES

New Members

Mrs. R. Oliver, 4 Mapledrakes Close, Ewhurst, Cranleigh, Surrey, GU6 7OR
Mrs. S. Reynolds, 25 Cambridge Road, Hove, BN3 1DE (Brighton 729240)
J.P.S. Cripps, Lloyds Bank plc, 10 St. George's Road, Brighton, BN2 1EY

Change of address/telephone number

A.J.M. Hodges, 6 Wordsworth Gardens, Middleton-on-Sea, Bognor Regis, W. Sussex
PO22 6QZ (Middleton-on-Sea 4514)
(Emsworth 378452)
A. Yoward (Crowley 540705 [Home])
P.J. James
P.F. Spells, 150 Tivoli Crescent North, Brighton, BN1 5NA (Brighton 558268)
C.M.J. Wilson, Flat 4, 133 Wigan Lane, Wigan, Lancs.
Mrs. P. Moore, 51 Porteous Crescent, Chandlers Ford, Hants. SO5 2DG (042-15 63447)
Hon. Sec. Southampton University I.A. Group
G. Mead, 17 Hollingbury Park Avenue, Brighton, BN1 7JF (Brighton 501590)
M.W.M. Kemp (Hastings 424409)

OFFICERS

President A.J. Haselfoot
Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll, Uckfield
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Central Area J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273 557674)
Northern Area E.W. Henbery, 10 Mile Close, Langley Green, Crawley (0293 23481)

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

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PLEASE NOTE Latest acceptance date for copy for the January Newsletter is

16th MARCH 1987



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JANUARY 1987

CHIEF CONTENTS

Reports to AGM
Area Secretaries' Reports
Rudwick Brickworks
J.U. Rastrick et al
Ice Houses in Sussex - an update
Brighton buildings survey

VISITS FOR 1987

The programme of visits for 1987 has now been completed and outline agreement has been reached with those concerned. The Programme Card gives initial details and the Newsletters will give later details. It is important that you consult the latest newsletter and that you (and this includes committee members) let me know at least seven days in advance that you intend to come. Last year we could have obtained party rate at one of the visits if I had known numbers. This will certainly apply to some of this year's visits. So to the programme. All dates are Saturdays.

- 28th March 10.30 am Coultershaw Water Pump SU 972194. This is an all day session to tidy up the premises after the ravages of the winter (the pump room gets flooded every winter several times). This is the only establishment for which I.A. is directly responsible, so please come in old clothes to help maintain OUR bit of I.A.
- 11th April SERIAC Conference. Hosted by Greater London I.A.S. at the Museum of London.
- 25th April 10.30 am All day visit to the town of RYE. Meet at the Cattle Market Car Park Rope Walk MR TQ 920206. Alan Dickinson of Rye Local History Society will be leading us around the town to see places of interest particularly of the working life of the town and the people. This will be a joint meeting with Rye Local History Society. Either bring a packed lunch or if you prefer there are plenty of places to eat in the town. Please phone me for further details nearer the time.
- 16th May 2.00 pm Mystery Tour of Mills again led by Frank Gregory. We start at Halnaker Windmill to the north east of Chichester. Meet at the layby on the A285 road approx. due east of the mill. MR SU 927096. There is about 3/4 mile walk to the mill.
- 6th June Coach Visit to the Watercress Railway Line in Hampshire. John Blackwell is organising this subject to sufficient numbers wishing to attend so please let him know if you intend going. See following item.

For the Members Evening on June 27th we shall be showing a video. If any member has a video of I.A. interest that they are prepared to show also, would they please contact me.

DON COX

Visit to Watercress Line

This visit will take place on Saturday June 6th. As the response was, naturally, mainly from the West Sussex Area the coach will not be able to pick up East Sussex members. However I propose to start the visit from Brighton Station at about 9.30 to enable any East Sussex members to board there. The coach will provisionally call at Worthing,

Chichester, and Midhurst before proceeding to Alton. Full details will appear in the April Newsletter.

JOHN BLACKWELL

OTHER EVENTS

There will be a joint meeting with Chichester Museum Society including films of the restoration of Jill Windmill, by Danny Jarman. It will be held at 7.30 p.m. on Tuesday 10th March 1987 at the District Council Offices, East Pallant, Chichester. Further details from Alan Allnutt on Chichester 786044.

