

INFORMATION REQUIRED

One of our members Guy Blythman is interested in finding out more about the Rev. Peter Henning author of *Windmills in Sussex* (C.W. Daniel 1936), particularly the dates of his retirement and death. Also he would like to know the approximate date of the death of Mr. Clifford Head of Downs Mill, Bexhill. Anyone who is able to supply this information please contact Mr. Blythman at 54 Sonna Gardens, Sunbury-on-Thames, Middlesex TW16 5EF

SCAFFOLDING FOR MILLS

If any member is able to provide scaffolding for repairing windmills, will he (she) kindly contact the Mills Hon. Secretary Don Cox, 0403-711137

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

LATEST DATE FOR COPY FOR THE APRIL NEWSLETTER IS 10th MARCH 1994

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PROVISIONAL PROGRAMME OF ACTIVITIES FOR FIRST HALF OF 1994

Tuesday 11 January	Joint Meeting with Chichester Museum Society. Contact Chris Bryan (0243-773158)
Friday 4 March	Mills Group A.G.M. Contact Don Cox (0403-711137)
Sunday 20 March	Coultershaw Working Party Contact Mike Palmer (0903-505628)
Saturday 16 April	SERLAC Contact Ron Martin (0273-303805)
Sunday 8 May	National Mills Day Contact Don Cox (0403-711137)
Wednesday 1 June	Visit to Freshfield Lane Brickworks Contact Freddie Sowrey (0825-712964)
Saturday 25 June	Visit to Wey and Arun Canal Contact Tony Baxter (0903-201002)

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 event of your intention to attend.

REPORT ON ANNUAL GENERAL MEETING

The Annual General Meeting of the Society was held on Saturday 20 November, 1993 in the Committee Rooms of Haywards Heath Town Hall.

Ron Martin, the General Secretary gave his annual report outlining the activities of the Society and particularly urging members to participate more in the completion of the recording of I.A. sites in the urban areas.

Michael Bevan gave his financial report indicating that the Society was in a sound financial state and that there was no intention of raising subscriptions in the coming year.

The I.A. Recorder Don Cox gave a report on the completion of this survey of the rural parishes in the two counties. A book was presented to Mrs. Cox for her support to Don during the two years of this work.

Don Cox also gave his report as Secretary of the Mills Group indicating that this group had been holding various meetings and was proving most successful in co-ordinating the various mills societies in the two counties.

Molly Beswick gave a brief report on the successful publication of the book *Brickmaking in Sussex* of which to date some 500 copies had been sold. Her particular thanks were made to Vic Mitchell for managing the publication and for Mike Hammett for his help in publicising the book nationally.

The Chairman, Sir Frederick Sowrey, having held that post for ten years, resigned and his position was filled by John Blackwell. Don Cox was elected to the post of Vice-Chairman and all the other Officers and Committee Members remain in office with the addition of Bob Allen. Frank Gregory will be co-opted. John Haselfoot who has been our President for many years has decided to relinquish this appointment and has proposed that Sir Frederick takes up position in his place. This was agreed.

After tea John Blackwell gave a very interesting talk on "The Sussex Railways of Colonel Stephens".

RON MARTIN

TREASURER'S REPORT, 1993

I am glad to report another year of progress. You will see there has been a substantial increase in our subscription income, amounting to 14%. Our tax recovery on covenants is up and we have received a number of generous donations and a legacy from the late George Martin. Receipts from visitors to Coultershaw continue to increase and since the books closed we have received for the Coultershaw fund another £55.25 collected at the nearby pub. Donations from Geoff Mead's guided walks are up again this year from £83 to £102.

On the downside our investment income has fallen sharply by £600 and we must expect in future much less from this source. During the last quarter the average income from investments was 5.63%, as against 15.2% four years ago. Our administrative costs have increased from £1,413 to £1,616.

Last year our expenditure exceeded our income by nearly £7,700. This apparently disastrous figure arises simply from the fact that our second year's grant from the Leverhulme Trust was received in 1991/1992, where it formed part of our large surplus for that year. The spending of most of it was carried out during the year now ended. You will see that we have received a final payment from the Leverhulme Trust of £571 to adjust for inflation over the two year period of our grant. However, the work of surveying Sussex continues and future expenditure largely for photography, will be met from the General Fund, to which has been transferred the balance of our Leverhulme Trust money.

We made a payment to Gatwick Airport of £40 during the year, for the sale on their behalf of *Sussex Industrial History* No.23, now issued, was not paid until after 30 September, and this has reduced the General Fund by £692.

During the year the Society has been privileged financially to assist with the publication of Mollie Beswick's definitive volume *Brickmaking in Sussex*. All the income from the sale of this book comes to the Society and you will see that as at 30 September we had made grants to a total of £1,900 and received £2,048. Since that date we have paid another £2,300 and received from sales another £1,823. Others will be speaking about this venture but I must congratulate Mollie on this outstanding success, coming after many years of painstaking research.

These accounts show the Society in a healthy financial state and your Committee has therefore decided that an increase in subscriptions, unchanged since 1984, would not be justified at present. This may be the last year that we can maintain the present level of subscriptions. Life Membership, at 15 times the annual rate, i.e. £75, might be an attractive option at this time.

Turning to membership, I am delighted to say that we had 30 new members during the year, as against 14 in 1991/1992. Regrettably we have some lost some people by death and resignation and I would particularly mention the deaths of Lord Strauss, a member since 1971, and Mr. J.R. Armstrong, founder of the Weald and Downland Museum and our member since 1968.

There are still eight members who have not paid their 1993 subscriptions and to whom reminders have been sent.

