



A New Publication by our Society

With the last Newsletter members will have received Sussex Industrial History No 16 containing a study of the evolution of Gatwick Airport by John King. An edition of this important work is available for sale to the public. Our Society is the distributor of the publication and copies can be obtained from Ron Martin at 42 Falmer Avenue, Saltdean, Brighton BN2 8FG at £3.95 post paid (£3.70 if collected).
BRIAN AUSTEN

MEMBERSHIP CHANGES

New Members

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COMMITTEE MEMBERS

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Copy for the Newsletter should be sent to:
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PLEASE NOTE Latest acceptance date for copy for the October Newsletter is 10th September 1987

CHIEF CONTENTS

Area Secretaries Reports
Polegate Windmill
Amberley Chalk Pits Museum - Opening of Southdown Bus Garage
Brighton & Hove Herald photo archive

NEWSLETTER ILLUSTRATIONS

Members will have seen our first illustration in the April Newsletter No 54. The Editor would welcome articles which contain an illustration produced by pen and ink tracing or similar means as we have been successful with our first effort.

VISITS

25th July VISIT TO RUDGWICK BRICKWORKS
10.30 a.m. Rudgwick Brickworks, Lynwick Street, Rudgwick. The visit had been planned for a morning visit only. However, arrangements have now been made for this to be followed by a recording session in the afternoon. No experience is necessary as we shall split up into small groups each led by someone with the necessary expertise. For the uninitiated this should prove a worthwhile and enjoyable experience. Meet at entrance. I MUST know numbers beforehand. Those coming should read the article by Molly Beswick in Newsletter No 53 as this gives details of a visit by the British Brick Society. It would be helpful if members brought with them paper, pencil, eraser, clipboard and their LUNCH. The committee hopes that where possible, future visits will take this form.
22nd Aug. 2.00 p.m. Emsworth Perambulation led by Tony and Mary Yoward. Meet at car park 200 yards north of A27 roundabout. MR SU 750060
26th Sept. 10.30 a.m. Bluebell Railway. Visit to workshops and ride on train (at party rate if booked beforehand). Meet at Sheffield Park Station entrance, MR TQ 403237
14th Nov. Annual General Meeting

DON COX

OTHER EVENTS

26/7 Sep. Weekend. Woodworking Seminar at Amberley Chalk Pits Museum. Details from Museum (Bury 370)
10th Oct. Saturday. Autumn Conference of Federation of Sussex Local History Societies, at the Victory Hall, Balcombe. The theme will be "Aspects of interior and exterior decoration" One of the speakers will be Dr. Brian Austen (our editor) who will talk on "The history of furniture and furnishings 1500-1650"

AREA SECRETARIES REPORTS

WESTERN AREA

Coultershaw Pump

A useful working party was held on 28th March, to help prepare the site for the summer Open Days. Significantly though, the party comprised committee members and their families. We would plead for more support from the Society membership in showing this important installation to the public.

Open days have been attracting around 50 visitors, of whom a number have expressed interest in joining the Society.

Bushing the pivot bearings of the pump beams has considerably improved the working of the pump. However, no sooner is one problem solved than another arises: unfortunately the oak paddles and starts on the wheel are becoming rotten after 8 years of use. This process is aggravated by the intermittent operation of the wheel, with the woodwork being repeatedly wetted and dried. A similar experience has been reported at the Claverton pumping station on the Kennet & Avon canal: the K & A Canal Trust have opted to re-paddle the wheel in teak - an expensive measure indeed.

Poyntz Bridge

Repairs to the existing handrail/tension member on one side, and manufacture of a new one on the other, are proceeding.

Consideration is still being given to the best way to refurbish the main ball race on which the bridge swings.

Arundel Castle Water Pump

This Victorian installation comprises two 3-cylinder pumps driven by a vertical axis turbine through bevel and straight spur reduction gears. It is housed in an elegant knapped flint building with stone quoins, at present roofless, and is fed from an elliptical masonry mill-pond which is in turn fed by the overflow from Swanbourne Lake.

The site was measured and recorded in the early 1970's by John Haselfoot, Alan Allnutt, Michael Palmer and others, and cleared of vegetation and other debris. A plea was made that the building should be re-roofed to preserve it, but that was not considered appropriate at the time.

