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CHIEF CONTENTS

The Clarence Hotel, Brighton
Environmental Concern 1846
Galleting
Literary Industrial Archaeology - part two

DIARY DATES

Saturday, 25th November. Annual General Meeting followed by talk. Friends' Meeting House, Friars Walk, Lewes 2.30 p.m.

AREA SECRETARIES' REPORTS

WESTERN AREA

Coultershaw Pump

The continuing lack of water to drive the pump meant having to cease charging an entrance fee and instead rely on a "Donation Box". Owing however to the enthusiasm and persuasiveness of the stewards this has turned out to be no bad thing, as our consequent "voluntary" takings appear to have exceeded what we would have got in entrance fees! Food for thought?

On 20th August there was just enough water for intermittent operation. But it was quite clear that the redesigned weir is taking considerably more water than before, with a resultant drop in level at the wheel. We shall be taking the matter up with Southern Water Authority.

By arrangement with the Weald and Downland Museum a party of some 40 German "Vernacular Architects" visited the Pump on 6 September. With a combination of what water was available and not a little muscular effort from one of our younger members (relatively speaking) the wheel was turned at a spanking pace to the obvious delight and wonderment of our visitors. We can now safely claim to have acquired a European reputation as well as having done our finances a good turn.

Michael Palmer is on holiday in Australia for 2 months until 20 October!

TONY BAXTER

NORTHERN AREA

The open days at Ifield Mill have been well attended and our thanks are due to the dedicated handful of helpers who have been on hand regularly to guide the visitors and generally oversee the safe running of the machinery. Our last open day was September 24th but we would be most grateful for additional help next year.

We were fortunate to acquire, at no cost, suitable timber for the outer rim of the new enlarged spur gear. This has been rough cut, on our trusty bandsaw, and will further season during the autumn and winter.

The exterior of the mill was completely repainted during the summer by Crawley Borough Council and is probably in better condition than at any time since its heyday in the nineteenth century.

Re-erection of Lowfield Heath Windmill has progressed well with the buck framework sitting proudly on the mainpost. The windshaft is in position and the roof section should be lifted into place before the winter. All the new weatherboarding has been pre-painted and the next urgent task will be to attach this to the mill body before the weather changes. Peter James will welcome any assistance and can be contacted at his new address: 141 Downland Drive, Southgate West, Crawley, RH11 8SL (Tel: 0293 540705). Your help is vital!

E.W. HENBERY

MEMBERS EVENING 15th July 1989

On a warm summer's evening some 30 members gathered at the British Engineerium, Hove. Our member, Trevor Povey, first showed slides tracing the history of water supplies in the Brighton area giving details of local pumping stations. We were then shown round the old Goldstone Pumping Station and were able to admire the beautifully restored Victorian engine, silent but full of interest. A visit to the boiler room completed a very informative tour.

After a break for refreshments Geoff Mead showed his slides of the "Copperas Gap" - a once busy industrial area beside the harbour in Portslade. By contrasting present developments with former uses, the changes that have taken place were skilfully demonstrated.

The evening was nicely rounded off by Chris Bryan who showed his slides tracing the repair and renovation of Poyntz Bridge.

Many thanks to all who helped to make the evening a success with a special thank-you to Penny Admiral of the Engineerium.

PETER HOLTHAM

A.I.A. CONFERENCE AT HUDDERSFIELD - September 1989

The A.I.A. Annual Conference was held this year in Huddersfield and the theme of the Conference was West Yorkshire, an area whose industry was based primarily on textiles. Fulling mills were first established in the twelfth century and by the seventeenth century woollen production was dominated by small scale wool merchants forming a link between the clothier and the weavers who were mainly home based. Cloth halls were established to handle the market. From the end of the 18th century the industry became more mechanised and processing machinery such as Hargreave's "Jenny" and Crompton's "Mule" were introduced and numerous large mills were built throughout the area.

Other natural resources that were exploited were coal, iron, clay for brickmaking and stone for building and for roofing. To provide good communications in the area and to connect across the Pennines and to the rest of the country there was initially a system of turnpike roads, then canals and later the railways. Heavy engineering also became established in the area.