Finally I must express the best thanks of the Committee to Mr. Pat Tye for auditing our books for another year. This is no light task and I am glad to say that Mr. Tye has indicated that he is willing to do the job again next year if asked to do so.

J.M.H. BEVAN

VISIT TO THE THEATRE ROYAL, BRIGHTON

Some 30 members of the Society visited the Theatre Royal in September and had a most entertaining time, being taken around the back stage areas and up to the flies. The theatre was built in New Road in 1807 and very little remains of the original structure except for the front staircase. It was substantially rebuilt in 1866 by the owner Henry 'Nye' Chart. At the same time he leased No.9 New Road, adjacent to the theatre on the south side and this was used as property and scenery store. After Chart's death in 1876, his widow subsequently bought No.9 and occupied the upper floors as her house. A major rebuilding took place in 1894 by C.E. Clayton, the Brighton architect. This involved replacing the the colonnade with terracotta columns, erecting a red brick facade set forward from the original face with octagonal turrets each end, incorporating No.9 New Road to form a new entrance foyer, creating a new stage door at the rear in Bond Street, installing electric lighting and generally refurbishing. The theatre as now seen is substantially as finished in 1894.

RON MARTIN

1993 A.I.A. CONFERENCE IN CUMBRIA

This year's A.I.A. Conference was held in the glorious setting of the Cumbria National Park. We were based in Ambleside and the few members of our Society who undertook the long journey to the North found it well worth the effort. It was an excellent venue for a Conference on I.A. with lovely scenery and many and varied sites to visit.

I will not attempt to list them all but to mention the more memorable ones, viz: the Bobbin Mill at Stott Park where a working steam engine still drives the original machinery; the Florence Mine where haematite iron ore is still being extracted and we came out after our visit looking

If we had been dipped in red dye; the Tilberthwaite slate quarry feeling our way through the dark tunnels with only candles to light our way; the stroll up the Coppermines valley in Coniston to look at the many remains of mining operations there; Barrow-in-Furness where we saw the widened entrance to the docks to enable the Vanguard Class Trident submarines to put to sea; Whitehaven, once a thriving port now with virtually no trade apart from fishing; the Duddon Iron Furnace, constructed in 1736 and recently restored by the Lake District National Park.

In addition to the visits there were lectures on the various industries of Cumbria including a partially dramatised exposition on the machinations used by the various railway companies to extend the railway line over Shap using transcripts from Parliamentary Committees. The Rolt Memorial Lecture was given by Dr. Marilyn Palmer who spoke most effectively about the need not to overlook the activities of ordinary people when researching the past.

Next year's Conference is being held almost on our doorstep at Winchester so I hope to see a good turnout of Sussex members.

RON MARTIN

ICE HOUSES IN SUSSEX

It is hoped to publish an article about Ice Houses in a forthcoming *S.I.H.* including a gazetteer of all known examples. To ensure that my list is as complete as possible I would appreciate it if any members could let me know of any which I have missed.

The following list is in alphabetical order of the houses which were served by ice houses but the presence on the list does not necessarily signify that the ice house is extant or that it is in fact an ice house. Many of these on my list may not be and some are almost certainly not ice houses, although they might have been reported as such. Where more than one ice house occurs on one estate I have put the number found in brackets. Please note that I have not included the commercial ice houses in Central Brighton listed in *S.I.H.* No.14.

Ades (Chailey)	Hotham Park (Bognor Regis)
Arundel Castle	Ifield Court
Ashfold (Slaugham)	Iridge Place
Battle Abbey	Kidbrooke Park
Bodiam - Rectory Cottage	Kingsham Farm (Chichester)
Bohemia House (Hastings)	Knepp Castle
Bolebrooke Castle	Lancing Manor
Brantridge Park	Latchett's (Hurstpierpoint)
Brightling Park	Leonardslee
Brighton - Marine Pavilion (2)	Loxwood House
- Islingword Road	Maresfield Park (2)
Buckhurst Park	Michelgrove (Patching)
Burton Park (2)	Moulsecombe Place (Brighton)
Buxted Park	Muntham Court (Findon)
Byne House (Storrington)	Newick Park
Chant Farm (Rotherfield)	Norlington Farm (Ringmer)
Chelworth (Horsted Keynes)	Oldlands (Maresfield)
Coombe Place (Offham)	Petworth House
Cowdray Castle	Peverel House (Sompting)
Crowhurst Park	Parham House
Crown Point House (Hassocks)	Pixton Hill (Forest Row)
Danny House (Hurstpierpoint)	The Rocks (Uckfield)
Denne Park	Rodmell Manor
Dorset Arms P.H. (Withyham)	Rotherfield House (Stedham)
Dulany House (Patching)	Rowfant (Worth)
Eridge Castle	Searles (Fletching)
Ewhurst Place	Sheffield Park
Findon Place	Shillinglee Park (Plaistow)
Firle Place	Slindon House; Southbourne
Folkington Manor	Springfield Court (Rye)
Framfield Place	Stanmer House (2)
Glynde Place	Stansted House (Stoughton)
Goodwood House (2)	Townhouse Farm (Slinfold)
Hammerwood Park	Twyford Lodge (Maresfield)
Hedgecocks (Rudgwick)	Uppark (2)
Herring's Farm (Dallington)	Wadhurst Park
Hewkins (Withyham)	Warnham Court
High Cross (Uckfield)	Watergate Park (Stoughton)
Holbrook Park (Horsham)	West Tarring Church House
Holmbush (Colgate)	Westdean
Hollycombe	Wiston House
The Hooke (Chailey)	Woodend (Funtington)
Horsted Place	Worth Hall

RON MARTIN

THE SUSSEX RAILWAYS OF COLONEL STEPHENS

Holman Fred Stephens was born on 31 October 1868, the son of art critic Frederick George Stephens, who was a founder member of the Pre-Raphaelite Brotherhood, and his wife Rebecca Clara. Following a typical middle class Victorian education, both at home and on the Continent, he studied civil engineering at University College London and mechanical engineering at the Neasden Works of the Metropolitan Railway.

