

MEMBERSHIP CHANGES

New Members

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MITCHELL, Mrs D.R.J. "Green Braes", Pottery Lane, Brede, RYE, East Sussex TN31 6WB	0424-882525
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Chairman	B. Pike, Stream Cottage, Coggins Mill, Mayfield, East Sussex TN20 6UP (0435) 873367
Secretary	D.H. Cox, 3 Middle Road, Partridge Green, Horsham RH13 8JA (0403) 711137
Committee	F. Gregory, P. Hill, J. Muddle, P. Pearce, S. Potter, T. Martin

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Western Area	R.M. Palmer, 11 Arlington Close, Goring by Sea, Worthing BN12 4ST (0903) 505625
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COMMITTEE MEMBERS

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F.W. Gregory, E.W. Henbery, P.J. Holtham, G.E.F. Mead, R.M. Palmer, G.G. Thomerson,  
M.F. Tighe.  
Copy for the Newsletter should be sent to:  
G.G. Thomerson, 42 Gander Hill, Haywards Heath, West Sussex RH16 1RD (0444) 450722

Copy for Mills Group section should be sent to D.H. Cox whose address is above.

LATEST DATE FOR COPY FOR JULY NEWSLETTER IS 10th JUNE 1991.



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PROGRAMME OF VISITS FOR 1991

Sunday 21 April	10.30 am	Walk round Brighton led by G.E.F. Mead. Meet in front of W.H. Smith's kiosk in Brighton Station concourse. Contact R.G. Martin (0273 303805)
Sunday 12 May		National Mills Day. Contact D.H. Cox (0403 711137)
Sunday 16 June	10 am	Visit to London using own transport. Meet at Rotherhithe Tube Station in Brunel Road. Probable sites to be visited Brunel Engine House, Rotherhithe, South Docks, Tide Mills at Bromley-by-Bow, Abbey Mills Pumping Station and Huguenot Silk Weaving Area at Spitalfields. Contact R.G. Martin (0273 303805) who will organise sharing of transport.
Saturday 20 July	6.30 pm	Members' Meeting at Steyning. Meet at Steyning Museum, Vicarage Lane, Steyning (TQ179112). Visit to the museum's new building, followed by video of Glaber's Foundry, Brighton. Contact Diana Durden (0903 813603)
Saturday 17 August	11 am	Mills Mystery Tour. Meet at Woods Mill, Henfield (TQ218137). Contact D.H. Cox (0403 711137)
Sunday 22 September	2 pm	Visit to Hastings led by Steve Peak. Meet at the big anchor adjacent to the Fisherman's Museum, Rock-a-Nore Road. Car park is at end of road at TQ828094. Numbers restricted to 30. Contact J.S.F. Blackwell (0273 557674)
Sunday 6 October		Mills Group Meeting. For details see later Newsletter.
Saturday 19 October	2.30 pm	Visit to Brighton Railway Museum, off Highcroft Villas (TQ302060), followed by talk on the L.B.S.C.R. to commemorate the 150th Anniversary of the opening of the London to Brighton railway line. Contact R.G. Martin (0273 303805)
Saturday 23 November	2.30 pm	A.G.M. at Friends Meeting House, Friars Walk, Lewes (TQ418100), followed by a talk

For all visits it is IMPORTANT that the contact person knows how many people are coming, so please let him know at least 7 days before the visit of your intention to attend.

Other dates of interest to our members are:-

- Saturday 11 May 10.30 am "Rural Trades in Sussex". Tutor: Molly Beswick. Beacon School Adult Education Office, East Beeches Road, Crowborough. Details from University of Sussex Centre for Continuing Education 0273-678025.
- Sunday 12 May 2.30 pm The Brunswick area. A walk led by Dr. Sue Berry. Meet at Hampton Place Post Office, 142 Western Road, Brighton.
- Sunday 20 June 2.30 pm The Copperas Gap. A walk led by Geoff Mead. Meet at traffic lights at south end of Church Road, Portslade (last two items - local history group).
- Saturday 1 June 10.00 am - 5.00 pm CCE/SAS Day School, University of Sussex. "Bricks and tiles in Sussex from Roman times to present day". Tutor: Molly Beswick. Details from Centre for Continuing Education 0273-678025.

#### AIA Annual Conference

The above conference will be held at the Black Country Museum Dudley from 13-15 September with a programme of visits to local places of IA interest from 9-13 September. Accommodation will be at the Wolverhampton Polytechnic campus. Application forms are available from Ron Martin our General Honorary Secretary and must be received by the organisers by 19 April to qualify for the £5 reduction concession to members of affiliated societies.

#### MARCEL DESOUTTER, VISIONARY OF GATWICK

Many SIAS members will want to attend the Croydon Airport Society's second meeting at the Gatwick Sterling Hotel on Tuesday 23 April when there will be an illustrated talk by Denis Desoutter about his father, Marcel, who was at the helm of the company which owned Gatwick for nearly twenty years. More than that, his aviation life encompassed three aerodromes in forty years.