Federation of Sussex Local History Societies. The Spring Conference will be held on Saturday, 28th February 1987 in Crawley at St. Paul's Methodist Church Hall, Woodfield Road, Northgate, its unusual subject being "Discovering Local History by the Study of Old Postcards". The Wealden Postcard Club - the hosts for this occasion - have organised a fascinating series of illustrated talks by some of their members, including: "Handcross and the Famous Accident of 1906"; "Postcard Collecting - an Introduction"; "History of Crawley"; "Rural England - a Slinfold Detective Story"; "The Lost Village of Lowfield Heath"; "Postcards and Local History Research"; and "North Sussex Folklore in Photographs".

The Conference opens at 10.00 a.m. (for 10.30), and full details may be obtained from Mrs. Joan Wilkins, 20 Fairfield Way, Haywards Heath, West Sussex, RH16 1UT (Tel: Haywards Heath 412817)

GENERAL SECRETARY'S REPORT 1985/86

Yet another year has passed since my last report and it has been a very busy time for Industrial Archaeology in Sussex, both inside and outside the Society. In the sphere of restoration, the Society's own project of the restored beam pump at Coultershaw has had a very successful summer with a considerable number of visitors. New sluice gates are needed and these have already been supplied and are awaiting fitting.

The relocated Poyntz Bridge has now had the two inner longitudinal beams replaced and the whole structure has been moved to its final location adjacent to the Chichester Canal.

At Cobb's Mill a working party has done some clearing during the year and a restoration project is hoped for.

Of the many restoration projects being carried out by other Societies here are notes on some:

At Clayton, Jill Mill has now been restored to full working order and has now been grinding flour. The Jack and Jill Windmill Preservation Society has won the first prize in the Dorothea Awards for an industrial restoration project, the judges commenting on the high standard of restoration and of recording.

At Oldland Mill new trestles have now been fitted and at High Salvington two sweeps have been made.

The tunnels of the Offham Chalk Pit Tramway have now been listed but as yet we have been unable to persuade the owner of the upper end to permit the silted up track bed to be excavated.

At Lowfield Heath a trust has now been formed. Moving the mill has become inevitable and planning approval has been obtained for its new site at the Gatwick Zoo and aviaries in Charlwood.

At the restoration of 'the Dovecote at Hangleton the walls are now completed and the concrete ring beam has been cast. Construction of the roof will start shortly.

At Ifield Mill the main shaft has now been erected. The mill has been open to the public one day a week for three months.

Records and recording

On the subject of records and recording there is steady progress. Various groups are beavering away. In Worthing the letter box survey is now completed and street furniture recording is under way. A newly formed group has recently met in Brighton and will continue the work in this large area.

It had been hoped that a full-time co-ordinator could be seconded from Barclays Bank. We have had talks with the Bank's representative who has tentatively approved of our suggestions, but as yet we have had no confirmation. However there would still need to be a great deal of sponsorship to make the scheme viable.

One way the Society is hoping to raise money is in the publishing of an I.A. trail guide. One is in the course of preparation for the Hastings area.

The Society is currently engaged on a survey of all the wind and water mills in East and West Sussex with a view to determining the degree of priority which should be considered in restoration.

Other activities

One of the behind the scenes functions of the Society is liaison with other societies and organisations. As you are probably aware the Society is affiliated to the Association for Industrial Archaeology. Several of our members attended the Annual Conference which this year was held at Loughborough. These conferences are extremely worthwhile. There is also an annual working weekend for representatives of affiliated societies held in Ironbridge at which matters of I.A. interest are discussed. All members will have received a copy of the special edition of the A.I.A. Bulletin.

Representatives of the Society also serve on the Archaeological Committee of the Sussex Archaeology Society and on the Steering Committee of Subterranea Britannica. The Society is one of the organising Societies of the South East Industrial Archaeology Conferences. This year the conference was held at the University of Southampton on the subject of Sea and Ship. The next conference is to be held in the Museum of London on Saturday, 11th April on the subject of Twentieth Century I.A. Details will be circulated with the January Newsletter.

The Society is also affiliated to the Federation of Sussex Local History Societies and our Society was invited to give a series of talks on I.A. at a recent meeting.

Publishing

The Society's annual publication Sussex Industrial History Number 15 was published in February of this year. It was hoped that S.I.H. 16 would have been out by now but there have been difficulties about the sponsorship as this will be a special issue of the Beehive Terminal at Gatwick Airport.

This concludes my report for the past year which I believe shows that the Society continues to thrive and to achieve the aims and objects of our constitution.

R.G. MARTIN
General Secretary

SIAS TREASURER'S REPORT 1985/86

I'm glad to be able to report that your Society has enjoyed another year of progress. We have had 21 new members during the year and after allowing for deaths and resignations this represents a small net increase in membership.