At the age of 22 in 1890, he took up his first appointment as resident engineer to the Cranbrook and Paddock Wood Railway in Kent. Although the Paddock Wood Railway was built by an independent company, it was worked by the South Eastern Railway, who purchased it after it was completed to Hawkhurst, and Stephens had no further involvement.

In 1895 his next railway appointment was that of engineer to the Rye and Camber Tramway the first of his three Sussex lines. At the same time he set up home and office in Priory Road Tonbridge where he employed William Henry Austen as his assistant. Austen, whom he had employed when he was in his early teens, became his life long friend and managed his group railways, following Stephens' death.

Having completed the Rye and Camber Tramway, Stephens was appointed in 1897 to the Hundred of Manhood and Selsey Tramway. Stephens was obviously a competent and enthusiastic engineer and the passing of the Light Railway Act in 1896 was ideal for the type of railway that suited Stephens' interests. Stephens' third Sussex Railway, and probably the most famous, was the Rother Valley Railway, running from Robertsbridge to Tenterden (later extended to Headcorn), which was one of the first railways to be constructed under the Act.

By early 1900 his office had moved from his home to 23 Salford Terrace, Tonbridge. Here, he not only engineered light railways, but also obtained a managing interest in them. By the mid 1920s his group consisted of eight railways and he had engineered a further eight.

Like many other Victorian civil engineers, Stephens was active in the Territorial Reserve Army and acquired the rank of Lieutenant Colonel in 1916. Henceforth in connection with his railways he was always known as Colonel Stephens. With the competition of the motor bus, the Colonel's Sussex railways, which were never very prosperous, became run down but were still operational at the time of the Colonel's death in 1931. His "empire" was then managed by W.H. Austen.

THE RYE AND CAMBER TRAMWAY

In 1894, Rye Golf Club was opened on the sand dunes towards Camber, on the east side of the River Rother. On the opposite bank was the goods-only branch of the South Eastern Railway, to Rye Harbour, completed in 1854. A group of local businessmen decided to form a company the construction of a line from Rye, along the east bank, for the benefit of golfers and for a y for fishermen to cross from the terminus at the Golf Club to the west side of the river. The Rye Town Council agreed to lease a portion of the land at the south-east corner of Monkbretton Bridge. In 1895 at the age of twenty-six H.F. Stephens was appointed engineer.

The company was registered on 6th April 1895 and the line opened on Saturday 13 July!! The tramway was built to a 3 foot gauge and being on private land it did not require parliamentary powers. Stephens suggested using an "oil motor on a passenger car bogie" as motive power and if it had been successful it would have probably been the first "diesel" type vehicle. However the promoters had already ordered a steam locomotive from W.G. Bagnall Ltd. of Stafford, appropriately named "Camber", plus a carriage divided into a closed first class half with curtains, and an open second class; and two wagons. Messrs. Mancktelow Bros. of Horsmonden were the contractors for both the track and station buildings. Stephens had first encountered this contractor on the Paddock Wood branch where they were responsible for the station buildings. These were all constructed using corrugated iron on wooden frames with the roof providing a canopy supported on two wooden uprights with V braces. All had decorative barge boards. The 1 ½ mile line had a station at each end, Rye and Golf Links. No trace remains at the Rye end but nearly 100 years later Golf Links is still recognisable being in use as a store or similar.

The fare for a first class ticket when the line was opened was 4d single and 6d return. Second class was 2d single and 4d return. During the first 6 months following opening 18,000 tickets were sold and a dividend of 7.5% declared. The success provided another carriage built locally by the Rother Ironworks at Rye and a new engine, also from Bagnalls, was named "Victoria". An extension to Camber Sands was opened in 1908 to cater for day trippers to the sands. This was a much simpler station building constructed of old sleepers. In 1925 the company obtained a four wheeled petrol locomotive from the Kent Construction Company of Ashford, which looked like a giant lawn mower but proved to be so effective that "Victoria" was sold for scrap and "Camber" rarely used.

A prank that the young blades of the golf club used to try was to withdraw the pin that coupled the two carriages together, hoping that the driver would not notice that he had left a carriage behind.

Although the line never formed part of his "group" the Colonel advised the line until his death in 1931, after which W.H. Austen acted in this capacity. During the 1920s and 1930s many golfers started to become car owners and the fortunes of the line declined until war declared in 1939. During the war the Admiralty constructed a continuous jetty about 1000 long on the Camber side of the River Rother. The tramway was requisitioned and brought back into use for the transport of men and materials. It was at this time that the concrete was laid either side of the track which can still be seen at Golf Links Station

When war was over, the line was returned to its owners but its track and rolling stock was by now so neglected that it was decided to wind the concern up. What an attraction it would have been today!

to be continued

JOHN S.F. BLACKWELL

Further reading:-

The Rye & Camber Tramway by Peter A. Harding - obtainable from the author at Mossiel, Bagshot Road, Knaphill, Woking, Surrey GU21 2SG at about £2.25: well worth the price!!

FROM BLACK ROCK TO WHITE ROCK AND FROM BOX HILL TO BEXHILL!

The following article is the substance of a talk given at the Members' Evening on 23 October 1993.