The mill-pond has been stocked with trout and as from Easter this year is open to the public for a fee. Mr Jonathan Glover, who is running this enterprise on behalf of the Castle Estate, hopes to open the pump building to the public in due course. The Society is being kept in touch with developments and could make a worthwhile contribution in the presentation of the display.

MICHAEL PALMER

NORTHERN AREA

IFIELD MILL

The main shaft now has the main spur wheel mounted and final trueing up is in hand. The waterwheel is regularly run and there is encouraging interest from local groups and numerous parties have visited since Easter. The mill is now open to visitors on the LAST SUNDAY (2.30 - 5.30) EACH MONTH until October. Admission is free and we shall be particularly pleased to see any SIAS members.

We are very aware that elderly and disabled persons cannot easily climb stairs and we are considering installing an electric stair lift to enable everyone to reach the first floor and see the millstones displays, and view the mill-pond. We have a £500 grant towards the cost and Crawley Museum Society will be canvassing donations for the balance.

LOWFIELD HEATH WINDMILL

The project of moving the mill to Charlwood is now a reality and the contractor erected scaffolding on site in early June. The dismantling of the mill is likely to take up to two months, dependent upon many factors of which of course, the weather will play a large part. It is planned to have the mill re-erected on its new site at the Charlwood Aviaries within three years. There is scope for members to participate at various stages of the restoration and all offers of help should be made to P. James (Crawley 540705). You don't necessarily have to be skilled - enthusiasm is useful!

ANY MODELMAKERS ABOUT?

We have at Ifield Mill, some working models of fairground rides etc. which are in need of repair. These were made by a local enthusiast since deceased, and are electrically powered. Funds are available for materials and we require the skills of a volunteer to complete the restoration. Offers of help to Ted Henbery Crawley 23481.

GATWICK AIRPORT HISTORY

The last SiH covering the 50yrs history has, on page 50, a photograph of the model (circa 1937) of the airport. By good fortune this model still exists! Some few years ago an old building near to the 'Beehive' was being demolished and we at Ifield Mill were told of a model (7' x 3'6") being disposed of. It was transported and stored on the top floor where it resides today. We shall be contacting John King with respect to its refurbishment and ultimate display.

TED HENBERY

CENTRAL AREA

Bus Garage Update

1) Certain towns had more than one garage and the list needs amplification:

Brighton Edward Street
Freshfield Road,
Moulsecomb Way
Steine Street Coach Station
Overhaul Works, Victoria Road, Portslade

Eastbourne Royal Parade
Cavendish Place

Portsmouth Hyde Park Road,
Hilsea East & West

2) Bus stations should also be included:

Bognor (demolished)
Chichester
Eastbourne Pevensey Road (demolished)
Haywards Heath (now used as offices & shops)
Lewes
Uckfield (demolished)

3) Garages Depots confirmed as demolished

Brighton Edward Street (the exit gateway into Grand
Parade remains)

Brighton Steine Street coach station
Crawley

Eastbourne Royal Parade

Littlehampton (Offices remain opposite site)

Petworth
Uckfield

4) Other Operators garages

Brighton Hove & District Buses, Conway Street Hove

Brighton Corporation Arundel Road Whitehawk
Eastbourne Corporation Lewes Road
Churchdale Road premises
were vacated in favour of
new site on the industrial
estate of Lottbridge Road

London Country Buses

East Grinstead Garland Road demolished
Crawley Northgate Road demolished

(replaced by new garage on industrial area close to the one-time
overhaul works in Tinsley Lane)

5) My understanding of the published list is that there was covered accommodation at all of the sites. In the early days of stage carriage traction vehicles were parked in public house yards.

Thanks to Brian Boddy, Roger Knight, Martin Nimmo, Brian Phillips for the above information.

J.S.F. BLACKWELL

H.M.S. WARRIOR (see Newsletter No 54)

WARRIOR arrived in Portsmouth on 16th June to a very warm welcome from a host of small craft packed with sightseers and a thunderous daytime firework display from H.M.S. DOLPHIN, the submarine base at Gosport.

The vessel will be open to the public from 27th July.