Marcel Desoutter was a pioneer airman at Hendon before the Great War. He re-entered aircraft manufacture in the late 1920s at Croydon but the Depression saw the failure of his major customer and ultimately his company. In 1934 he got back into aviation as Business Manager of Airports Ltd, the company which owned Gatwick and Gravesend. In 1935 Marcel became Joint Managing Director of the company and sole Managing Director from the following year. He continued at the helm of the company until his death in 1952. This is only an outline of Marcel Desoutter's fascinating story - more details can also be found in John King's extensive account in issue 16 of Sussex Industrial History.

The meeting which is sponsored by Lynton, a company in the BAA group, and BAA Hotels, begins at 8 pm in the Desoutter Suite of the four-star Sterling Hotel which adjoins Gatwick's North Terminal. The meeting is free to SIAS members and their friends; and coffee/tea (free!) will be available from 19.30.

It is also expected that a statement will be made to the meeting by a representative of Lynton about the future of the Beenive.

If you are not sure exactly where the hotel is, it is really quite easy to get to. It is obviously easy for many members to go by train to Gatwick in which case follow the signs to the North Terminal upon leaving the BR Station. This will take you on to the driverless Westinghouse rapid transit system which connects (free!) the two terminals. A passageway from the North Terminal leads into the hotel. So allow a little extra time.

If you come by car on the M23, take the Junction 9 Exit and follow the signs to the North Terminal. If you come on the A23, take the Gatwick turn-off and follow the signs to the North Terminal. Car parking will be available both in the terminal adjoining the hotel and in the larger multi-storey which is connected to the hotel. The car parks are not free, but there will be a 25% reduction for SIAS members and their friends.

Our friends in the Croydon Airport Society now have membership in excess of 600 but membership is open again and details can be obtained from Mike Marshall at 16 Warnham Court Road, Carshalton SM5 3LZ.

#### BRITAIN'S WORLD WAR TWO DEFENCES

A symposium on the remaining physical evidence of this country's anti-invasion preparations is to be held at Surrey University on 2 November 1991.

It is to be hosted by the Surrey Industrial History Group assisted by members of the Antares Study Group, the United Kingdom Fortifications Club and the Kent Defence Research Group. Topics to be covered include the history, construction and armament of these defences which incorporate the defence lines which crossed the countryside with ditches and other obstacles, especially the ubiquitous pillboxes, and a variety of other works.

These will be followed by presentations of survey results on one of the most important of these defensive lines, and another on progress so far on the Surrey survey. The final speaker will outline the need for a national survey of these disappearing historic monuments, and suggest a standard format for such an undertaking.

The symposium will be opened with a presentation by Henry Wills, the author of Pillboxes: a study of U.K. defences 1940 on what started his interest in the subject and ultimately led to the first widely published authoritative account of this important period of our history. Other speakers will include Terry Gander on ordnance and Brig. J.R.E. Hamilton-Baillie on construction.

The cost of the symposium will be £6.00 per person (excluding lunch) and further details may be obtained from the address below on receipt of a self addressed envelope. It is also planned that a field trip will take place on the following day to local sites of interest, although this will not be a formal part of the symposium and individuals should make their own arrangements for overnight accommodation.

Please contact Gordon Knowles, SIHG, 7 Squirrels Green, Great Bookham, Leatherhead, Surrey KT23 3LE, Telephone 0372-458396, for further information and an application form.

#### IL PASHLEY - PIONEER AVIATOR

There is to be a special exhibition at the Marlipins Museum in Shoreham from 1 May to commemorate the centenary of the birth of the pioneer aviator Cecil Lawrence Pashley of Shoreham. The exhibition will cover the early history of Shoreham aerodrome, the development of flying and especially the career of Pashley.

The exhibition is being arranged by the Sussex Archaeology Society and the Shoreham Society. Miss Sylvia Adams who is working on a biography of Pashley will be supplying most of the material.

In addition to the exhibition there is to be a special Pashley Commemoration "fly-in" of light aircraft to Shoreham on Sunday 12 May organised by the Popular Flying Association.

## THE ALLEN WEST SHORT-CIRCUIT TESTING STATION

Late 1990 saw the final demise of the Allen West Short-Circuit Testing and Proving Station at Moulescombe Way, Brighton. Commissioning started during the Allen West Golden Jubilee year (1960), the highly complex test and measurement equipment being designed for investigations into arc control and electromagnetic force aspects of motor control and switchgear.

Carrying out this commissioning and running the station was the responsibility of the writer until his retirement in 1987 when a highly organised arrangement capable of independent national certification existed. This had brought the station under the auspices of the Association of Short-Circuit Testing Authorities as probably the best of its type in the country. However things did not last and by 1988 all was finished.

The plant and incoming cabling was by control gear standards massive. The main test supply was from a 27MVA 3.3kV salient pole motor generator connected together with an exciter set to the local Seeboard. These machines were in the basement of the No 5 Building of Allen West, together with three 2MVA transformers and two 4500 amp mercury arc rectifiers.

The ground floor and testing area contained a strongly reinforced test cell capable of withstanding tests on busbars, fuses, contacts etc up to 90,000 amps. Adjacent was a large reinforced electrical reactor and inductor load area. All were protected by a complex CO<sub>2</sub> fire control system. Auxiliary apparatus included smaller machines and a highly organised calibration laboratory.