Inflation continues to affect us, albeit at a much reduced rate, but your Committee has decided that there is no need to increase subscriptions at present. I hope that another increase is some years ahead but I suppose it must come sometime if your Society is to have the funds to play its part in conserving and recording our industrial past. Life membership is therefore an attractive proposition in a world where costs inexorably go up and we would welcome new life members.

For many years we have enjoyed excellent service and free banking from Lloyds Bank but Lloyds have recently decided that their new scale of charges must be applied to our transactions. These would be a considerable burden on the Society and we have therefore transferred the Society's general accounts to the Midland who have agreed to give us free banking facilities. This means that all payments of subscriptions by standing order will need to be changed and every member will receive with his next Newsletter a notice about this which will incorporate a new standing order form. I hope very much that all those at present paying their subscriptions by standing order will continue to do so and that others will perhaps consider doing this. The forms need to be returned to me not later than 31st March, 1987.

The change of bank is not reflected in last year's accounts as it took place since the end of our financial year on 30th September.

Our income from subscriptions has increased slightly, reflecting our gradually increasing membership. We always need new members and if half our present membership could introduce a new member our financial position would be transformed. There has been a dramatic increase in our investment income, which results from high interest levels over the past year, something over which we have no control. There has also been a satisfactory increase in our recovery of income tax upon subscriptions paid under covenant, from £124 to £164, and this is something which is within the capacity of members to alter. Signing a covenant form (and any member paying income tax at the standard rate is eligible to do this) materially benefits the Society at no extra cost to the member. Moreover, if membership of the Society ceases, so does the obligation under the covenant. A covenant form will be included in the circular letter being sent to all members and I hope that many will complete it. Sales of literature continue to bring in a steady income and we still have some copies of the Field Guide for sale to any member who has not yet secured their copy.

Regarding expenditure, the figures need little comment from me. Our administration costs, that is to say the first three items, have gone down from £655 to £582, a reduction of 11% but next year is likely to see some increase here because of the reprinting of stationery made necessary by our change of bank. You will see that your Society made a grant of £50 to the Lowfield Heath Windmill Trust and this is an example of something we would like to do more of if funds were available.

Turning to the figures for our various Funds, the General Fund shows a substantial increase to £1,225. This is gratifying but this figure includes provision for the printing of Sussex Industrial History No.16, to be followed in the course of the next financial year by Sussex Industrial History No.17. As regards Coultershaw and Poyntz, we have had no Local Authority Grants this year and apart from investment income the only receipts have been from admission charges and donations at Coultershaw, amounting to £208.

Finally, on behalf of the Committee and myself, I must say thank you to our Auditor for carrying out his labours with his usual imperturbability.

AREA SECRETARIES' REPORTS

WESTERN AREA

Coultershaw Pump

It has not yet been possible to muster a work force to replace the sluice-gates. Meanwhile the scaffolding has suffered from the effects of floodwater and the operation may now have to wait until the spring.

Apart from this, the winter maintenance programme is well under way. The new pump leathers, made last winter, have performed well throughout the season (with much reduced extraneous leaks!); they have been removed for dressing with neatsfoot oil and show very little wear.

The beam pivot bearings have been dismantled for the first time since we took over, and will be bushed to take up wear; this should improve the action.

After six seasons of operation the oak timbers on the wheel are beginning to deteriorate. Some refurbishment and replacement will be necessary.

Some progress was made last winter on better lighting and display material, but there is still plenty of scope for improvement.

Poyntz Bridge

The bridge was successfully lifted to its final position early in October, the event being reported somewhat inaccurately in the local press.

Work continues on completing the rebuild of the main frame and of the hand-rails.

Bignor Park Water Pump

The upstream (launder) wall of the wheel pit has unfortunately become dangerous, largely due to strong winds swinging an ash tree rooted in it. It is doubtful if further excavation

work can be done. The coupling end of the oak wheelshaft has been rescued and it is hoped to keep one of the pump beams.

Drawings are being prepared and the project will be written up.

I.A. Survey of Worthing

Of the street furniture surveys, letterboxes have now been completed and reported to the General Secretary. The lamp post survey is also complete and a report is imminent. This is being followed by a record of Telephone Boxes (if we can beat BT's modernisation programme) and junction boxes. The group considers that other street furniture is too small and numerous for a full recording, so that further surveys are likely to cover industries etc. Work is also needed to achieve cross-references on to S.I.A.S. record sheets of items already on record elsewhere.