GORDON THOMERSON

PHOTOGRAPHIC ARCHIVES

The Committee has been concerned for some time that there has been no direction about the taking of photographs for record and archive purposes. It is felt necessary to lay down some guide lines about this and to make certain conditions for a trial period and subject to sufficient finance being available.

Photographs, normally black and white prints may be taken with the prior authorisation of a Committee Member and the cost of the film and processing (or pro rata if only part of the film is on I.A. subjects) may be recovered from the Society, on production of receipts for the expenditure. One copy of each print of an I.A. subject will be supplied free of charge, if requested by the Member and if printed at the same time as the developing.

All material shall become the absolute property of the Society in whom all copyright rights of reproduction etc. shall be vested. The Society may where it considers it appropriate, acknowledge authorship in any publication in which deposited photographs are used. The Society will not unreasonably withhold the supply of additional reprints from the deposited material for personal use or for employment in any publication which may be undertaken subject to the member being responsible for any expenses in reproduction.

Payment for photography will only be made conditional on negatives and prints being deposited with the Society and on signing a receipt incorporating the above conditions.

R.G. MARTIN

TALL CHIMNEY HERITAGE

A Tall Chimney Heritage Working Party has been formed to highlight the country's heritage of tall chimneys. The organiser of this working party has written to our Gen. Hon. Secretary enquiring whether our Society could provide a co-ordinator to search for unlisted tall chimneys in Sussex, and to whom the Tall Chimneys Working Party could refer for local information. Names of volunteers to Ron Martin please.

The committee considers that this task should not be very onerous as we do not have many tall chimneys in this part of the country.

LIMESTONE MINES in Archer's Wood near Mountfield

The Kent Archaeological Research Group is currently investigating the Purbeck limestone mines in Archer's Wood near Mountfield.

These were operating as far back as the late eighteenth century by the Earl of Ashburnham for the production of lime. The workings are unique being of the deep pattern with access from a shaft, not the more usual bell pits which one normally associates with South-east England. They were probably dug by Derbyshire miners brought down especially for this operation.

This is a long term project and the Group have carried out a surface survey and discovered the remains of a leat and water wheel pit at a collapsed level into the mine. The wheel would have operated a flat rod system to the pumps inside the mine.

Much research is required to be done to back up the field work and our help has been requested in this respect. Easy access to the East Sussex records is desirable as the Ashburnham papers are held there. Also if any members are interested in any of the underground investigation their help would be appreciated.

If anyone is willing to help please get in touch with Adrian Pearce, 162 Kingston Crescent, Lordswood, Chatham, Kent ME5 8YZ

BALLOONS in Seaford

I have been shown an excerpt from the Downland Post of 1st April 1925 quoting the Illustrated London News of 1879 about a balloon factory in Seaford belonging to a Mr Coxwell, making balloons for the "expected hostilities in South Africa". Does any member know of its whereabouts or anything about this fascinating bit of Industrial Archaeology?

EAST AFRICAN DUGOUT CANOE

I have had a request for information about the East African dugout canoe that was found on the Socknersh Manor Estate, near Burwash. It was apparently given to the Engineer of the Beira-Mashonaland Railway. If any member knows anything about this would they please get in touch with me.

TODDINGTON WINDMILL

I have had a request for information about the windmill which was erected opposite Brookfield House in Lyminster towards the end of the eighteenth century and possibly later moved to Mill Lane in Toddington sometime about 1830. There is some information about Toddington millers from the census returns but there appears to be no information about the mill itself. If any members have any knowledge about this mill or can throw any light on sources which could be pursued, please get in touch with me.

RON MARTIN

PHOTOGRAPHIC RECORD OF POST BOXES - EXHIBITION

Members, particularly those who have been involved in recording Worthing street furniture, will be interested to know that the Uckfield & District Preservation Society have a photographic record in full colour of nearly 100 post boxes in the Uckfield area.

This will be mounted as an exhibition to be staged at Bridge Cottage, Uckfield in due course.

NUTLEY WINDMILL

Uckfield & District Preservation Society has just purchased two new sweeps for Nutley Windmill. At a cost of just over £300 they are hoping for a good season and are publishing a new Nutley Windmill Booklet containing a lot of illustrative material not used before. It is expected to be on sale for about £1.50 per copy.