The firm of Allen West has undergone many changes since its inception in 1910 but is probably most remembered for its work as a radar/HFDF producer from 1939 to 1945 and later for the 13 years as a subsidiary of the General Electric Company of America.

K.A. GOODCHILD

## BRIGHTON 150

This year marks the 150th anniversary of the opening of the London-Brighton Railway and one hopes that "Network Southeast" as well as this Society will mark it appropriately. A century and a half ago the event was awaited with keen anticipation and a local paper the Brighton Gazette, had its reporter out and about and from this source the following chronicle is extracted.

The branch from Brighton to Shoreham was "opened" in August 1840 but as the following notice, still being advertised in the Gazette at the beginning of 1841 shows, the coal traffic from Kingston Wharf was not yet operative:-

"the Company convey goods and merchandize from Shoreham and Kingston Wharf to Brighton, arrangements are being made for carrying Coals on the Line and will be announced to the Public when completed. The Luggage train will commence running from Brighton at six o'clock in the morning and run between Brighton and Kingston at intervals of about every two hours until four o'clock in the afternoon. Goods and packages intended to be carried between Brighton and Shoreham will be sent by the Passenger Trains."

Kingston Wharf Shoreham  
August 25th 1840

The year 1841 started with two fatal accidents, the first on New Year's Day when a works train passing through Folly Hill tunnel just south of Haywards Heath Station brought down the roof, suffocating three men. It appears from the inquest details, attended of course by the local reporter, that the bore was small, or the staging for brick lining was in place; and engines had to lower their funnels by means of a "rack and

pinion" device. On this occasion it was not lowered with fatal consequences. The Verdict was "accidental death" with a goddard of 1/: (Sp) on the chimney (goddard, list, thing forfeited to Crown to be used in alms etc as having caused a human death. Concise Oxford Dictionary)

The second inquest held at Piecombe (sic) was reported in the Gazette of 28 January as follows:-

"Inquest on Thomas Simpson aged thirty miner in connection of accident in Clayton Tunnel where a new length was in preparation for the turning of the brick arch and was secured in the same manner as the most approved modes of tunnelling - the superincumbent earth being kept in its place by a temporary arch of strong timber, and that owing probably to the wet weather at about half past six 'all of a sudden like a shot from a gun' some of the timbers and a large quantity of earth fell upon the deceased and some other men, smashing the former to pieces and severely injuring two others."

At the shareholders half-yearly meeting held on 27 January it was reported that 126,436 passengers had been carried since opening, in August, on the Shoreham branch. By the end of March the new Brighton Station would be ready to receive coals. The total cost of the line was estimated to be £1,990,000 reduced by £350,000 for the purchase of a moiety (half) of the line between Croydon and Redhill. Clayton tunnel was only 323 yards unfinished, and Balcombe finished with the exception of eight yards at the north entrance.

A notice of application to Parliament appeared in February for leave to bring a bill for "making a Railway from a Junction with the London and Brighton, under construction, in or near to a certain field in the parish of Horley - and to terminate at or near the northern side of East Street Horsham".

The notice was signed by G & H Faithfull who were solicitors to the Brighton Railway so even before a revenue earning train ran the proprietors were looking to expansion.  
Gazette 11 February

Whilst construction was approaching its final phases on the main line, on the Shoreham branch it was business as usual with the following notice appearing dated 1 March 1841

"Tender for coals, to contract for supplying one hundred tons of the best Tenfield Moor Coals monthly for six calendar months."

On 11 March it was confidentially reported that

"At Clayton the tunnel is nearly finished and the line will be completed from Brighton to the Hassocks station in June leaving the small portion of line from Hassocks to Haywards Heath unfinished. In this part of the railway occurs the contract taken by Mr Thornton including the Vale Pool Viaduct (north of the present Wivelsfield Station) a stupendous work that will be an ornament to the neighbourhood in which it is situated. This work with some unusually heavy cutting and embankments will be the last to be completed but even these will be ready for the opening of the line throughout by August next."

For the 25 March edition our intrepid reporters had been out and about again visiting the works south of Haywards Heath:

"On visiting the spot a few days ago we were pleased to see that a plan of drawing the earth up the enormous slopes of this cutting has been adopted to avoid the danger attendant upon the mode which most of the inhabitants of this town (Brighton) will remember was in use for a similar purpose of the New England Cutting of the Shoreham branch of the railway, where men were to be

seen ascending and descending a plank placed on the slope supported it is true by means of a rope attached from their barrows but still in such a precarious manner as to excite in the beholder a shuddering apprehension for their safety. All this is to be avoided by a simple contrivance which also facilitates the removal of the earth. A triangular stage with the upper bed horizontal and large enough to take three or four barrows and a second side in the same angle as the slope is drawn up the inclined plane by means of horse power, at the same time a second stage is descending with the empty barrows."

(To be continued)

JOHN BLACKWELL

#### EXPERIMENTAL PNEUMATIC RAILWAY

In the 1860's Sir Thomas Rammel, a famous Victorian engineer, made experiments with a pneumatic railway carriage driven and sucked through a tunnel by air pressure from a huge fan. The concept of a pneumatic railway on this principle was proved by his experiments, but bankruptcy of his sponsor prevented Rammel from completing his dream of a commercial underground railway free from smoke, noise and other hazards.