During the course of the Conference we had the opportunity of visiting numerous sites including the following:

Hey Royds colliery - a drift mine employing 122 men. A very interesting experience to see the inside of a working mine.

Thwaite Mills, Hunslet - a water driven mill formerly engaged in grinding flint and china stone and producing whiting for oilcloth, putty, paint and now being made into a fascinating museum

Middleton Railway near Leeds - the first preserved standard gauge railway, beating the Bluebell Railway by a few months - and originally built in 1755 and served by Blenkinsop's racked locomotives in 1812.

Heath House Mill at Golcar - a working textile mill where we were able to see all the processes including "Jennies" still in use.

A walk over the moors by Standage where remains of the old turnpikes, winding houses for constructing the various railway and canal tunnels which passed under the Pennines at this point. It was very wet!

Britannia Quarry at Morley - a working sandstone quarry producing some 500 tons of stone per week in a modern works where stone is sawn with frame saws and cut to form walling blocks and also dressed by masons.

Canal sites were visited on various occasions including the cast iron aqueduct at Stanley Ferry (1836-9) on the Calder collateral canal and the Bingley Five - a staircase of 5 locks on the Leeds and Liverpool Canal.

Holmfirth - of "Last of the Summer Wine" fame was also visited.

Saltaire - the mill and mill town built by Sir Titus Salt between 1851 and 1872 is one of the best examples of a planned industrial town with some magnificent public buildings and workers' houses.

Several industrial museums including Bradford Industrial Museum, the Colne Valley Museum, located in two weavers' houses, the Armley Mills Museum in Leeds and the Calderdale Industrial Museum in Halifax. All were excellent with many working exhibits.

Normanton Brickworks with 19th century brick pressing machinery and coalfired Hoffman kilns.

The Piece Hall in Halifax, an 18th century woollen trading market in the centre of the city reopened for public use in 1976 after threats of demolition.

At Washpits Mill in Holmfirth we visited a working Pollitt and Wigzell steam engine built in 1909 and is still kept in steam to power the stand-by electricity supply.

Altogether we visited some 30 different sites and there were 12 lectures all on related subjects. A most fulfilling week.

R.G. MARTIN

VISITORS TO COULTERSHAW MILL

Way back before Mike Palmer swanned off to the other side of this small world, he arranged for a small party of 'workers' to be at the Mill on 6th September, by 11 am to ensure the water was level enough, and perhaps if lucky, enough to turn the wheel and have the fountain playing on to the grass outside, which is "our sort of call bird for customers" on the Sundays we are manning the Mill and open for trade.

Yes, we did know they were from Germany. Yes, the Hon. Treasurer knew they would part with cash for books etc, and would it be a case of charging the 40p fee, or a bulk one, or as we have been doing, put out a box for donations? How would we deal with these nice people who hardly spoke English?

The leader for the day at Coultershaw would be Tony Baxter, as he was bringing the 'float for the till'. That is how you are leader you know. Steve Boakes would put the boards in overnight to raise the level of the water enough to turn the wheel.

It was a bright sunny day on that Wednesday and, true to plan, the coach arrived and nearly all spoke English very well: they had an interpreter just in case. The wheel had to be turned by hand, not enough water to move the wheel on its own, by Steve and others present. The Hon. Treasurer was at the till raking in the 'dibbs' for the society funds, and by 1 pm they had gone and we retired to the Honey Jar & Badger pub nearby, to tell ourselves how good it all went.

On Monday 18th September at around 11 am, I answered the phone to hear a voice asking, "Are you available on Wednesday? Do you know who else we can ask to open the Mill? We have 40 visitors arriving 12 noon or thereabouts. Ron Martin has been on to me to say, the Secretary of a mob, to which the late Allan Allnutt belonged, was checking to see if we knew of the visit."

I said that they had come nearly two weeks ago. He said this is a different lot; they are all English and the majority locals; that 40 would arrive in their cars in one go; that he and I would be the only ones available to do the job of taking them around, and he collecting the dibbs too on sales - or rely on their generosity, and lob over a largish sum instead of a fee?