MICHAEL PALMER

NORTHERN AREA

As 1986 passes over the horizon and we recover from Christmas one tends to think of the ups and downs of the past year. I think on balance that we had more 'ups' than 'downs' in North Sussex. Steady progress at Ifield Mill with the main shaft now power driven, Lowfield Windmill has prospects for restoration and local membership of S.I.A.S. slightly increased.

Ifield Mill

The main shaft has been aligned and the wallower gear has been run with the pitwheel on numerous Sundays. The 'high spots' on the cogs are being eased and full meshing of the gears should be possible by the end of January.

The next stage will be to mount the main spur wheel on to the mainshaft.

During the autumn the mill was opened to the public on three successive monthly occasions and during 1987 it is hoped to be able to open regularly each month from spring to autumn.

Lowfield Heath Windmill

Planning permission to remove and re-erect has been submitted to Crawley B.C. and Mole Valley District Council and some temporary repairs to weatherboarding have been undertaken. Details of a lease for a possible new site are being discussed and the method of dismantling and transporting the mill have been discussed with a prospective contractor. Funding is of course a main consideration and until we are confident of securing initially, a high proportion of the estimated cost, we shall not proceed with the project.

Practical help is always welcome and with the prospect of activity at both Ifield and Lowfield Heath during 1987 can I ask any member wishing to help, to contact me as soon as possible. Great skills are not necessarily essential - just enthusiasm!

TED HENBERY

CENTRAL AREA

Brighton Corporation Tramways

Your Secretary attended a trip by the Sussex Transport Interest Group which using a modern Dennis Dominator bus decorated, on the exterior, to resemble a tram traced the tram, trolleybus and (some motor bus) of the Brighton Corporation Tramways in celebration of 85 years of operating, and just prior to deregularisation day.

Trams commenced operation on 25th November 1901 and had the immediate advantage over the horse buses, which soon ceased operation, in that they could negotiate the hills to the then suburbs of the rapidly expanding town of Brighton. The routes traversed remained basically the same until the end of operations in 1939, when they were replaced by trolleybuses. These initially traversed the same routes, but were later extended to serve the Hollingbury and Whitehawk council estates, with the exception of the Duke Road route which was replaced by diesel buses.

The routes are listed with the initial letter of the route underlined followed by the

replacement trolleybus route number. The destination of the tram was shown by a single word, e.g. "Ditchling".

Old Steine to Ditchling Road, (Five Ways) returning via Preston Drive, Beaconsfield Villas and London Road. 26A.

Old Steine to Ditchling Road via London Road Beaconsfield Villas and Preston Drive returning via Ditchling Road (the reverse of D). 46A.

Old Steine to Lewes Road (Barracks). 48.

Old Steine to Elm Grove (Racehill). 42A.

Old Steine to Upper Rock Gardens via Elm Grove and Queens Park Road. 42.

Old Steine to Dyke Road (terminating at Tivoli Crescent North) via London Road and New England Road. 51.

Old Steine to Station via North Road. 42.

Cross Country Route (a splendid name) from Seven Dials via New England Road, Viaduct Road, Union Road, Elm Grove, Queens Park Road to Rock Gardens. 44 (and from Queens Park Road 42).

There was also a "Tour of Brighton" which cost a "bob" (one old shilling, five new pence) and Race-day Specials from both Old Steine and the Station.

Little now exists of this once extensive system. The only remains spotted were, tram shelters opposite Ditchling Road School and at Tivoli Crescent North (now set back in a wall). There is a further shelter in Ditchling Road opposite Surrenden Road (on a route not served by trams) which could have been moved there or built for the replacement, route 26, trolleybus service. The base of a pole which carried the overhead wires can be seen opposite the Dyke Road Inn in Dyke Road, embossed decoratively with B.C.T. The Corporation Tramways Works and Depot is still used for buses and is situated in Lewes Road, just north of Bear Road.

Further information on the trams is contained in a booklet "A Portrait of the Brighton Trams 1901-1939" by A.G. Elliott, originally published in 1979 but reprinted since and available from local booksellers.

JOHN BLACKWELL

BRICK STUDY GROUP REPORT - 1986

The meeting of the Brick Study Group on 22 November 1986 was principally concerned with discussing the work done so far on the Gazetteer of Brickmaking Sites, which will form a major part of the book on brickmaking in Sussex.

A formula has been established for recording each site, including:

- a general description of the site
- a six-figure National Grid reference
- the approximate dates of its active life
- the operator's names, where known
- notes on any special products
- other relevant information about methods, equipment used etc.
- a list of references, indicating the sources of this information.

Sites are then grouped under parishes and listed in chronological order.