Of all the facets of industrial archaeology, inclined planes are my first passion. Since I cannot go looking for them in Sussex - Because there aren't any, unless you count the Offham Tramway! - I have latterly taken up lido-spotting, well it makes a change from loco-spotting anyway! This is much to the dismay of my family, "Not another old lido, not another swimming pool!" they cry, as I head towards yet another building that has lost its first colour, white looks and is now somewhat faded, with walls off which paint is peeling, the pool one-quarter covered with leaves, and sporting a cracked diving board. They fail to see the fascination! Maybe you do to. However, since lidos a) appeal to me and b) definitely come under the category of leisure, I shall TAKE THE PLUNGE (!) and whirl you on a whistle-stop tour of "lidos and pools I have known", both extant and extinct, sometimes sneaking out of the county as Geoff said I was allowed to!

I'll begin with a sad little story and hopefully things will improve after that. Last year I took myself on a mini-holiday to Hastings - my love affair with Hastings has been going on some thirty five years now but doesn't belong in this talk - and having purchased a modest lunch at a newsagents in Bo Peep at the extreme western end of Hastings I took myself towards the beach in search of a place in which to consume my sandwich. On the way I was stopped in my tracks by the sight of a huge complex surrounded by a security fence. The walls were crumbling and there were warning notices about the danger of the site, etc. Disregarding these, I put my nose against the gates and peered through. Remains of gutted changing rooms, terraces and of course a pool long since devoid of water met my astonished gaze. The perimeter wall had HOLIDAY CAMP written on it, though some letters had dropped off.

Lunch eaten, I returned to the same newsagents and was able to buy a set of postcards, one of which showed Hastings Bathing Pool in its heyday. Yes, it was the same place! The caption on the postcard gave its history as follows:-

"Opened in 1933, at a cost of £60,000, this Olympic standard swimming pool became a focal point at the western extreme of the seafront. Later to become a holiday camp, it finally closed in 1986. It was built by Sydney Little, Hastings Borough Council's controversial Borough Engineer, who became known as the "concrete king".

Going westwards we arrive at Saltdean, and of course, for this and the Ocean Hotel which I shall be mentioning later, I must bow before the greater knowledge of our Secretary and Saltdean resident, Ron. However I have consulted Douglas d'Enno's eminent 'textbook' for the facts, which are these. The lido is one of Saltdean's two showpieces. It was designed by the architect R.W.J. Jones and opened in 1938. Although very much in the mainstream of Lido design in 1930s, it was highly regarded architecturally. The aeroplane plan of the structure was simple and comprised a central two-storey block with single-storey curved wings on either side. Each wing accommodated changing rooms and their flat roofs served as tea-terraces. There was a boating pool to the rear but this site is now occupied by the health centre and library. Sadly the terraces are now closed for good. But it is still there, and in use, which is more than can be said for Hastings.

Proceeding along the coast for about a mile Rottingdean Pool deserves a glance or two. Cecile Woodford's book on Sussex tells me it is seawater and was hygienically cared for by continuous filtration. It is small and compact and in a sheltered spot below the cliffs. It also has more mandatory notices than any pool I know! I counted at least four on my last visit - no running, no diving, no jumping, no ... something else to do with cubicles which escapes my memory - presumably one IS allowed to swim! Postscript: Since this article was written I have been informed that the pool is now permanently closed and the site "flattened".

Black Rock at Brighton is probably too painful to talk about. Its demise in favour of the Marina smacks of Beeching and the railways. In its heyday it had promenades and terraces around the pool and a sun lounge. At present the site is occupied by JCBs preparing the area for part of a shoreline pumping scheme.

Pells Pool at Lewes was constructed in 1860 and so must be one of the oldest pools around. It has been a fairly recent discovery for me. After one of our committee meetings in Barbican House I decided to follow the brown sign in the town saying "Pells Pool" and, descending St. John's Hill, I got a sort of bird's eye view of this rather nice old-fashioned pool.

Worthing Lido, revamped in the last two of three years, actually has a publicity leaflet to show it off. It seems to contain all one would want within its confines for a fun-packed day, except a pool! I am told, however, that the pool (minus the water, presumably!) is still there, but covered by terrace paving which could be removed if necessary.

When we cross the border into Hampshire. I first saw Hilsea Lido from a coach. As I was on my way with some thirty others to Portsmouth to catch the ferry to the Isle of Wight I had to restrain my urge to leap out and examine it at close quarters. Last Saturday I was able to do this and spent some minutes walking round its perimeter. It is now closed for the winter and I had to snap away at it through wire fences. It is a traditionally built, white-walled complex, with the inevitable decorative fountain at each end, though unlike their counterparts at Uxbridge which spill blue water in cascades, these are filled with shrubs!

On our journey northwards through Surrey we pass Box Hill. Did you know there was a swimming pool up there on the chalky heights? I dragged my long-suffering family up the Zig Zag road just to see the pool I had read about in a guide book. Somewhat disappointingly, it is now surrounded by a caravan park and it is only the size of a pool one might find in back garden - hardly worth being marked on the Surrey Street Atlas, but it is, nevertheless.

Roehampton Pool is no longer. Built in 1934 it had, according to the photograph in the book on display, lovely white walls, with archways and even lamp posts. I walked some way to look for it when last in Roehampton but all there is to be seen is a block of flats.

The Showboat Lido in Maidenhead, built in 1933, I haven't yet investigated! It looks delightful in the photographs but the wording in the captions, phrased in the past tense, sound ominous – I'll have to report on that one at a later date!