Would there be enough water to turn the wheel? I knew we had just enough the previous day, the last open day. The fountain played; we had a good turn out of the paying public: again Steve Boakes proved a winner: he again slipped the boards in place

the previous night, ensuring we should have enough water.

Where were we going to put at least 25 to 30 cars? They would block up the track that leads to the house and the builders yard. Would we be putting up signs? A map reference is all very well to find us, even though we would have the door open and "fountain playing away" and smiling staff to greet them.

On the great day Mr Dibbs, with a £10 float, and I arrived to find Steve Boakes inspecting the water level. The preparations for working the wheel went ahead. Water might be the problem. Some nosy parker had lifted the board on the fish ladder side clear. We had just settled into the routine of a start, when Mr "Zoom" Martin appeared to come and help us and, almost on the stroke of the start, Chris came along.

Again, not knowing who would be the Secretary of the party coming posed a problem. Would they descend upon us in one big surge, puzzled the Mr "Dibbs" sitting at the till, fingering the Coultershaw Guide Books at 30p a throw? Amongst 40 was it? Would we charge 40p, or ask for a generous donation from each one?

Our luck was in. They drifted in in small numbers and, by the starting time, the heavy wheel was being thrown around to make the fountain spurt, the various display matters were explained, members stood in the right places answering the questions asked, the cash chinked into the till as this and that was purchased. Every one moved around in an orderly manner as did the German visitors fourteen days previously. The sun shone very well on both days for us, and we know what it is like to have 20 people in the two floors of the building when it's wet.

Soon it was departure time and several of the weary mill men scuttled down to Poyntz Bridge to give a spell there, as this was on the itinerary of the day out. I never found out who they were. Allan Allnutt would have been very pleased I am sure, as he looked down on our efforts. Surprising was the fact that a number of the visitors had not been told of his death and were looking forward to seeing him.

We soon had the operations closed down, and we made our way to our homes, Mr Dibbs weighed down by moneys collected again. He is very pleased, and the mill account is in the black once more. To be honest, in four days open, two official and two visitors' parties, over £120 was taken for the society funds - not bad! Again I am sure Mike Palmer will be pleased, as West Sussex Secretary, and also those men who restored the mill and water pump to working order in the far off days.

I must add here that there was no water to turn the wheel from the first Sunday in June till the first Sunday in September and that, despite this, apart from two days, we took cash for the funds in donations. I doubt that we shall have another summer like this last one.

LESLIE MARTIN

THE CLARENCE HOTEL, BRIGHTON

Brighton Reference Library has a Xerox copy of an anonymous typescript, undated, containing notes on the above hotel. It reposes in the Sussex Pamphlets Box 24, document 22, and is packed with information on an important building in Brighton's commercial history. From this document comes the following information - "erected in 1785 by Richard Lennon Whichelo whose family had a brewery in Middle Street, it was known as the New Inn and at that time was the largest building in the town. This may be described as truly the first attempt to produce the modern hotel. The apartments were on a large scale to meet the increase of notable visitors to Brighton. It also served as a commercial hotel with a coffee room and a tavern attached. The accommodation contained a billiards room, ten sitting rooms, 26 bedrooms, two kitchens together with stables for fifty horses and two yards for the six coaches that ran from the Hotel to London. Over the third floor windows in large letters on the front "Lodgings and Apartments for Gentlemen and families" appeared.

Messrs Scott and Owden were the first recorded proprietors. Sometime previous to 1800 Mr W.H. Henwood succeeded them.

Coaches ran from Brighton to London as he was the leading partner in the firm of London coach proprietors viz., Henwood, Crossweller, Cuddington, Pockney, Harding and Co. and an

extensive range of stabling extended to the Lanes. A coach journey to London averaged between nine and eleven hours, fare 23/- inside and 13/- outside.

The rent of the premises in 1868 was 600 guineas per annum. In 1830 Mr Groves became the proprietor and probably out of compliment to William IV (who was formerly Duke of Clarence) changed the name of the House to the Clarence Hotel and it was also known as "Groves Family Hotel".