So far, one sixth of Sussex has been covered in this way, starting with Rye at the eastern end of the county and working westwards. 36 parishes in the Rape of Hastings had one or more brickmaking sites - the largest number found in any one parish so far being 15, in Bexhill - and a total of 172 sites have now been classified for the gazetteer.

Work has also continued during the year on gathering materials ready for classification. Gordon Thomerson has collected details of sites in the Haywards Heath area and Barbara Glaisyer has made a number of visits to the West Sussex Record Office on our behalf. She has looked at all available maps for the area of the coastal plain between Arundel and Bognor. Ten of the parishes she examined had brickmaking sites and South Bersted, which formed the nucleus of Bognor, proved particularly interesting, showing how the brickfields moved outwards as the urban area expanded.

We hope to make more rapid progress with the gazetteer from now on and would still welcome recruits, who are prepared to undertake some research.

Much hard work has also been done this year by Bernard ... improving the conditions

in the brick-drying shed at the Chalkpits Museum, where the brick and tile exhibition is housed.

M. BESWICK

RUDGWICK BRICKWORKS

On 20th September 1986 a group of members of the British Brick Society visited Rudgwick Brickworks (TQ 083 343) and were shown round by the managing director, Mr Pat Laker and two of his colleagues.

One of only 12 brickworks now in operation in Sussex, Rudgwick produces between 16 and 17 million bricks per year, using the clamp-burning method. It has clay reserves for about 30 years.

The weald clay, which is dug from the pit behind the works, is remarkably free from impurities. It is left to weather for about three months and is then mixed with coke breeze via a box-feeder and fed into a grinding pan, in which revolve two edge-runners, weighing three tons each. Water is added at this stage. The 'pug' then travels via a belt to rollers placed 1/8th in. apart, at which point steam is also injected to improve the handling texture. The soft, warm clay is then taken via another belt to a vertical shaft containing paddles, which put it under pressure ready to fill the moulds.

Moulding is fully automatic, using an Aberson machine. The seven-brick moulds are washed and then sanded. The sand used is of two kinds: a 'red' sand for the darker bricks and sea-sand (from Rye Harbour) for the lighter-coloured ones. This is first dried and sieved and then travels via a belt to the moulding area. It is sprinkled into the moulds, which are then filled with clay. A pallet is placed over each tray of moulded bricks as it emerges from the machine. The tray is then mechanically inverted and, whilst the bricks on the pallet are lifted on to trolleys for their journey to the drying shed, the moulds are returned to the washer for the cycle to begin again. A hand-moulder is employed to make 'specials' and his bench stands at the point where the 'pug' emerges from the rollers.

The 'green' bricks, on their trolleys, take 48 hours to travel through the drier, which is gas-fired, the temperature increasing as they travel. They are then ready for firing and the trolleys are transferred to the clamp by fork-lift truck. The clamps are built on specially prepared concrete floors under concrete-roofed sheds, which are open on three sides. There are two clamp sheds with a storage area between them, one clamp being set and fired, whilst the other cools and the bricks are drawn.

Setting is still done by hand, the six setters each handling 10,000 bricks per day. The clamp at Rudgwick is gas-fired and its construction differs from that of a coke-fired clamp(1) in several respects. With no coke layer to accommodate, the base of the clamp is flat, not 'dished'. Holes 18 in. apart are left along each side of the clamp base for the gas burners to be inserted. Seven burners are used on each side and they can be adjusted to raise the temperature gradually until the fuel within the bricks ignites. When the bricks in each firing-hole have become red hot as far as the centre of the clamp, the burner is withdrawn and moved ahead to the next available firing-hole. This process was developed and patented by Rudgwick Brick Co. Ltd.

It takes two weeks to fire each clamp containing 1 million bricks. Not only is this much quicker and cleaner than the coke-burning method but the quality of the bricks is improved, the colour being more consistent and wastage reduced to between 1% and 2%. The drying and clamp-firing systems were converted to use liquid petroleum gas in 1971/2. In October 1985 a further change to natural gas was made but the l.p.g. tanks have been retained in case it once more becomes cheaper to use this type of fuel.

Although supplied by mains electricity as well as gas, the works has an electric generator for emergency use. Outside contractors are used for all haulage work. The company itself employs 47 manual workers, including canteen staff.

(1) SAS Newsletter No. 23 - Freshfield Lane brickworks and SAS Newsletter No. 32 - Laybrook Brickworks.

M. BESWICK

J.U. RASTRICK ET AL

The article on J.U. Rastrick in Newsletter No.52 contains another confusion of father and son. Plymouth breakwater was designed by John Rennie senior who supervised construction

from the start in 1812 until his death in 1821. His son John (knighted in 1831 on completion of London Bridge) then took over.