The biggest problem of the Preservation Society is lack of help. Volunteers are urgently required for all the jobs associated with this type of enterprise. Membership of the Society is necessary but at £3.00 p.a. this should be no deterrent to enthusiasts. The Hon. Sec. is Mrs A. Long, The Mustard Pot, Fairwarp, Uckfield, East Sussex TN22 3BT. Phone Nutley 2632.

SERIAC 1987

The South Eastern Region Industrial Archaeology Conference was hosted this year by the Greater London I.A. Society at the Museum of London on 11th April. The theme was "20th century industrial archaeology". After opening remarks by Dr Denis Smith, chairman of GLIAS, Kenneth Hudson spoke on "The Archaeology of a Rapid Replacement Economy." with the message that whereas in earlier centuries buildings and machines were made to last into the foreseeable future this is not the case in this century. Industrial archaeologists will therefore have to put more emphasis on observation and recording than on site preservation and to accept that museums will have to bear a greater responsibility for the preservation of outdated technological material. Other subjects covered were "Preserving a Diesel Pumping Station", "Early Days of Electricity in Surrey", "Telecommunications Heritage", "Automobile Archaeology", and "Early Airports particularly Gatwick's Beehive". We should like to thank GLIAS for such an interesting programme.

GORDON THOMERSON

VISIT TO RYE Saturday, April 25th

This was a joint visit with members of the Rye Local History Society and was led by their member, Alan Dickinson. Our first stop was the water cistern, situated in the north eastern corner of St Mary's churchyard, and constructed in 1735 by the town council for the storage of water and supply by gravity,

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to the townspeople. From Pump Street one can see the oval brick tower some 10 feet high surmounted by a boat shaped roof. This is the top half of the central drum which extends some 10 feet below the surface into an oval chamber: over 20,000 gallons of water can be stored. (For a full description of the water cistern see S.I.H. No 7.1976).

A visit to Rye Foundry was the next item on the itinerary. Rye Foundry has worked continuously since 1866 and cast items for some of the famous Bailey Bridges during the last War. Today in a very competitive industry it offers its services as a jobbing foundry using a casting sand known as "air set" which after the first cast hardens and leaves a semi-permanent mould. Tom Lucas and Hughie Blackhall explained the casting process for us and showed us the 50 foot high cupola where layers of iron, coke and limestone cleaning agent are melted to make the cast. After an interesting walk through the picturesque streets of Rye we arrived at the Strand where the building which formerly housed the Swan brewery was viewed and the "Great Warehouse" built in 1736 which was used to store the cargo of ships which had sailed up river to the Strand for unloading.

After lunch, Ken Clark, of the Rye Local History Society, gave an illustrated talk on the industries of Rye and Vic Mitchell, using copies of his recent book, South Coast Railways Hastings - Ashford (Middleton Press £6.95), described the Rye Harbour branch of the South Eastern Railway and the remains that can still be seen of the branch which formerly ran down the western bank of the Rother to the harbour.

Rye Station was then visited. This handsome structure in Italianate style was designed for the South Eastern Railway by William Tress in 1851 and is similar to a series on the Tunbridge Wells - Hastings line. Other items of interest were the staggered platforms common in early station layouts, the Saxby & Farmer standard SER pattern signal box of 1893 and an attractive crossing keeper's cottage to the north.

The final visit of the afternoon was to Scott's sluice 1½ miles away at Playden. This lock/sludge is about to be dismantled having been replaced by a new one. Being a tidal lock there are three sets of gates and some interesting machinery for adjusting the sluice.

I know all present agreed that this was an excellent and extremely well planned visit and our thanks go to both Don Cox and Alan Dickinson for the organisation. Can anyone with a little help from committee members plan a visit to their town next year?