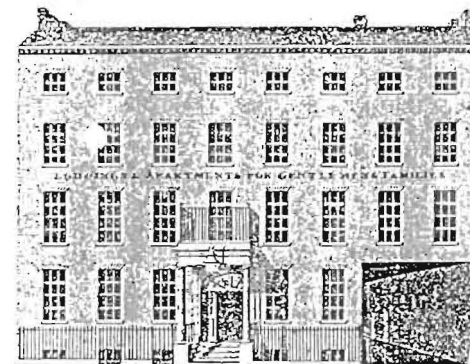
The Brighton Railway to London opened in 1839 [sic] and as the coaching days were on the wane the fortunes of the Hotel declined for a time. In the sixties Mr Thomas Rose became the proprietor who gave special attention to increase the commercial travellers side of his business and it soon became the leading hotel for Commercial. Mr Rose retired in 1877 and the Hotel passed to his son, Thomas Rose junior, who retired in 1907 and was followed by James Cowey."

Adding to this text, Pikes Directory for 1937-8 gives Jack S. Hanbury as manager, and the AA Hotel Handbook 1939-40 notes the prices as 8/-0 per single room and bath or Pension £4.10.0 per week.

During the 1970s the Clarence closed and fears were that yet another piece of Brighton's history would be demolished, but it was acquired by the Citizens Regency Building Society who renovated the building and kept its prominent facade. A Guide to the Buildings of Brighton 1987, described the front elevation as having a classical severity being the best surviving building of its period in the street.

The use of the building as a building society office is compatible with the shift in Brighton's economy towards an increasing finance service sector away from its older role as a manufacturing and tourism town. Will IA in the future be recording the changing face of office development!

GEOFFREY MEAD



THE 'NEW INN (now THE CLARENCE HOTEL)—1818.

ENVIRONMENTAL CONCERN - 1846!

"To the Commissioners of Brighton

Gentlemen

We the undersigned inhabitants of Brighton beg leave to inform you that a certain kiln for the burning of bricks has been set up in the parish of Brighton on the South side of the road leading from the London Road towards the Horse barracks in which bricks or tiles have been and are now continually burnt the smoke and effluvia of which kiln is a great annoyance and injurious to us, destroys the comfort of our respective habitations and is a public nuisance; we therefore respectfully request

you will adopt such measures as will cause the nuisance to be abated as soon as possible

Dated this day of September 1846.

The Misses Lempriere
Mrs McCarty
Miss Harris
G. Lean
Mrs J. Smith

Mrs Grant
A. Trangmar
Mrs Francis
Mrs Burstow
Mr M.A. Whichelo"

Molly Beswick sent me this piece that she came across in East Sussex Record Office (ESRO. A2791. part). Some detective work with census returns and directories allows this wonderful document to be fleshed out. Folthorp's Directory for 1848 shows Mrs Elizabeth Lempriere at 25 Brunswick Place North, Mrs Smith at number 12. This address is no longer used, being part of Ditchling Road opposite the Level: the Brunswick Arms pub carries on the name. The kiln untraceable in the 1841 and 1851 census appears to be in the present Viaduct Road east of Preston Circus and upwind of the Misses Lempriere! Although not in an obvious brickmaking location, the soil being Coombe Deposits over Upper Chalk, other brickmaking sites existed in the vicinity. The Brighton Guardian carried in its edition of May 18th 1840 an advert for 'capital brickmaking utensils' at New England, Brighton. This suggests a location in New England hill to the west of Preston Circus but may be a general term for the area prior to the use of the term Preston Circus. To the east of the Level at 5 Richmond Terrace, the Brighton Rate Book 12 April, 1824 lists a brickyard owned by Amon Wilds Senior, the celebrated architect and developer.

By 1846 the built-up area of Brighton was pushing right up to the parish boundary on the west, and here on the north where the Preston Landowners, the Stanfords, resisted residential and industrial development in their estate. This constriction on development to the north of the town was in part instrumental in the development of Hove to the west as a residential area. Visitors to the town should make a visit to the area around the Level where some well restored terraces give some idea of the former residential glories enjoyed by the Misses Lempriere.