The project at Crystal Palace was subsequently lost sight of, and defied searches by railway enthusiasts and the Greater London Council, until it was rediscovered recently by Marquis du St Empire, a German born archaeologist whose main interests were in old flint mines, early industrial chalk quarries, and subterranean brick structures. There were no plans for him to work from, as some were destroyed in the Crystal Palace fire of 1936, and the rest as a result of wartime bombing.

The Marquis was aided by the dry summer of 1989 which left the grass above the damp tunnel greener than the scorched grass around it. This enabled him to see the route of the tunnel. This route was confirmed by aerial and ground photographs together with old newspaper reports. The team began excavations about 45 metres from the Sydenham upper station and excavated through nearly 2 metres of heavy waterlogged clay. All they found was the metalled and brick base and two or three courses of the brick wall. Almost the entire brick superstructure of the tunnel had been removed long ago. The brickwork had been of a very high quality.

Trackbed sleepers were of pine and laid longitudinally. They were probably arranged that way to fit tightly into the tunnel floor and minimise lateral movement. Those discovered by the excavations fitted snugly together and appeared to be the work of a master carpenter. One fragment of material found may have been part of the vacuum seal between the carriage and the wall of the tunnel. These leather seals had to be greased regularly to remain supple and were often devoured by rats.

Several facts have been established by these investigations. The tunnel was built by cut and cover methods and the track was of standard gauge. There were drainage problems from the start, as a drainage pipe had been laid along the track between the rails. It was thought that the carriage may be found in the bricked up tunnel, but this proved not to be the case. It is now believed that the power source was hired and that the carriage was sold for scrap.

The experimental carriage carried up to 35 people at a time who paid 6p for a return ride over the 550 metres of tunnel between the Sydenham and Fenge gates of the Crystal Palace.

The Crystal Palace experiment was the last of the atmospheric railways to be built in Britain. The pneumatic railway concept became extinct with the advent of electricity in the London Underground system, but patent was effectively stolen when a pneumatic line was built under Broadway in New York City, USA.

(This item has been extracted from the New Civil Engineer of 18 November 1989. Kindly provided by E.T.C. Harris)

#### BRIGHTON ON THE ESCALATOR - WHICH WAY FOR IA?

Dr Tony Fielding of the University of Sussex gave an interesting paper to the Geographical Association in Hove in January (this was a summary of the paper he delivered at the Institute of British Geographers in Sheffield, where his research in migration won him a headline in The Independent).

Dr Fielding has been looking at population movements within and into England and Wales, his findings - greatly condensed - were that the South East Region (Greater London and its peripheral counties) is more than ever the destination of "service" class personnel (managers, professionals etc). He defines the area as being an 'Escalator Region', that is one that aspiring migrants have to be in to further their prospects and careers. These migrants are predominantly white, male, highly educated, young, property owning and on the way-up.

The draw of London brings in migrants to the area from England and Wales, the rest of the British Isles, Europe and the Commonwealth; this pressure on jobs, housing, roads, services etc is being felt keenly in the region. Office development in London not able to be contained in the City, spills over into areas such as Spitalfields; housing, unable to cope with the boom in demand for smart neighbourhoods, 'gentrifies' former industrial zones eg Docklands and Southwark.

Towns within the region with existing commercial facilities find their Central Business Districts (C.B.D.) rapidly developing, spilling out into their surrounding areas, which undergo some startling changes. These Zones In Transition (Z.I.T.) often contain much of a town's older, thereby historic, industry.

The rapid growth in credit, especially in the South East has seen a compatible rise in finance and commerce based companies eg Sun Alliance in Horsham. Larger centres such as Brighton have seen their Z.I.T. change even faster, with a rapid erosion and collapse of manufacturing leading to wholesale clearances and subsequent office development. Brighton has developed as a regional commercial centre with American Express, TSB, Lloyds International, Trustcard - to name only the largest - all locating in the former industrial belt constituting the Z.I.T.

The continuing dominance of London as the powerhouse of the Escalator Region in a wide range of services ensures a similar 'spillover' growth in Brighton; huge office complexes rising around the station with planned developments poised nearby on the old Hudsons Depository in Station Street, in an old bonded store site in Frederick Place and the old Unigate Depot in North Gardens. These are all in the old industrial heartland of the North Laine, rapidly succumbing to a pincer attack of commercial property high rises and expensive designer fashion shops.

I am not decrying this urban change - as an urban social geographer I am fascinated by the mechanics of change - but I am concerned by the wholesale obliteration of our industrial heritage. I am certain it is even worse in areas of the country where industry was formerly dominant (the BBC Radio Four News on 27 Jan 91 stated that only four coal mines were left in S. Wales) but in Brighton where the industry was widespread and small scale the change is less reported.

Members should be aware of these changes and ensure that any historic industrial remains of any sort and any age are recorded for posterity. The Hon. Sec. can supply the forms required. Please ensure you protect your area's historical heritage for forthcoming researchers and for the benefit of members yet to come.

Brighton may be in the Escalator Region but many industrial sites have disappeared down the lift shaft!

GEOFFREY MEAD

## THE BLUE FLINT - A POSTSCRIPT

In SIAS Newsletter 66 (April 1990) I wrote a piece on the collection of blue flint from Rye Harbour and Newhaven, and as this material ended up in glaze for the Stoke potteries the article resulted in an interesting letter from Major Goulden of Horam Manor Farm, E. Sussex.