And finally to Middlesex, my old stamping ground. Uxbridge Pool is a classic 30s design – pale blue walls, etc. Unfortunately, the temperature, when as a school we had swimming lessons there, was around 48 - 50 degrees! Ruislip Lido, within walking distance of my childhood home, has links with Saltdean. It was constructed one year before, designed by private architects and built for the Grand Union Canal Company. There are similarities between the two complexes – a central block with curved wings on either side – Ruislip is in an attractive rural setting with a golf course and woods adjacent.

From Lidos to liners – no I'm not "all at sea" and neither are the following two buildings but, resembling great ships on dry land they look as if they should be at sea but have become beached by accident. Firstly, Marine Court, St. Leonards. The developers called their creation 'A Liner on the Land'. One of those concerned in the undertaking had seen the Queen Mary on the stocks at Clydebank and conceived the thought of a building embodying the beautiful curves of a great liner. When it was first built it was the tallest dwelling place in Britain, standing some 170 feet from basement to roof. Its fourteen storeys contain owner-occupied flats and there is a row of shops at ground level. Marine Court has come of age and is now a listed building. Like or dislike, it is a commanding building, especially when viewed from out at sea.

Secondly, the Ocean Hotel, Saltdean, or, more correctly, BUTLINS Ocean Hotel! It is quite an amazing sight to come over the crest of the hill from Rottingdean and see what, with very little imagination, appears to be a giant ocean liner rising over the green roof tops. This building, the other showpiece of the resort, was built in 1938 on a 4¼ acre site, the main building shaped like a crescent with all principal rooms facing south. The 'ocean liner' concept embodied in the hotel owes its inspiration and design to – guess what? – the 'Queen Mary' again! Later, Billy Butlin bought it for £¼ million and it reopened as a holiday centre in 1953 (having been in use as a Fire Service College for some years). At the annexe known as the Ocean Garage, service for vehicles was available. Here, petrol could be purchased at regular prices and repairs could be carried out at very reasonable charges. The garage was a unique building made entirely of reinforced concrete and it accentuated the 'ocean liner' concept embodied in the hotel proper. There was space for 150 cars as well as sleeping quarters above for hotel staff. As for the lido, Jones combined lightness of appearance with incredible strength. In the garage the beams appear to span 100 feet without any column being used, while each main girder carried about 1200 tons inclusive. Today when viewed from the back the hotel no longer has the sensational look of the 50s Butlins advert – the swimming pool is covered in and the white detached blocks peer rather shyly and despondently over the houses. But the front retains its 30s dignity and has been used in the TV Poirot series dressed up as the Grand Metropolitan! Incidentally, Poirot must have had telescopic eyesight to be able to see Eastbourne Pier from the window! Film-makers' licence, no doubt!

Poirot leads me neatly to my next category – two examples only, I promise! – Pavilions by the sea. David Suchet, as the detective, has walked up the spiral, staircase, held a dénouement on the terrace and chased the baddie into the theatre on the first floor. Where? At Bexhill's De La Warr Pavilion. As we visited this recently you know all its vital statistics (don't you?) – but suffice to say that it is a superb building and I am so pleased that we have secured this prestigious venue for SERIAC 95.

The White Rock Pavilion in Hastings can hardly be more different, architecturally, with its Italianate roofs. It was opened in 1927 by the then Prince of Wales and, like the De La Warr, the design chosen was the winning one in a competition. In 1985 £1.3 million was spent in improving it and today it is called the White Rock Theatre.

Finally, tea-gardens. Something of a Victorian invention, those that still exist are a delight. I have enjoyed tea at Holywell Tea Gardens, Eastbourne (you can get there on the Dotto train!) and pulled my family out of the ones at Sutton Scotney in Hampshire because I thought they had lingered far too long in them! We have also had tea at Lillington Tea Gardens, near Alfriston. The latter were established 150 years ago and retain their quaint Victorian elegance. You sit in shelters, some of which actually take the form of weather-proof cages! – surrounded by a delightful display of flowers, plants, shrubs and gently ageing trees, and in case you thought that last bit sounded like a guide book it was! Extracted from *That Tea Book* which you

get free if you buy a box of Brooke Bond Choicest Blend! There are, or were, also, tea-gardens at Wannock Glen, near Eastbourne, which, Geoff assures me, was THE place to go for afternoon tea! Bramber, many years ago, could boast of no less than SEVEN different tea gardens in the village, probably not all at the same time though. Space does not permit me to tell you about Ireland's Pleasure Gardens, once in Brighton, nor of Swiss Gardens, Shoreham, but you can read up the latter for yourself in the excellent informative article in *SIH* No.22.

I hope you have enjoyed 'taking a dip', 'Taking an ocean cruise' and 'taking tea' on the South Coast and examining, with me, these monuments to the leisure industry.

DIANA DURDEN

KEYMER BRANCH RAILWAY (continued from *Newsletter* 79)

By 23 March 1847 the *Sussex Weekly Advertiser* was able to report that the tunnel under the town of Lewes was completed and the permanent rails were being laid down – " ... which will enable the ballast engines to work with facility between the Woodcock field at the north side of the town and the junction with the Lewes line at All Saints."

The work was making rapid progress and it was forecast that the line would open in July, certainly by mid April permanent rails were laid from the Brighton line to the Offham embankment and an engine had run over the line for that length. At the other end of the route – "works at the St. John's Common (Burgess Hill) end of the branch are also ... in a very forward state"; but not without cost, as was reported in a coroners inquest held on an accident of 30 April. William King with other workmen were undermining clay in the Ditchling Common cutting when a large portion gave way – "overwhelming every part of his body, his head alone remaining uncovered". Although a cart was procured to carry him to Albourne – "he expired before they passed over the common."