GEOFFREY MEAD

GALLETING

One of our members, Bernard Johnson, writes:

"In the recent S.I.A.S. Newsletter No.63 describing the visit earlier is a reference to 'galleting'. The late Ted O'Shea was most helpful to me when collecting information on flint buildings and sent me a copy of his memo, which in turn I have copied and enclose for you if required. It is interesting to note that the Oxford Dictionary does not record 'galleting' but does note 'garnetting' as chips of stone inserted in mortar. The third alternative used is 'garnetting'. This is possibly an illusion to flint's exposed surfaces being referred to as 'Sussex Diamonds'."

Ted O'Shea's memo is published below with the kind permission of his widow, Ruth.

IN QUEST OF THE GALLET

I was pleased to see that my comments on galleting in the February, 1982 (No.60) Newsletter induced a reply from John Houghton and I am only sorry that I have been so long in replying. For those who missed our report on the meeting on "The Fabric of Lewes Buildings" I expressed the view that the term "galleting" should be confined to the insertion of contrasting stones into the joints of masonry walls. In referring to his slides of Falmer, John seems to have got a bit confused as he did not show any slides of Falmer, or any other flint buildings, but with the amount of lecturing that he does, that is quite understandable.

As John quoted Alec Clifton-Taylor's "Pattern of English Building" as his authority, I asked Alec if he could quote his source that prompted his view that the purpose was one of strength rather than decoration. In his later book, written in conjunction with Ronald Brunskill, English Brickwork (Ward Lock, Ltd, 1977) galleting is described as "the use of

pebbles or chips of stone pushed into mortar joints for decoration but possibly for strengthening".

As is usual with Alec, I received an immediate and courteous reply, in which he gave his source as Sir Owen Moorhead's Windsor Castle (Phaedon Press 1957) pp24-25, which so far I have been unable to acquire, in which he says, (and I make no apology for quoting in length):

"Gallets are chips of stone that fly from the mason's chisel or slivers of flint produced in flint knapping" and goes on to explain that galleting has a structural value well beyond what you (E.W.O'S) suggest - "reducing the erosion of the mortar". Gallets were used to steady on their beds the uneven stones, which any way were not amenable to mortar, since they lacked suction. The stones were consequently chocked up with gallets.

It is quite true that a lot of galleting, e.g. with ironstone pellets in S.W. Surrey, N.W. Sussex and East Kent, also in N.W. Norfolk, is purely ornamental, but this must have come afterwards. Flints, being amorphous, require a great deal of mortar; here gallets are useful in reducing the quantity of mortar required. The most astonishing example in England, which I did not know about when I wrote "The Pattern", is 40, North Street, Chichester, but that City has several other examples nearly as elaborate. I am quite sure that it is correct to describe the slivers of flint used in this way as gallets."

I would suggest that this brings us to a "chicken-or-egg" problem. As the earliest examples appear to be flint, with flint slivers and not contrasting stones or gallets (from the French "galet" a pebble), it seems most unlikely that the term would be used for the flint examples, and tends to confirm my view that the correct use of the word was the introduction of contrasting pellets for decoration and the packing and wedging with flint as a later corruption of the word.

The earliest building that I have come across with ironstone chips is the tower of Woolbeding Church, dating from 1727, where the galleting is distinctly pure decoration. Gilbert White, in his Natural History of Selbourne, writing in 1768, refers to the embellishment of walls by inserting small mason's chips into the wet mortar which has occasioned strangers to ask "whether we fasten our walls together with tenpenny nails". He nowhere refers to it as galleting, but in quoting this story in his Life in a Sussex Windmill Edward A. Martin (Allen & Donaldson, 1920) refers to it as garnetting, and also says that many of the walls around Windsor Castle have been treated in this way. Garnetting and garreting are two later corruptions which have no relation to the source of the word.

This whole subject brought back to my mind the period of time when I worked in and around Norwich in the early 50s, where there are such excellent examples of flintwork. Taking advantage of British Rail's £3 go anywhere ticket (a device they introduced for reducing their plastic cheese sandwich mountain) I went in search of the gallet. My first call was at the Bridewell Museum, where they have a very good exhibition of building crafts. Not only did I have a stimulating discussion with Michael Day, the assistant curator, but he took time off to show me the town's best examples. The Guildhall is superb, with clusters of fine flints wedged into tight patterns like rose petals filling the voids between the knapped and coursed flints. I was here observed photographing the work by Geoffrey Lane, the Conservation Officer for the City of Norwich, when we were able to briefly exchange notes on the flintwork of our respective towns, but time was not available for us to go into the subject as deeply as we would have liked.