J.U. Rastrick was not involved with the London-Brighton Railway until after the Bill had been passed in 1837 when he was appointed Resident Engineer for design and construction. Joseph Locke was the independent engineering assessor to the House of Commons Committee which in 1836 examined Robert Stephenson and Sir John Rennie on their proposed routes. Locke favoured Rennie's direct line; but as Joseph Gibbs' and Henry Palmer's schemes had not been considered, Parliament appointed Captain Robert Alderson R.E. to assess all four schemes. He also recommended Sir John Rennie's route.

J.U. Rastrick's locomotive Agenoria is in the York Railway Museum.

ALAN ALLNUTT

ICE HOUSES IN SUSSEX - UP-DATE

Since the note in Newsletter No.42 about ice houses in Sussex, the following additions and amendments have come to light.

West Sussex

Parish	Location	Map Reference
Cowfold	Leonardslee	TQ 22 25
Cuckfield	Brantridge Park	TQ 291299
Lancing	Lancing Manor	TQ 187057
Lower Beeding	Holmbush	TQ 22 33
Rusper	Ifield Court	TQ 246384
Slougham	Ashfold	TQ 249286
Slinfold	Town House Farm	TQ 123326
Storrington	Byne House	TQ 090142

East Sussex

Rye Foreign	Springfield Lodge	TQ 918217
Wadhurst	Wadhurst Park -	TQ 633288
Withyham	Dorset Arms	TQ 496356

The following Ice Houses have been investigated in the last two years

Arundel Castle - a large square brick pit with level entrance passage in excellent condition. Measured and drawn.

Barlavington - Burton Park - circular with a straight passage with steps down, in solid sandstone lined with brickwork - a bit derelict.

Bognor Regis - Hotham Park - circular in brick and flint with level passage - in excellent condition being looked after by Arun District Council. Measured and drawn.

Chichester - Kingsham Farm - small brick structure in somewhat derelict condition.

Cowfold - Leonardslee - recently reported but not yet visited.

Cuckfield - Brantridge Park - investigated but no evidence found on site.

Parham Park - a circular brick chamber, deep and tapered with straight level entrance passage in good condition. Measured and drawn.

Shipley - Knepp Castle - circular chamber with straight entrance passage and evidence of another access.

Westhamnett - Goodwood House (at SU 886088) has been demolished.

" " " (at SU 891088) is situated under a small garden shelter.

The original straight entrance passage with steps down has been blocked off but access was obtained by climbing over the wall dividing the shelter, down a rope ladder into a lobby and hence into a large circular chamber. Partly measured and drawn.

Crowhurst Park - investigated but no evidence found on site.

Rye Foreign - Springfield Lodge - a small egg-shaped chamber with level entrance passage accessible from a flight of steps going up from normal ground level. The ice house is built in a sandstone cliff and is lined in brickwork. Partly measured.

Wadhurst Park - this ice house was demolished several years ago.

Lower Beeding - Holmbush - reported but not yet visited.

Rusper - Ifield Court - a small circular ice house situated adjacent to the moat - only the top is exposed.

Slougham - Ashfold - a circular brick chamber with straight entrance passage - in a derelict condition.

Slinfold - Town House Farm - a rectangular chamber at basement level under a small barn. Partly measured.

Storrington - Byne House - only the access passage and steps are visible. It is hoped to excavate this ice house at some time in the future.

Withyham - Dorset Arms - a large rectangular chamber only slightly below ground level. Sandstone walls with brick vault. Measured and drawn.

If any member has further information of any ice houses I may not know of would they please get in touch with me.

RON MARTIN

SHOREHAM-BY-SEA - THE LIGHTHOUSE (Sheet: 198. TQ. 235. 048.)

As members know, the entrance to Shoreham Harbour was 'moved' several times over the centuries, sometimes as far as Lancing, or nearly into Hove. However, it finally opened in 1821, and the lighthouse was built in 1846.

It is understood that - strictly speaking - it is a High Light, not a lighthouse. (The light on the end of the jetty being the Low Light.) No doubt on nautical maps it is called that, but everyone refers to it as the lighthouse!

The architect is not known but in the 1930s the artist, Mr H. Payne, was asked to design the penny coin for the reign of King George VI. The initials 'H.P.' can just be seen with a strong magnifying glass, under the neck of the King on the coin. After touring the country Mr Payne decided that Shoreham Lighthouse was the most suitable, and so it can be seen, just behind the figure of Britannia, on all the pennies from 1937 up to 1953.