A fortnight later a report stated that the cutting in the Woodcock field on the north side of Lewes was – "progressing with great rapidity, the soil excavated from this cutting has been conveyed by the muck engines, through the tunnel and deposited as ballast on the Newhaven branch line". Both Keymer and Newhaven branches were nearing completion and Wednesday 8 September was "the day appointed for their inspection by the government officer ... it is, we understand intended to open the Keymer branch for regular traffic as soon as the inspectors certificate shall have been received ... the opening of the line will therefore in all probability take place within about a week from this date."

By September 1847 the branch was completed and awaited inspection by Capt. Symmonds the government inspector. However the date of 1 September for the inspection had to be cancelled as – "Capt Symmonds we believe had engagements in Scotland which precluded his presence in Sussex".

Landowners of property used proximity to the line to promote their sales and when North Barns Farm, Plumpton was advertised on 14 September it was stated to be – "a short distance from the railroad station". However, whether intended or not, the station did not open until 1863 – 16 years later!

The *Sussex Weekly Advertiser* of 14 September reported the all-important inspection with its usual detail –

"On wednesday last the Government Inspector of Railways Captain Symmonds attended by Peter Clarke esq. and several engineers of the Brighton company inspected these branches (Keymer & Newhaven). Capt Symmonds entered the Keymer line at Haywards Heath and, taking his place on the engine to which was attached a couple of carriages. His attention was carefully given to the viaducts at Offham as also to the structure of the tunnel under the town [Lewes] at both entrances to which he made minute observations ... owing to the pressure of similar engagements we understand that Capt Symmonds would be unable to furnish his official report for some days. We are however glad to learn that the gallant Captain expressed himself fully satisfied as to the state of the line, and that there will, so far as his report is concerned be no obstacle to its immediate working. It is not however intended to commence running on the line until 1 October. At that period the arrangements for the winter quarter are generally commenced, and as a material alteration of trains will be the necessary result of the

opening of the Keymer branch, it is not considered worthwhile to make the change until then.

to be continued

GEOFF MEAD

PORTLAND STREET, BRIGHTON

Portland Street has featured in several previous accounts I have penned on industrial Brighton. Its location on the urban fringe of the eighteenth century town meant a familiar mix of builders yards, foundries and small housing strips for the industrial workforce. What is less familiar in the modern urban scene is that these uses survived through until the 1990s. Rising rents, changing industrial patterns and the planning blight suffered by inner urban areas have all taken their toll on this historic but neglected piece of Brighton history.

Many members will remember the video made by Brighton Poly (now Brighton University) of the Blaber Foundry. It was shown at the members evening held in Steyning a couple of years ago. This video showed the casting process in operation at the Portland St. site with commentary by the foreman 'Geordie'. It was as if a video had been made in the late eighteenth century. Techniques were handed down to new workers, measurement of metal ores and additives was by eye and hand alone and – most alarming – safety at work procedures appeared minimal ranging through the scale to complete absence!

In September this year the bulldozers moved in. Gone the old Lamb Inn – gone the old stabling that held Clifford car spares – gone the warren of rooms and open hearths that was the foundry. With the recession slowing any development the site will probably stay rubble-strewn for years – a sad industrial loss.

GEOFF MEAD

BOOK REVIEWS

M. Beswick, *Brickmaking in Sussex – A History and Gazetteer*, Middleton Press (1993)

This must be THE definitive book on brickmaking in Sussex. What a wealth of information and not only in the gazetteer section with its list of over 750 brickyards sites. The history, covering some 116 pages, is full of fact which a glance at the references will show to be from a wide range of sources. The mind boggles at the problems of collecting the facts, then using them in such a compressive way. I was particularly pleased to see the book covered the complete period from Roman Times to the present day thereby crossing the great divide between the traditional [dirty] archaeology and industrial archaeology.

This is an excellent book and must be in the hands [not on the shelves] of every industrial archaeologist and social historian in Sussex. The fact that some 200 were, I believe, sold in the first week of publication and that by mid October the third batch had been printed shows what an excellent book it is.

A well researched book using the expertise of many members of the Society. We must now look to other industries and carry out similar research in order to produce other publications. There must be many members with interests in various industries. Let them be known and let the Society help you.

Waterworks History – Hastings Area

George Coleman has written five small publications on various aspects of the above including one on the Brede Valley Waterworks with details of the steam driven pumps installed there. The works are A4 size photocopied booklets selling at between £2.00 and £6.50. Certainly the 35 page booklet on Brede is good value containing a lot of information. It can be obtained from George Coleman, 29 St. Helens Court, St. Helen's Crescent, Hastings, East Sussex TN34 2DW (0424-440332).

DON COX

CATTLE TROUGHS

Here is the latest update on the search for cattle troughs in Sussex previously reported on *Newsletters* Nos. 78 and 79. I am sure that there are many other examples to be found, so please keep looking and let me know of any further sightings.

East Sussex

- BEXHILL – In Car Park off De La Warr Road – TQ 747079 (where the Society met for their visit to Bexhill in the summer).
- CROWBOROUGH – at main crossroads – TQ 515312
- CUCKMERE VALLEY – Litlington, beside the Plough and Anchor P.H. – TQ 523013 Exceat, behind Visitors' Centre in Seven Sisters' Country Park – TQ 518995
- SEAFORD – On Seaford Golf Course – TQ 494984 (Reported previously)

West Sussex

- AMBERLEY – Houghton Bridge, beside Bridge Inn – TQ 026118
- HORSHAM – North Road – TQ 174307

RON MARTIN

W.E.A. CLASS

Commencing 10 January the W.E.A. at Billingshurst is hosting a 10 week evening class I am teaching on Sussex Industrial History. It is to be held on Mondays from 7.30 - 9.30 p.m. at the Weald School. I look forward to meeting any members who live in the area. If you have any queries contact me on 0273-501590.