I agree with John Houghton that the Victorian example of galleting at Hammond's is far from attractive, and the insertions seem to serve no other purpose than to break up the areas of mortar brought about by the use of the very large flints, but it is perhaps no more ugly than the "snail trailing" on the adjacent walls, which in fact increases the volume of the exposed mortar. Fortunately "run lime" putty does not generate so much heat as modern cement mortar so that the shrinkage cracks do not occur to a visible extent.

Galleting is still used in the tiling trade for describing the filling with small pieces of tile to the open ends of ridge tiles and the hollows at the intersection of pan tiles with the ridges and hips.

I would welcome any comments on the subject of galleting and of examples known to readers.

LITERARY INDUSTRIAL ARCHAEOLOGY - part two

Newsletter No.63 July 1989, contained snippets of IA interest from works that were not overtly industrial in character e.g. Arthur Young's Agriculture ... of Sussex. For this article I would like to bring members attention to bits of novels that rely on industrial material for stylistic or background effect.

Both of these deal with the area immediately adjacent to Brighton Station and how the railway affects the lives of its human neighbours. Patrick Hamilton's West Pier first published in 1951 dealt with the town in the 1920s, and this extract is a direct contrast with the joyful day-trippers idea of Brighton Station and the town itself. The novel deals with the supreme cad, bounder, schemer and totally amoral character Ralph Ernest Gorse, and his pursuit of the innocent beauty Esther Downes - more particularly her meagre life savings.

"The lovely Esther lived in conditions of grave squalor in Over Street, near Brighton Station, and no one who lived in this street at that time lived otherwise ... her father was a porter at Brighton Station, her mother an ex-seamstress ... Over Street, then, was a slum and Mr and Mrs Downes were not happy people ... this ... melancholy was almost certainly partially attributable merely to nearness ... to Brighton Station.

Large stations (termini especially) are at night evil things. To the listener in bed they seem to be making semi-hellish suggestions: they cast forth an aura of wickedness which extends as far as a quarter of a mile away from themselves, if not further. It is difficult to discern in what this wickedness of large stations consists. Conceivably it is because they convey to the sleepless mind, all the pain, futility and folly of travel, of coming and going - the horrible inevitability, like that of birth and death, of arrival and departure.

They are boisterous and disquieting things during the day as well, and they can never be quite at ease in their souls who dwell near one.

Brighton Station was, as usual, the distressing audible background to Esther's thought: and she had much to think about."

Other extracts within the novel illustrate the role of other parts of the town that could interest members particularly the eponymous West Pier, but also life in the Hotel Metropole and the 1920s rural economy of country pubs and teashops!

Brighton Rock by Graham Greene is far better known, but Greene referred to West Pier as:-

"The best novel written about Brighton"

However Brighton Rock contains a wealth of detail on the town in the mid 1930s and was the novelist's idea of the working class town that was reviewed in Backyard Brighton (Newsletter NO.63). Greene observed much background detail in the tourist trade, the urban squalor and suburban sprawl, here however I want to concentrate on Pinkie's visit to his lawyer:-

"Mr Prewitt's house was in a street parallel to the railway beyond the terminus: it was shaken by shunting engines; the soot settled continuously on the glass and the brass plate. (Inside the house) a train shunted and the empty boxes quivered on the shelves ... a train hooted and a smother of smoke fell into the street ... the house shook as a heavy engine pulled out ... (Mr Prewitt) vibrated with the engines on his chair ... the empty files and the vibration of locomotives on the line, they were the important landscape of his great drama."

Both of these pieces bring to our attention those components of industrial history we can all too easily forget. We all enthuse at Bluebell Line 'steamings' about the smell and sight of hot oil, steam and smoke but forget so rapidly the smuts and noise that

accompany this (I speak as one born 10 yards from Lovers Walk Sidings shunting yards, which for all its boyhood glories led to many parental oaths at the 'sidings'.)