"The flint business was active at Newhaven up to WWII. It was a common sight to see two to four men with baskets collecting the flint on the beach at the back of the breakwater. There was a light railway running along the back of the beach under the cliffs and the men tipped their baskets into the hopper trucks which were then pushed along to the concrete area adjacent to the standard railway sidings from which the railway branched off up the breakwater. There were one or two bays made from old sleepers where the flints were collected. It was not continuous work, they would be there for days or weeks, then vanish.

My mother told me that they were used in making the finest bone china but did not tell me where they went.

We often played there, and sometimes after dark would amuse ourselves by throwing stones on the beach to create a minor firework display as they bounced along and threw up sparks.

All the stones there are flint, but the only ones collected were the blue-grey ones, generally round or oval. I earned my pocket money by "combing" on that beach, but never tried stone-picking, the round baskets were too heavy."

At a recent industrial archaeology day school I was informed that a museum in Etruria, Stoke-on-Trent has information on the use of the flint when it arrives at its destination. I will be contacting them for further help in this research.

GEOFFREY MEAD

## NEWS FROM AMBERLEY CHALK PITS MUSEUM

With just a few weeks to go before opening for the new season on 20 March, our Winter work programme is reaching its climax. Our efforts have been spurred on by the news that the Museum's bus depot and village garage projects have been placed second in the 1991 Scania Transport Trust Award scheme. These prestigious awards are to recognise and encourage the preservation of transport in this country, and we are delighted to have found ourselves so well placed.

A new exhibition is now in place in the Arundel gin building, outlining the history of the building itself, along with that of Penfolds of Arundel, from whose Tortington Ironworks site the building came. Other local companies are also featured, including Carter Brothers of Billingshurst, and Oakley's Foundry at Hurst Green.

Other new developments are a small preliminary exhibition in the information centre building in our car park. This focuses on the nearby river, railway station and turnpike road, which in earlier years made such great contributions to the success of the site as a chalk quarry and lime works.

The lobby area leading to the audio-visual room will shortly be housing a small exhibition on chalk quarrying, lime-burning, and the Pepper family, giving visitors a better understanding of our site, and the work that used to be carried out here.

Our engineering machine shop has been greatly extended and rearranged so as to allow better viewing of the lathes and other machine tools, which will be demonstrated as frequently as possible. We have also greatly improved the captioning of each item, and added a series of display panels, outlining the history of machine tools and their use.

Behind the scenes much work has been going on with the conservation and documentation of exhibits, along with the development of policy documents acceptable to the Museums and Galleries Commission for the purposes of museum registration, the forms for which are now with us.

We now have a full supply of our leaflets and posters for the 1991 season. This year more than ever we need to publicise the Museum as widely as possible. If there is anywhere at all where you could get one of our posters put up or our leaflets displayed: at work, in local shops, at your garage etc., then please either call in to the Museum office, write or ring, and we will get them to you. Please contact Amberley Chalk Pits Museum, Houghton Bridge, Amberley, Arundel, West Sussex BN18 9LT, telephone Bury (0798) 831370. Thank you.

HOWARD STENNING  
DEPUTY DIRECTOR

## STREET CHANGES - A BRIGHTON EXAMPLE

I am often struck by the way the character of areas changes particularly those areas that formerly contained small industrial premises. Looking through some old directories I was surprised how much industrial activity took place in the Old Town area of Brighton and how that area is now almost devoid of such activity.

Pikes Directory 1926 is the oldest one I have and that shows for Little East Street a wide range of trades:-

- 1 Cutler & Co factory (ladies hair requisites - I believe!)
- 2,3 T. Herbert - bootmaker
- 6 H. Andrews - rope dealer
- 8 "Star and Garter" stock rooms
- 13 Hawksley Manufacturing Co - New Industries Ltd (no idea of trade)
- 15 Deane, Martin & Wiles - trade photographers
- 19,20 Mrs Cheeseman - oyster stores
- 21 Miss Taylor - dressmaker
- 22 G. Comber - engraver and illuminator
- 24 T. Rolls - wholesale fruiterer

By 1938 Pikes was listing the following:-

- 2,3 J. Beale - dining rooms
- 4 T.C. Herbert - toolmaker
- G. Comber - engraver
- 6 H. Andrews - rope dealer
- 8 "Star & Garter" stock rooms
- 19,20 Diamond Edge - wholesale hairdressers sundriesmen, electrical engineers, general grinding

However post-war Little East Street was still in decline and in Kelly's 1951:-

- 1 E. Hodgkinson - decorator
- 2,3 A. Allen - dining rooms
- 4 G. Comber - engraver
- T. Herbert - toolmaker
- 8 I. Hoffman - wholesale gown manufacturers (Star & Garter now listed as Kings Road)

The last directory I have is 1969 - the change into service industry is complete as Kelly's Directory shows

- 1 Sandwich Bar
- 2,3 Choys Chinese Restaurant

- 4 Reason & Tickle - estate agents
- 6 Carter - tailor
- 8 Pavilion Antiques

By this date demolition of the west side of the street had taken place and it was a temporary car park, eventually in the mid 1980's the big hotel complex and new council offices were built on this side. The east side being now

- 1 Chinese Herbalist and grocer
- 2,3 Choy's Chinese Restaurant
- 4 Fletchers - business transfer agents
- 6 Blues Brothers restaurant
- 8 Spanish Tapas restaurant

This street by street analysis of industrial activity change can be very revealing, reflecting as it does a broader local and national picture and bringing to our researchers a sobering thought, that much change takes place unrecorded. This is particularly so in the period after 1974 when Kelly's Directories cease, and a much more difficult period is encountered using Yellow Pages and Thompson's Directories.