GEOFF MEAD

NORTH LAINE GUIDE

The old industrial area of Brighton (source for many *Newsletter* articles) has taken on a new and highly successful guise as the Bohemian quarter of the town. As the old industries disappear so the specialist shops, bars and cafés proliferate. The small traders association asked me to write an historical piece to accompany their new shopping guide – an unpaid piece they were at pains to tell me! As it is possible to write on the N. Laine without mentioning I.A. our subject figured large in the script, and all the I.A. items met with approval (especially at the wine-jelled book launch!)

Members liking a copy can obtain one from the North Laine Traders Association, c/o Animal House, Bond St., Brighton.

GEOFF MEAD

DUBARRY PERFUMERS, HOVE

Tony Augustin is interested in the firm of Dubarry which had premises close to Hove Station. In particular he would like to locate any photographs, dates of operation and any of the surviving workforce. He can be contacted on 081-679-2014 or at 10 Wilmington Court, Tankerville Road, Streatham SW16 5LN.

GEOFF MEAD

Council for Kent Archaeology
'30 YEARS OF ARCHAEOLOGY IN KENT'
 SATURDAY 19th MARCH 1994
 ANGEL LEISURE CENTRE, TONBRIDGE

An all-day conference to commemorate the 30th anniversary of C.K.A.
 with illustrated talks by local groups, displays and bookstalls

MORNING SESSION: 11.00 a.m. to 12.30 p.m.

Introduction: A Brief History of the C.K.A. Kings, Roman and Gunpowdermen (at Faversham) Rescue Excavations in the Darenth Valley Lower Medway Activities	Brian Philip Alan Gidlow Derek Garrod Peter Dawson
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AFTERNOON SESSION: 1.45 p.m. to 4.45 p.m.

Archaeological work by ODAS in the Orpington Area Mill Hill, Deal Excavations at Reculver Roman Fort Excavations at the Periwinkle Water Mill, Milton Regis The Warbank, Keston excavations	Janet Clayton Ben Stocker Harold Gough Bob Baxter Audrey Hutton
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TICKETS: All day £5 Morning only £2 Afternoon only £3.50

FROM: C.K.A., 5 Harvest Bank Road, West Wickham, Kent BR4 9DL
 (payable to C.K.A. with sae, please)



SUSSEX MILLS GROUP



Meetings for 1994 have been arranged as follows:-

Friday 4 March Annual General Meeting of the Sussex Mills Group
 8.00 p.m. at the Friends Meeting House, Friars Walk, Lewes
 Reports and election of committee followed by
 Slides of the Unknown Water Mills of Sussex by D.H. Cox

Please try to come to support the work that the committee are doing
 and to suggest what you think they should be doing.

Sunday 8 May National Mills Day - see full page list of mills open, inside back cover
 Please support your local mill by an offer to help on that day.

Saturday 6 August Mystery Tour of Mills starting at Hempstead Water Mill, Uckfield
 at 10.30 a.m. TQ 483217 Contact P. Pearse (0903-241169)

Sunday 2 October Open Meeting to discuss the problems of opening mills to the public.
 All mill operators are invited. 2.30 p.m. at Wannock Hall, Polegate.
 Check latest Newsletter to confirm this. Contact D.H. Cox (0403-711137)

NOTES FROM THE SECRETARY

Going, Going, Gone. (Sale of windmill at Windmill Hill).

At the auction held at Hove Town Hall on 1 December 1993 Lot No. 20 was "The Old Bakery
 and Windmill, Windmill Hill, Near Hailsham." The guide price was stated as £75,000 to
 £100,000.

As we sat with bated breath as lots from 1 to 19 were sold. These comprised various
 properties from flats to semi-detached to a converted oasthouse with swimming pool to a
 16 bed hotel.

At last after an hour lot 20. The preamble stating the dangerous state of the windmill and that
 Wealden District Council were about to put supports in the mill. Then, "what am I offered?"
 £40,000 was the start. £42,000, £44,000, and so on until £60,000 was reached and there "going
 once, going twice" then "gone" for £60,000.

Thus we departed. I have been in contact with the estate agents selling the mill and they passed
 my name to the new owners, who are local people. At the time of writing this (9 December 93) I
 am waiting for completion of the contract of sale set for 21 December 93 when I hope some
 contact can be made.

Stone Cross Windmill

Negotiations are still going ahead (as at 9 December 93) with Wealden District Council and the
 owners for the mill to be given to a Trust. We had a problem over car parking but this has now
 been overcome and moves going forward with the Council issuing a legal document to the
 owner to allow him to build a bungalow provided the mill is given to a trust. We are in the
 process of making arrangements for the setting up of the Trust.

West Blatchington Windmill

From the newsletter supplied by Peter Hill I see that restoration of the wire machine and of the
 smutter are now complete. Some new stone furniture has been constructed and a new meal bin
 has been made and installed. Various work on exhibits for the museum is in hand. Repointing
 of the mill complex has been carried out by Hove Borough Council and all scaffolding is now
 removed.

Polegate Windmill

The Friends Newsletter that has been sent to me from L. Stevens shows an active group there
 although there is the appeal for more volunteers. Work during the winter includes halting
 water penetration; finishing work on the fan gear which has been dismantled and remade all
 by volunteers with generous donations of work, time and materials; new electrical wiring and
 finishing the new entrance and doors and painting a recently donated Roller/Hammer Mill.