The author Peter Tinniswood gives one of his characters - Carter Brandon - a line that all Industrial Archaeologists should bear in mind. The Brandons are visiting Crich Tramways Museum, Derbyshire when Carter is asked:-

Q. "Why have you brought us here?"

A. "We can wallow in the past and not have to put up with all its inconveniences."

GEOFFREY MEAD

References:-

Patrick Hamilton, The West Pier 1851 (1986 Penguin) page 71-76
Graham Greene, Brighton Rock 1938 (1970 Penguin) page 209-213
Peter Tinniswood, The Listener magazine 3.8.1989 page 17.

LITERARY INDUSTRIAL ARCHAEOLOGY

The suggestion in the July newsletter that members could come up with "Hidden IA Sources" along the lines of those quoted on page 7 by Geoffrey Mead has prompted me to submit the following. (As a lover of literature, especially poetry, as well as IA it brings together my two "passions" in one place!)

Firstly, a poem by D.H. Lawrence, which I came across some years ago - it was quoted in a pamphlet about saving the warehouse at Steyning and may only be one verse from it, rather than the complete poem:

Things men have made with wakened hands,
and put soft life into
are awake through years with transferred touch,
and go on glowing
for long years.
And for this reason, some old things are lovely
warm still with the life of forgotten men who made them.

Secondly, there are many sources in Margaret Drabble's book A Writer's Britain (Thames and Hudson, 1984) in the chapter entitled "The Industrial Scene". There are far too many references to be quoted here but members might like to keep a look out for it in bookshops or in their local library - or I have a copy I am willing to lend!

DIANA DURDEN

AMBERLEY CHALK PITS MUSEUM

As the 1989 season draws to a close, many of the Museum's projects move nearer to completion. The hard work of the volunteers and staff is reflected in the wide range of new displays and buildings sprouting all over the site.

The Penfold's Arundel Horse Gin

The multi walled brick gin is now completed up to roof joist level and, by the time that you read this, the roof will be in place making the building water and weather tight for the winter.

Financed by Wimpey Homes, the work is being carried out by Lavant Construction of Chichester to a particularly detailed standard using, wherever possible, traditional techniques and materials.

1990 should see the building completed and the display open to the public.

Kiln One Grinding Gear

John Land and his team of volunteers have moved skilfully towards the finished display and, with welcome help (both physical and advisory) from many Society members, the grinding stones and mechanism are now in place with new hoppers being constructed as close as possible to the original design.

Seeboard's Milne Collection of Electrical Technology

With the imminent arrival of the Milne Collection at Amberley, the 1950's concrete

loading ramp has been demolished (no mean feat!) and the site cleared for the erection of a modern Valhall building. The building will, although modern and possibly seemingly out of place in a Museum which prides itself in its traditional structures, become an important artifact in the Collection demonstrating the 'state of the art' of industrial buildings in the 1990s.

The Sceboard Collection is being packed for storage following the distribution of some duplicate items to other museums.

To single out these aspects of the Museum's work does not do justice to the new Bus Garage, the Clay-pipe Maker's Workshop, two new site workshops and, largest of all, the steam and stationary engine powered Timber Yard.

1990 looks like being a busy and interesting year at Amberley and we look forward to continued relationship with the Society and its members.

TOM DOIG - Director

FIND ME A PUB!

In the course of continuing research into the Sussex brick industry I have been assisting Molly Beswick with research of the brick trade in the Brighton area; however I have come across one reference that I cannot trace and would like some assistance with.

The 1851 census for Brighton gives an entry for Old Dyke Road, The Jolly Huntsman Inn, William Nicholson aged 44 brickmaker born in Horsham, his wife Mary 39 came from Littlehampton and two children born in Brighton and Southwick. These were all brickmaking areas, suggesting that he was an itinerant worker - as were many brickworkers.

I have not been able to trace the location of the Jolly Huntsman, but members may know of it or even have come across William at other locations. Any help would be gratefully received and acknowledged.