I have chosen a tiny street in the heart of Brighton's tourist zone, but I would be interested in seeing examples from other members own town - or village - areas.

GEOFFREY MEAD

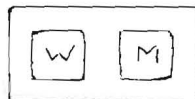
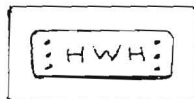
BRICK 'FROG MARKS'

Twelve months ago I put out what I said was my last appeal for information in connection with the forthcoming book Brickmaking in Sussex and so I apologise for returning to the subject of bricks yet again.

It has been decided to include an appendix dealing with the 'frog marks' used by Sussex brickmakers and I feel sure that members will be able to add to the list of the ones already known. The 'frog' is, of course, the indentation in the top of a brick, formed when it is moulded. It appears in both hand- and machine-moulded bricks and often bears no inscription. However, in the latter part of the 19th century, the practice grew up of incorporating either the initials or the full name of the manufacturer.

The collection of bricks at the Chalk Pits Museum, Amberley includes the following Sussex marks: SUSSEX BRICK CO LTD, SUSSEX BRICK & ESTATES CO LTD, SOUTHWATER, WARNHAM R B, WEALDEN, KEYMER, BUTT, ROWFANT, LION and TROJAN. Other bricks in the collection are marked only with initials, some of which have been tentatively identified, for example: W A as W. Allfrey & Sons, who had works at Hurstpierpoint, Pulborough and Partridge Green in the 1930s.

I myself have examples, photographs or drawings of bricks marked: DICKER, LUNSFORD BEXHILL, SUMNER JUN<sup>R</sup> CRAWLEY, H W H (probably H. Hammond of Wappingthorn, Steyning), W M (William Message) and ASHDOWN P . P S B . (Redland, Bexhill).



I have also been told that the Wilmington Brick Co. used a representation of the 'Long Man' as a frog mark.

I should be glad to have a note about any other frog-marked bricks, preferably accompanied by either a photograph or a drawing, showing the shape of the frog as well as the mark. Please do not offer me any bricks! The Chalk Pits Museum or your local museum would probably be pleased to have them.

NB If you find a brick with DRAIN on the face, not in the frog, this dates from the period between 1825 and 1850, when bricks used for drainage purposes, and clearly marked, were exempted from the Brick Tax. Please send information to: Mrs M. Beswick, Turners House, Turners Green, Heathfield, E. Sussex TN21 9RB.

MORE ON DRAGONS

I would like to remind members that I am still hoping for more sightings of dragons now that the weather is better and you will be out and about taking the air. The list included in the October 1990 Newsletter No 68 has been added to as follows:

BALCOMBE

"Ringwood" and "The Knoll", Stockcroft Road TQ 300303 2 Wyverns

WORTHING

Pentlands Nursing Home, 42 Mill Road TQ 129028 1 Dragon  
 9 Queens Road TQ 142023 1 Dragon  
 18 Queens Road TQ 142023 1 Wyvern  
 5 West Avenue TQ 130027 1 Wyvern

FRANT

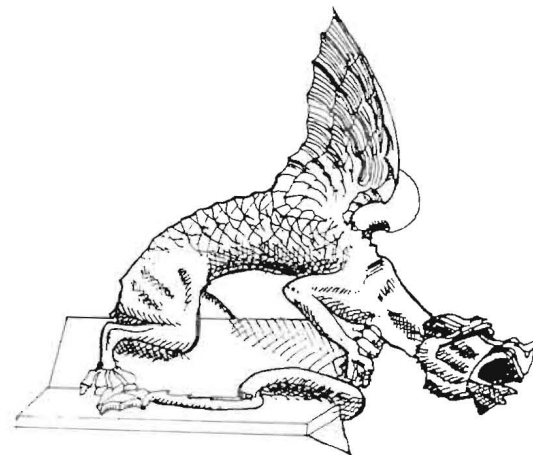
Chase Cottage, Frant Road TQ 585363 1 Bull

HASTINGS

1 Wychnour, Hastings Road TQ 784135 1 Wyvern

Further to M.J. Leppard's note in the January 1991 Newsletter No 69, the Wyvern on 102 London Road, East Grinstead is similar to ones in West Avenue, Worthing, Preston Drive, Brighton and Tidebrook House. The group at 1 - 4 Newchapel Road, Lingfield also has one similar one with three other different ones. This is a quite extraordinary group.

RON MARTIN



Society Newsletter continues  
on page 15



Ifield Watermill

SUSSEX MILLS GROUP



Shipley Windmill

National Mills Day  
12 May 1991

Please get out to support this event to publicise our mills. Judging by last year most mills had a lot of people so please help at one of the mills if you can. Extra to the list in the last newsletter the following mill will be open to view.