No doubt the original drawings and so on can be seen at the Royal Mint. Members who enjoyed the 'Members' Evening' at Marlipins Museum (Shoreham High Street) last summer, will remember seeing the original lamp with its highly-polished reflective glass, on display there, also the heavy weights and so on.

BARBARA GLAISYER

BOOK REVIEWS

Charles Potten 7 x X x 90 (The story of a Stirling Bomber and its crew), K. Gandy and C. Potten (1986) ISBN 0 9511567 0 5 pp 176 £6.75.

Where are the bounds of I.A.? Ice houses? Dovecotes? To those of us who lived through World War II a Stirling bomber may not be regarded as I.A. yet, but on further consideration it existed for only a short period and that was over 40 years ago. What tips the scales for this book is that it was written by one of our own members; it therefore qualifies for a review in our I.A. Newsletter.

Charlie Potten takes us through the early stages of his RAF career relating amusing anecdotes on the way to his training as a Flight Engineer, and through to operations. Many books have been written on the exploits of the skill and courage of war time air crew, and from most of them one gets the impression that there is only one man aboard whose story generates good saleable reading. He is of course, the pilot. Charlie's story is written from his experience as Flight Engineer who sees things from a different viewpoint from the pilot or a chairborne author, but nevertheless as an individual member of a close-knit unit. The responsibility which devolved upon the Flight Engineer for monitoring fuel usage and supply, and engine performance was an eye-opener to me, a mere "pongo" (soldier to non ex-service types) at the time. Charlie also assisted with navigation when the navigator was under pressure.

Shortly before D-Day Charlie's Stirling had the misfortune to fly at low altitude over the top of a newly sited (and therefore unknown) anti aircraft battery which brought it down in Northern France. Fortunately none of the crew was seriously hurt, and they were therefore able to split up into pairs and endeavour to evade capture.

"7 x X x 90" is a most entertaining and easily read book which is well produced with a very striking cover picture. It contains various black and white photographs including some of Charlie's Resistance friends with whom he has kept in touch.

If you are intrigued by the title, purchase the book and you will agree that the title is very appropriate when the mystery is unfolded. If you would like to meet Charlie, come on next year's visits: he will attend most of them, and please stop and consider that Charlie was only 20 years of age at the time these exploits took place.

The book is available from: C.Potten, 25 West Way, Hove, East Sussex, BN3 8LS. £6.75 plus £1 postage and packing.

GORDON THOMERSON

Vic Mitchell and Keith Smith, Three Bridges to Brighton, Middleton Press (1986) ISBN 0 906520 35 5 pp 96 £6.95.

This latest edition to the series "Southern Main Lines" very much follows the house style which has brought such success to this publisher. A carefully selected range of 120 photographs dating from the 1850s to the recent past illustrate well the variety of traffic on the line for the railway enthusiast. More important to the student of industrial archaeology is the sectioning of the book under station names thus ensuring a predominance of photographs that feature station buildings and other railway structures. These can be of great value. The imminent destruction of the goods shed at Haywards Heath has resulted in a survey being carried out for the Society's records. What date however should be placed on the structure? Was it part of the general rebuilding of the station in the early 1930s? The answer is here in the book. A 1930 photograph not only features the former goods shed but explains why a new goods shed was necessary; the provision of an additional down platform and running track. Another photograph showing the recently opened new station shows the new goods shed. The extracts from 25" O.S. maps featuring the stations are particularly valuable. That of Hassocks (1910) shows much of I.A. interest, Hudson's sand siding leading to the Stonepound sand pit, the Keymer & Ditchling gas works and the cattle market on the down side. Even the windmill enthusiast will appreciate the 1858 view of the New England Bridge, Brighton with the Cutress' tower mill in Ditchling Road showing up clearly. As with the other titles in this series a valuable addition to the bookshelf of persons interested in Sussex railway history or in the borderlands between East and West Sussex in general.

BRIAN AUSTEN

NEWS RELEASE

T.P. Hudson (ed.) The Victoria History of the Counties of England, Sussex Vol. VI Pb 2. Oxford University Press £50.

New and interesting discoveries about the Horsham area are included in the latest volume of the Victoria County History of Sussex published in November.

The Sussex History is part of a national survey, started in 1899, of which nearly 200 volumes have so far been published, and which will eventually include the history of every town and village in England. This latest volume, the eighth for Sussex, covers Horsham and nine neighbouring parishes, reaching as far south as Sullington and Ashurst.