GEOFFREY MEAD

OBITUARY - C.J. POTTEN

Although Charlie (or Johnnie as many of his friends knew him) joined our Society only about three years ago, he was an active member. When the Sussex Mills Group was formed late last year he became a committee member and offered his services as editor of the Mills Group section of the Newsletter, a service which regrettably he never fulfilled due to his long illness. Another position for which he had volunteered and was unable to take up was Hon. Secretary to the Friends of West Blatchington Windmill.

His main I.A. interest was in windmills and the assistance he gave in restoring Jill Windmill at Clayton where he was a guide, and in maintaining West Blatchington Windmill was greatly appreciated.

Charlie's other interests were in family history, and also the book ("7 x X x 90" - reviewed in Newsletter No.53 January 1987) in which he wrote (and published himself) of his wartime experiences in a Stirling bomber and his life with the French resistance in Normandy after having been shot down shortly before D-day. This book was reviewed in the Guardian a few weeks before his death and has resulted in a surge of orders, but unfortunately Charlie was not aware of his belated success.

Charlie will be sadly missed by the various societies to which he dedicated his energy. We offer our sincere condolences to his widow, Josie, herself a miller's daughter, and to their family.

GORDON THOMERSON

THE LIME INDUSTRY IN THE DUDWELL VALLEY, BURWASH

The Dudwell Valley south of Burwash was an important lime burning area from the mid-eighteenth until the early twentieth century. At this period it was part of the estates of the Earls of Ashburnham. The present owner of the land is interested in investigating his estate and would like help from the Society to undertake:

1. An historical investigation of the land use and ownership.
2. A survey of the lime kilns on the estate of which there were at least four, all of which had disappeared by 1909.

Dr Done has already carried out some research in connection with this area but would like further assistance in carrying out survey work. He is looking particularly for advice from any member with special expertise on lime kiln construction and operation. Interested members who may be able to offer help are asked to contact Ron Martin, the General Secretary or Dr Done direct on Haywards Heath 455902.

WEST SUSSEX RECORD OFFICE

West Sussex Record Office is still in the process of moving to new premises, but has opened the Search Room at the new office for the use of modern copies of parish registers and microfilms only. The Search Room is open Monday - Friday, 9.30 - 12.30, 1.30 - 4.30. No original documents are available for consultation, as the document collections are still being cleaned, re-boxed, and stored in their new locations.

The Record Office will close again on 30 October, for two weeks, to enable final preparations to be made for the resumption of full service on 13 November.

A number of Open Days will be held in October, to allow members of the public to inspect the new Record Office. Details of these will be circulated to local societies, and will be advertised in the press.

The telephone no. of the new Record Office is Chichester 533911, and the address is West Sussex Record Office, County Hall, Chichester, West Sussex, PO19 1RN.

SUSSEX MILLS GROUP

The Committee have agreed that the group will operate under the above title and will use the constitution of the SIAS as its rules and guidelines with the aims of the group as stated in the last newsletter. This will be put to a formal meeting to be held later this year (see below).

With the sad loss of Charlie Potten we are desperately seeking a replacement for the committee, someone who will take on the sub-editor for the group. We are also looking for someone with a bit of spare time and preferably no ties to a particular mill. The group was formed to carry out the aims of the group. We need someone who is prepared to devote some time to a bit of organising. One volunteer is worth ten pressed men although it should be persons nowadays for we would welcome a lady on our committee.

However that is up to you for the steering committee is shortly to be disbanded and a formal committee elected. So come along to the meeting and express your views.

The last meeting on 20th August was not very well supported but perhaps there were reasons. Please let us know.

Annual Meeting of Sussex Mills Group

To be held on Fri. 12 Jan. 1990 Starting at 8 p.m. In Bridge Cottage, Uckfield, (by level crossing)

Agenda

1. Report on the position of the Group.
2. Election of the Committee.
3. Future Activities
4. Any other business.

This will be followed by a talk on mills by Frank Gregory

Sorry about this short note but it does highlight the desperate need for an editor.

The Committee of the Sussex Mills Group is:-

Chairman

F.W. Gregory, "Maldon", Maldon Road, Brighton, BN1 5BE

0273 505754

Secretary

D.H. Cox, 3 Middle Road, Partridge Green, Horsham, West Sussex, RH13 8JA

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