JOHN BLACKWELL

POLEGATE WINDMILL, SUSSEX

The sweeps of Polegate Windmill, Sussex, have not turned for some years, but during the late summer and autumn of this year the millwrights Messrs R. Thompson & Son and a team of volunteers will be carrying out a £20,000 restoration plan to restore the mill to working order. The mill is owned by the Eastbourne Civic Society and run by the Polegate Windmill Management Committee who have received an offer of a 40% grant from English Heritage and are now

raising the last £4,000 to complete the project. This ambitious programme of work will entail the removal of the sweeps and stocks and the lowering of the cap to the ground where Messrs Thompsons will repair the fanstage. Simultaneously the volunteer group under the direction of the Clerk of the Works, Charles Waite and the Structural Adviser, Tim Martin will remove the iron curb rack and the wood curb for repair and replacement respectively. Several courses of brickwork at the top of the tower will also be relaid. Once all this work has been completed the cap will be replaced on its new wooden curb and reinforced metal curb rack, prior to the fitting of one new stock and a pair of new sweeps.

Volunteer help will be required during several weekends in August and September and offers of help should be addressed to the Clerk of the Works, Charles Waite, 48A Wannock Lane, Lower Willingdon, East Sussex BN20 9SD. Financial contributions should be sent to the Hon. Treasurer, Mrs Gladys Huggett, 23 Rotunda Road, Eastbourne BN23 6LE. In 1967 the Society renovated the mill to partial working order but since the sweeps have not been able to turn, the mill has rapidly deteriorated. The Management Committee are anxious to perpetuate its working state when it is restored and feel the future of the mill would be more secure if it was to grind regularly and offers of help would be welcome.

LAWRENCE STEVENS Chairman, Polegate Windmill Management Committee

AMBERLEY CHALK PITS MUSEUM

Opening of the Southdown Bus Garage

Saturday 6th June last saw the official opening of the 1920's Southdown Bus Garage Project at Amberley Chalk Pits Museum. The official ceremony was to be undertaken by Lord Young of Graffham, Government Employment Secretary and Museum Patron but general election duties forced his late withdrawal and Mr Nigel Embry of the South East England Tourist Board attended at short notice. The Mizmitten Jazz Band was engaged to play for the waiting onlookers and finally the assembled speakers arrived on the back of breakdown lorry 0184. After introductions by Ian Dean, Museum Director before an audience of several hundred invited guests, museum volunteers and bemused visitors, Mr Embry spoke of the Museum's role as a major tourist attraction in Sussex and of completing another phase of its development. Bill Thornycroft whose ambition led to the establishment of the project, spoke of his fulfilment in recovering, restoring and operating old vehicles at the Museum, and finally having them in a period garage. He paid tribute to the M.S.C. supervisors and trainees who had completed most of the building work and thanked many individuals and organisations (particularly Southdown Motor Services and Southdown Engineering) for the donation of many of the artefacts on display. Peter Longley, Museum Trust Treasurer, confided that the project had cost £33,000, of which £9,000 had been collected in donated fares on the Museum Bus Service. Substantial donations had been most gratefully received from Eastbourne Historic Vehicle Club, English and South Eastern Tourist Boards and West Sussex County Council, along with others. The depot complex itself is in three parts, commencing with a waiting room/booking counter/parcel office as it would have been in the late 'twenties'. Beyond this is an exhibition area featuring a brief history of Southdown development since formation in 1915 with displays of tickets, destination boards and with large components such as radiators, engines and gearboxes. There

is a small workshop area, recreated with appropriate tools and parts. The main depot has space for six or seven vehicles, and currently on show are:

IB 552 (52) 1914 Tilling Stevens TS3/Newman d/decker
 CD 5125 (125) 1920 Leyland N/Short d/decker (1928)
 UF 1517 (517) 1927 Dennis 30cwt/Short single decker
 UF 6473 (873) 1930 Leyland Titan TD1/Leyland d/decker
 EUF 184 (184) 1938 Leyland TD5 breakdown tender.

On opening day, several other vehicles attended to support the Museum with Southdown 0135 (CD 7045), 0813 (UF 4813), 3223 (AOR 156B) and Iveco midibus D115DRV; Leyland/Beadle 649 (MUF488), Sunderland Leyland Lion BR 7132 of Michael Plunkett, and later David Newman's magnificent Tilling Stevens saloon JG 669 from East Kent.