Horsham forms the centrepiece of the volume, and is described in greater detail than in any previous history. It had become a town by 1235, and its street layout shows evidence of deliberate planning, notably in the large triangular market place whose apex is at the top of Causeway and of which the modern Carfax is only part.

Between the 16th and early 19th centuries, Horsham rivalled Lewes as the county town for the undivided county of Sussex. It had the county gaol, and was one of the main places for holding assizes and quarter sessions. Around 1900 it was joint county town of West Sussex with Chichester, until the county council headquarters was fixed in Chichester in 1916. Many newcomers began to move into the area after about 1850. At first they were chiefly of the upper middle class, attracted to good rail communication with London, fine scenery, and the availability of field sports.

Rural occupations in the area have included ironworking (at Shipley, Warnham and Roffey near Horsham), quarrying for Horsham stone slabs formerly used in roofing, brick-making at Warnham, Southwater and Partridge Green, and market gardening in Thakeham. Economic development was held back, however, by the Weald's proverbially poor communications - one false derivation of the name Horsham alludes to the depth of mud nearby - 'up to the horses' hams! No east-west road through the area existed until the present A272 was cut in the 1820s though the western Branch of the River Adur had already been

improved for export particularly of Wealden timber.

The volume has its own index, and contains 38 plates and 10 maps. The plates range from watercolours of Warminghurst Place and West Grinstead manor house, both long since demolished, and a contemporary painting of cricket being played at Ashington in 1878, to early 20th century photographs of Horsham town centre and the railway station at Partridge Green and more modern photographs of buildings and scenery. The maps depict every parish described.

The next volume of the Sussex History, covering the area between Crawley and Upper Beeding, is in the press and will appear in 1987. Work is proceeding on later volumes to treat the Arundel, Petworth and Billingshurst areas, after which only part of eastern Sussex will remain to be completed.

RAILWAY GOODS SHED - LEWES

With the redevelopment of the goods station site at Lewes the goods shed may well be in danger of disappearing, although it is still standing at the moment. It is of particular interest as recent photographic evidence discovered by our member John Minnis shows it to be the original 1846 building. At that time the goods wagons entered by doors situated midway along its length. Later an opening in the end was made to enable wagons to be shunted in. The evidence of this can still be discerned today.

JOHN BLACKWELL

PUBLIC STUDY EVENINGS - East Grinstead Town Museum

Under the guidance of the Hon. Curator, Mr M.J. Leppard, two public study evenings were held last year when visitors were able to consult books, maps, documents and photographs not normally on public view.

These evenings so obviously meet a need that this year the number of them will be increased to three: on 27 February, 26 June and 30 October, from 7 to 9 p.m. It is essential that anyone thinking of attending should send details of requirements first, either by writing or by telephoning East Grinstead 22511 or by calling at the Museum any Wednesday or Saturday between 2 and 4 p.m.

Stephanakis Photographic Collection

One of the most considerable gifts ever received by the East Grinstead Town Museum has just been accepted: an unrivalled collection of almost 1000 copy negatives of local subjects, assembled by Mr N. Stephanakis during his time as leader of the town's youth club from 1950 to 1985. Now retired, Mr Stephanakis decided that there could be no better permanent home for them than the Town Museum: and the Museum has accepted with enthusiastic gratitude.

Most are copies of old photographs and postcards, some are of advertisements and there are also a few contemporary scenes taken by Mr Stephanakis himself. They form an invaluable addition to the Museum's existing sizeable collection of old photographs.

The Museum is looking into the possibility of reproducing some of the negatives for sale in aid of its funds. Enquiries will be welcome at the Museum which is open every Wednesday and Saturday from 2 to 4 p.m., admission free.

S.I.A.S. BRIGHTON BUILDINGS SURVEY

Members in the Brighton area met on November 11th at Ron Martin's office to work out a survey scheme to record the whole of Brighton and Hove's industrial heritage; a tall order ...! But after a very fruitful discussion it was decided to divide the area into manageable chunks, where individual members would methodically walk the area noting all I.A. sites.

To enlighten members of the delights and pitfalls this entails I have made a report of part of my area which I walked on Sunday 16th November - a wet day! The part of Brighton recorded is that part of the historical North Laine that lies between Viaduct Road (A27), Ditchling Road, Trafalgar Street and the railway yards, an area roughly rectangular with west, north and east sides 700 yards long and the south, 300 yards. It is divided by the main London Road (A23) which has the usual high street stores, the eastern side being mainly small housing, car parks and the Open Market, and the western half, larger car parks, the Brighton College of Technology and the New England House factory 'flats' of the 1960s.