Horsted Heynes Watermill MR TQ 377284 will be open from 2.00 to 5.00 pm by courtesy of Alan Hancock, one of our members. The mill is situated about 1/2 mile north east of the village. Members may recall visiting this mill several years ago on one of Frank's tours.

Minutes of Annual Meeting  
of  
Sussex Mills Group

The meeting was held on Friday 1 February 1991 at The Friends' Meeting House, Lewes starting at 8.00 pm. There were 16 people present. The meeting opened with a welcome to all present by F. Gregory, the Chairman, and a regret that more people had not attended. Apologies for absence were received from R. Jones, T. Martin, V. May and J. Muddle.

1. Minutes of last meeting

The minutes of the meeting held on 12th January 1990 having been circulated at the meeting were adopted as a true record of the meeting and signed by the Chairman.

2. Matters Arising

There were no matters arising that would not be covered by the agenda.

3. Report by the Secretary

The Secretary (D.H. Cox) reported as follows.

The annual meeting of the group was held in January 1990 where reports were given and the steering committee became the committee for the group. This was followed by a talk by our Chairman - Frank Gregory. There was one vacancy on the committee but this has since been filled by the co-option of Tim Martin. It is sometimes difficult to differentiate between SIAS and Mills Group functions so here is just a summary of the main Group activities. Without a doubt the effort by Simon Potter in getting Radio Sussex to devote a Saturday morning to mills on the day before National Mills Day, was our best achievement. (We have hopes of a repeat this year.) The mills tour in August was as popular as ever in spite of having a new leader. Four mills were visited - some open to the public - some not. The meeting held at Palegate Mill in October was well attended and an excellent afternoon of slides, talk, videos and a tour of the mill was organised by Tim Martin. The committee have met four times during the year and have discussed many topics. We still hope to produce a leaflet on Sussex mills open to the public and we are looking into obtaining some tea towels for individual mills to sell. The committee are looking for somebody with some spare time and not too tied to a particular mill. We could then organise even more events for members.

4. Report by the Chairman

Frank Gregory reported that he thought that the group had got off to a good start and thanked all the committee for their efforts and work. He thanked all for their support but did not feel that he wanted to continue as Chairman.

5. Election of Chairman

Brian Pike was proposed as Chairman by Frank Gregory. This was carried unanimously. Brian Pike then took the chair and thanked all for electing him. He then thanked Frank Gregory for his two years Chairmanship of the Sussex Mills Group and getting the group off to a good start.

6. Election of Secretary

D.H. Cox was proposed by R. Jones and seconded by R. Martin. This was carried unanimously.

7. Election of the Committee

The following were proposed by T. Yoward and seconded by R. Martin:-

P. Hill            J. Muddle        T. Martin        P. Pearce

S. Potter        F. Gregory

This was carried unanimously.

8. Election of Editor

There being no proposals this position was left to the committee to fill.

J. Any Other Business

P. Hill reported on the tea towel position. Now that we had permission to use a drawing that was on the Tourist Board leaflet he was going ahead, and showed proposed layout.

D. Cox reported that the leaflet was about to be printed and should be available early March 1991.

B. Pike reported on his latest COGS meeting.

P. Pearce reported on the problems that High Salvington Windmill were having with a house next to the mill proposing to build an extension that would obstruct their wind.

Discussion took place on Cross-in-Hand Windmill and Herstmonceux Windmill. Frank Gregory also reported on Patcham Windmill being struck by lightning.

The meeting closed at 8.45.

After coffee the "Chandler Slides of Mills" were shown and discussed.

Now for the rest of the news.

High Salvington Windmill

As reported at their annual meeting the owner of the adjacent property wants permission to build a first floor extension to provide an extra bedroom, two bathrooms and toilets. This property is on the south west side of the windmill ie the side that is expected to provide the most wind to operate the mill. Peter Pearce of High Salvington Mill Trust and one of our committee, has discovered a report by a Dutch expert in wind turbulence around windmills. After sterling work in translating the report we understand that there could be problems if the extension goes ahead. We look forward to seeing the outcome of this important matter and to an article by Peter on this report.

Nutley Windmill

This is a resume of the report by our Chairman in the Uckfield & District Preservation Society Newsletter for January 1991. Last year was successful with a good attendance of visitors during the summer. Storm damage has been repaired and canvas has been hung on the new common sweeps. The shutters to the other two sweeps have mostly been fitted and repainted (there are bays for 54 shutters but only 30 have been fitted to date). There was hope that they would be able to grind some wheat during the latter part of last year but the wind did not coincide with the opening days. This year work will start on the mill barn to make it suitable for use by all, and the mill should be treated on the outside with preservative. The trees and hedges surrounding the mill also need some attention.

Fund raising continues to provide for a new tail pole which requires to be extended due to the increase in weight forward of the centre post caused by repair work over the years. Any help would be appreciated.

#### Herstmonceux Windmill on Windmill Hill

The new owner of this mill is Windmill Hill Tennis Resort and the owner has plans to get the mill back into working order and to use the basement as a tea room cum souvenir shop. This will cost a mere £250,000 and plans are on ice until the present economic climate improves. Meanwhile the Sussex Mills Group hopes that at least some money will be spent to keep the mill upright. It is in a very dangerous condition.