Once press photographers had been satisfied, no time was lost in restoring the Museum Bus Service with 125 0813.873 and BR7132 all taking a turn. For the weekend, genuine punch-type tickets were presented to passengers. The invited guests retired to the special marquee to enjoy a splendid buffet lunch provided by lady volunteers at the Museum.

The Museum Association arranged a 'Twenties Evening' for the occasion so most vehicles were evicted from their new home and a stage prepared for the returning Jazz Band. Many of the participating members and guests came attired in 'Twenties' uniforms and dress, and following a buffet supper, danced the evening away in the garage amongst the potted palms.

If you have yet to visit the Museum, this added attraction will be of especial interest. The site is open on Wednesdays to Sundays until 1st November (daily from July 20th until September 6th) with the Museum Bus Service functioning most weekends. Volunteers are always required and are most welcome to assist with bus operating - please contact Bill Thorneycroft on Bury 370. Admission (except for volunteers!) is £1.80 for adults, £1.35 for Students and O.A.P.'s, and 90p for children. The only public transport is British Rail to Amberley Station which is adjacent to the Museum.

A.C.REGAN Membership Secretary

BRIGHTON and HOVE HERALD photo archive. Brighton Reference Library

The collection of press photos contained in 44 volumes held in Brighton Reference Library contains many of I.A. interest and I have abstracted details of those that I believe will assist members in their researches. This is purely a personal listing: there is an index available but much would be missed if researchers did not browse the collection. The value of these excellent B&W prints is that many give the date they were taken and it should be possible in this case to find in the press archive the actual article the photo accompanied.

The listings are given in this order - volume number, page, date (if known), subject, number of pictures (if more than one):

1.2	1935	Shoreham canal (sic)
1.8	19.1.35	Shoreham Airport 2
1.20	24.3.34	Co-op Laundry Portland Road Hove
1.26	1934	Southwick canal Eede Batt timber yard
1.27	1935	Shoreham Harbour locks

1.30	1934	Brighton Station interior (platform ??)
1.49	1.6.35)	Shoreham Airport 3
1.50	1.6.35)	
1.74	n.d.	Shoreham Harbour repairs
1.76	1935	Brighton & Hove Herald printing machinery
1.77	17.8.35	Shoreham Harbour breakwater
1.109	n.d.	Brighton & Hove Herald printing
1.112	n.d.	Shoreham ship and canal "SS Pass of Salmona"
1.116	1935	Southwick electricity generator 3
1.117	n.d.	Roedean chimney demolition
2.6	12.12.36	Southwick canal refinery
2.6	"	" " gas works
2.7	"	" " power station 2
2.9	"	" " canal, mud flats
2.36	"	" " north side
2.45	20.6.35	Shoreham Airport opening
2.91	9.5.36	West Blatchington Mill Fire
2.91	30.5.36	Ockley Mill
2.95	"	" "
2.96	20.2.37	Shoreham Harbour and ship "SS Betswood"
2.97	"	" " north bank
2.108	11.8.34	Turberville Wharf Shoreham "SS Yokefleet"
2.110	30.6.34	Drawing, proposed terminal Shoreham Airport
2.114	1.9.34	Southwick turbo alternator
2.122	1.9.34	Brighton Station with train
2.129	n.d.	Brighton & Hove Herald composing machine
2.139	n.d.	" " " " "
3.36	6.3.37	Gaiety cinema, Lewes Road, construction 2
3.36	"	Preston Circus fire station, construction
3.37	"	" " " " "
3.62	24.4.37	Gaiety cinema
3.110	24.7.37	Preston Circus fire station
3.130	4.12.37	Newhaven Docks "SS Sapphire"
3.131	"	" " lifeboat

(to be continued)

G.E.F.MEAD

OBITUARY - Miss B. Claisyer

It is with regret that we record the death of Barbara Claisyer who was an unsung stalwart of our Society. She attended as many of our meetings as possible in spite of having no car, and was a frequent contributor to the Newsletter. On a number of occasions she also attended the annual conference of the AIA and the visits to places of I.A. interest associated with the conference. For many years Barbara was editor of Sussex History, the annual publication of the Federation of Sussex Local History Societies of which our Society is a member. We shall miss her friendly personality at our meetings.

GORDON THOMERSON