Batemans - Park Mill

David Fox, the Administrator reports as follows:-
 "Bateman's had about 75,000 visitors during the 1993 season and one can assume that at least
 50,000 would have visited the mill. This year we had enough water to grind every Saturday
 afternoon throughout the season and on numerous other days by request. We ground and sold
 6.5 tons of wheat.

Last winter we put in a new oak main shaft to complement the new oak wheel we had had
 built for us the year before. The old wheel and shaft had been in place since the mill was
 restored in 1975."

Patcham Windmill, Windmill Drive, Brighton

This is open to the public on Wed, Thur, Fri and Sat 10.00 - 12.00 and 2.00 - 5.00. Entrance is free but donations are requested towards maintenance of the mill. Contact Mr. or Mrs. Musgrave on 0273-501169 for more details.

Woods Mill

Steve Webster reports that currently the water wheel is not turning but hopefully it will be restored during 1994. Complete restoration is needed to the iron wheel, bearings, and retaining walls. In addition the iron pentrough above the wheel needs new gates constructed to control water flow.

Horsted Keynes Water Mill

Only one person visited this mill on National Mills Day 1993. I have persuaded Mrs. Hancock to try again in 1994 but unless more people go there that will be the last. Please try in 1994. It is situated about half a mile from the Bluebell Railway (Horsted Keynes Station) towards Horsted Keynes Village. Turn off the road at the bottom of the hill - signposted - to go down a 400 yard entrance drive. Well worth a visit if only to see the mill restoration by Mr. Hancock; all with any public financial help.

DON COX

IFIELD MILL

Our 'close down' season gives us the chance to urge on the completion of the new main spur wheel which is assembled on the main shaft but requires completion of the 136 mortices. This is well in hand and two volunteers are busy making the cogs. The interesting time will come when we mesh the spur and stone nut in the New Year and determine whether all the calculations have been correct! We have been fortunate in attracting another three helpers in the recent weeks and work is now in hand to construct a new launder. The existing one was made some 11 years or more ago and had deteriorated greatly over the past year. A Shell Award of £350 will cover most of the cost and we thank Pat Bracher for her efforts in pursuing this source of funds for us. The new structure will, it is hoped, be simpler and more rigid than the previous one and should be in place for the start of the season in the Spring of 1994.

1993 saw over 1200 visitors at the mill, including many school parties. A teachers information pack is being proposed as a pilot scheme and from this it is hoped to progress to further packs for other mills etc.

TED HENBERY

HIGH SALVINGTON WINDMILL

With a successful summer season now behind us, the number of visitors to the mill being quite up to average, we have closed out gate and are concentrating on finalising our renovation and general maintenance.

The French Burr tail bedstone is now wedged in position, a meal spout is in process of being made and fitted, and a lot of forge work has been done.

Very little remained of the original tentering gear for this pair of stones, so we have forged on site a new steelyard, links and brackets.

P. PEARCE

LOWFIELD HEATH WINDMILL

For the past two years volunteers have been working every Sunday 9.30 - 1.30, mainly on the roundhouse: door frames, doors and windows, roof including making fellons from oak that fell in the 1987 storm, boarding the roof and now the skirt. Also drainage - not entirely successful yet! Meanwhile our capital has been building up and we have received a grant, allowing us to put the making of the roundhouse into the hands of the mill wright. It should be in place by the end of the year. Once the brake is in place there is the possibility that money may be available for the second pair of sails. We find that donations just about pay for the insurance.

JEAN SHELLEY

NATIONAL MILLS DAY

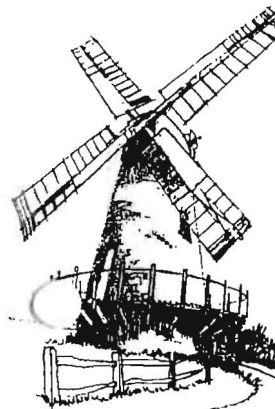
SUNDAY MAY 8

Visit Your Local Mill

NATIONAL MILLS DAY - SUNDAY 8TH MAY 1994

Sussex mills that we understand will be open to the public on the day.

Mostly for the afternoon, from 2.30 - 5.00



Watermills

Coultershaw Water Pump, South of Petworth R.M. Palmer 0903 505626

Bartley Mill, Bells Yew Green, Frant P.A. Gamham 0892 890372

Woods Mill, Small Dole Henfield S. Webster 0273 492630

Lurgashall, Weald & Downland Museum, Singleton (11.00 - 4.30) M. Tighe 0243 63348

Michelham Priory Upper Dicker The Director 0323 844224

* Park Mill, Bateman's, Burwash Administrator 0435 882302

Ifield Watermill Crawley E. Henbery 0293 523481

Horsted Keynes Watermill East of village A. Hancock 0825 790328

* will be grinding corn



Windmills

Jill Windmill, Clayton Simon Potter 0273 842982

Polegate Windmill Nr Eastbourne Lawrence Stevens 0323 727765

Kings Mill, Shipley Mrs. Crowther 0403 741310

West Blatchington Hove Peter Hill 0273 776017

Halnaker Mill North of Chichester

Lowfield Heath Windmill Charwood Jean Shelley 0293 862646

Nutley Windmill, Nutley North of Uckfield B. Pike 0435 873367

High Salvington North of Worthing Peter Pearce 0903 241169

Chailey Heritage Windmill James Down 0825 723007

Barnham Mill East of Chichester V. May 0243 542760

Argos Windmill Argos Hill, Mayfield B. Pike 0435 873367

Patcham Mill Windmill Drive, Brighton Mr. Musgrove 0403 501169