#### Lowfield Heath Windmill

The newsletter received from Jean Shelley indicates that work is progressing with the roundhouse roof using two oak trees that fell in the Great Storm. Work is also in hand on the ironwork for the tailpole tie and the talthur. They are looking for some oak stringers for the new steps. These need to be 26 feet long. Offers to Jean please.

Martin Brunnarius has sent me the following:

Mill Notes. Croft Road Smock Mill, Hastings.

Further to the letter from MR R. Hawksley in newsletter no 69 page 14.

He rightly states that nothing remains of the post mills at Northiam and generously acknowledges my complete list in The Windmills of Sussex. Sadly five of those listed have been variously removed, blown down or demolished since 1979. One of these incidentally, was the pumping mill at Glynde. This will no doubt constitute another amendment to Mr Hawksley's previous amendments!

The remains of Croft Road Smock Mill in Hastings is far from being unrecognised. A full account is given of the remaining foundations and the mill itself from the millwright's draft agreement dated 20 April 1799. Cornelius Wetherall of Roberts-bridge was responsible for the work. Some years later this was taken down and re-erected at Silverhill in Hastings where she worked until 1862.

Upfields, the local millwright, mentioned at some length in recent newsletters, then rebuilt her in a most up to date manner. Sadly the mill burned down in 1867. The miller, Mr Draper once again employed Upfields, this time to build a new large modern smock mill at the Silverhill site. As many will know, this stood for 99 years before, regrettably, being demolished in 1966.

Further: I gather that Cornelius Wetherall later became bankrupt. Has any member come across any information on this or his family? (Information to Martin please)

T. Martin has sent me this.

#### Patcham Windmill

You may have read about Patcham Mill and the storm damage last winter. Well, this mill has suffered the wrath of the elements once again. This time the lightning caused extensive damage to the cap frame and sweeps (sails), striking in the early hours of Sunday 9 December 1990 and destroying all the electrical wiring in the building as well as setting the gas mains alight.

One sweep and stock were shredded into small pieces which were spread out from the mill over a 600 yard radius. The damaged wood had the consistency of coconut matting with angular fractures in all directions. One galvanised coach bolt found near the scene had the nut and washer fused on to it by the melting of the zinc coating.

The remains of the sweeps and stocks were removed on the following Thursday with the aid of a large all-terrain crane, so making the mill site safe.

The least visual but more serious damage occurred to the cap frame. It appears that the frame lifted into the air with the force of the lightning and came to rest with a jolt causing two of the structural tie rods to shear and the longitudinal splitting of the framing members at the neck bearing end (pole)end of the cap frame.

It will prove a complicated task to remove the cap for major replacement of the destroyed timber and inspection and, hopefully, re-use of most of the ironwork. As the cap frame has limited structural integrity it will be necessary to utilise a steel frame to support and distribute its weight on to slings from a crane during removal.

The cap will be removed in late April for its repair by the British Engineerium at Hove where the new sweeps will also be constructed. Works may be viewed at the British Engineerium by arrangement with T. Martin 0273 554070.

Thanks to all for supplying me with the above information BUT there are a lot more mills that could have their news in the newsletter!

Please send to D.H. Cox, 3 Middle Road, Partridge Green, Horsham, West Sussex. 0403 711137.

Society Newsletter continued

#### CONSERVATION AWARD FOR ENVIRONMENTAL ENHANCEMENT

Wealden District Council is offering awards of up to £1,000 to projects to conserve and enhance the local environment. Such projects include the restoration of structures such as flint walls, stiles and bridges or seats and for archaeological projects. If any members or organisation knows of any project which might qualify would they get in touch with David Philips at Wealden District Council, Council Offices, Pine Grove, Crowborough, East Sussex TN6 1DH, Telephone 0892-653311, to obtain further details.

RON MARTIN

#### SHEFFIELD PARK FARM

There is a good deal of I.A. interest in an article 'Lord Sheffield's model farm' by Kay Coutin in Historic Farm Buildings Group Journal, vol. 4 (1990). The farm, at Sheffield Park, built in 1808, included 'shed for horse-track of Threshing machine', ox-engine house, lime kiln, oasthouse and icehouse and there is mention of the wharf on the Ouse navigation and of the bricks made and fired in a field across the road by Norman from Ditchling.

M.J. LEPPARD

#### THE BREWERY HISTORY SOCIETY

This society promotes research into the history of all aspects of the brewing industry in the British Isles. Further information can be obtained from Peter Holtham who is researching the history of brewing and malting in Sussex and whose address appears on the back page of this newsletter.

#### THE THORNBERRY AWARD

The West Sussex Archives Society administers a Fund, the Thornberry Award, which provides an annual prize for the West Sussex school considered to have most effectively furthered the study of local history.

In 1990 the prize was awarded to the Chichester High School for Boys for a project to research the history of the Chichester Canal and Basin and a 22 page illustrated booklet has been produced.

Copies are available at £1.25 including postage from Andrew Berriman, Chichester High School for Boys, Kingsham Road, Chichester, West Sussex PO19 2AE.

MICHAEL BEVAN