



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY



& SUSSEX MILLS GROUP NEWSLETTER 113

Price 50p to non-members January 2002

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MAIN CONTENTS

Winter programme
Annual General Meeting Report
AIA Conference 2002
SERIAC Bursary
Brick sizes
The Historic Iron Working Centre
Kate Cosway

Mills Group Newsletter
Branch Lines - a year 2000 survey
The Dyke Branch
The Kemp Town Branch
The Crumbles Siding
Notable Brighton transport centenaries
Romney Hythe & Dymchurch visit

Programme-Winter

Winter Lectures.

Members free, non-members £1.00. Contact P.J.Hill 01273 776017

Saturday 19th January at 7.30pm at West Blatchington Mill Barn, a talk by P.J.Hill on *Other uses of wind and water power.*

Saturday 16th March at 7.30pm at West Blatchington Mill Barn, a talk by H.E.Roberts on *The Hunston Canal.*

Saturday 20th April at 7.30pm at West Blatchington Mill Barn, a talk by Richard Pennell on *Brighton Tramways.*

OO

Other events

Tuesday 12th February at East Pallant House, Chichester, a joint meeting with the Chichester Museum Society. A talk by John Blackwell on *The Seaside Holiday 1900-1960, the IA of the Leisure Industry* Contact C. Bryan 01243 773158

Sunday 17th March from 11.00 am at Coultershaw Pump, pre-season working party. Bring old clothes and a packed lunch.

Contact R.L.Wilson 01798 865774

Saturday 23rd March at 10.00am at Cranbrook School, *South East Regional Industrial Archaeology Conference (SERIAC).* Details & booking forms enclosed.

The 34th AGM of the Society was held on Saturday, 17th November, 2001 at West Blatchington Mill Barn. The Chairman, John Blackwell gave an outline of the activities of the Society throughout the preceding year. The 21st anniversary of the inception of the Coultershaw Beam Pump and the opening of the Swanbourne Pump House at Arundel were of particular significance. Meetings and visits had been successful although the Members' Evening had had a poor response and as a result the Committee has decided to drop this event from the programme. Work on the revised Field Guide has been slow and publication is not expected before 2003. SERIAC had been hosted by SIAS this year and had been most successful

Ron Martin, the General Secretary reported that surveying had been carried out at West Blatchington Mill tower, Dunford House water pumps, an air raid shelter at No. 9 Roedean Crescent Brighton, Coultershaw Mill sluices and engine house, Betchworth limekilns and a searchlight post at Normans' Bay. Liaison with other Societies had continued with participation in the Local History Forum of SAS, the AIA Conference, the Rother Valley Project and the Defence of Britain Project. The unrecorded demolition of "Triangle Cottages" at Keymer Tile Works was deplored. The Eolonne Bollée at Cowfold had been the subject of a project carried out by students of the University of Brighton in association with the British Engineerium and this work had now discontinued. Recording of IA sites had slowed to a trickle and there is a lot still a lot to be done - notably in the urban areas. All the sheets prepared by Don Cox and many more had now been transferred to CD-ROM and a condensed version of this will eventually be available for sale.

Peter Holtham, the Treasurer presented the accounts and commented on the fact that in the past year we had lost 17 and gained 18 full members.

Brian Austen, the Editor gave his report and commented that SIH 31 had just been published. Although there are already several articles ready for SIH 32 he is always looking for more articles, particularly on the topic of mills. Bob Allen reported that there have been several new contributors to the Newsletter and that it is now possible to include photographs. A 20 page issue is now the norm.

Peter Hill, Chairman of the Mills Group, reported in writing on the activities of the Mills Group. He commented on the many successful open days held at various mills. The Group organised a very well attended visit to three mills in Kent and had a general meeting at Ifield Water Mill, when the video on Sussex windmills was shown. To date 1,350 passports had been issued including a second "Dusty Miller" silver coloured badge and in excess of 4,000 tea towels had been sold, in total.

Robin Wilson reported in writing that Coultershaw Beam Pump had had a successful year with a steady flow of visitors. The Working Party in March was well

attended. The Special Open Day to celebrate the 21st anniversary of the restoration attracted over 130 members and guests. Arrangements were being made to establish a new Coultershaw Trust in association with the Petworth Society to progress further the restoration of the site. An investigation into the condition of the sluices and structure had been made by engineers employed by the Estate. A survey of the engine house had been carried out by Ron Martin and there is a possibility that one of the original oil engines might be recovered and reinstalled.

Tony Baxter reported that the Swanbourne Pumphouse had been opened formally to the public by Lord Arundel and there had been a successful season, with no vandalism and a modest amount of money received in the collection box. Methods for draining the water currently flooding the pump house are under consideration.

Bob Allen reported that at the Brede Steam Engines the engines acquired from the Folkstone and Dover Water Company had now been installed and that work to provide steam was being progressed.

Ted Henbery reported that at Ifield Mill the final stage of the installation of the machinery had now been completed and the stones turned for the first time in over 70 years. Much of the funding for this work had been from the Crawley Museum Society and Crawley District Council.

Bob Allen reported that at the Amberley Working Museum work being carried out this winter will be the installation of the BT Museum "Connected Earth" at a cost of £1.1M. A fire station is to be built in conjunction with John Dennis and work on the new restaurant is about to start. The Fairmile Café near Arundel is also to be re-erected.

The election of the principal Officers and Committee took place and these are listed on the back page.



After the AGM, there was a very interesting and informative talk on the Upper Ouse Navigation given by Michael Waller. He spoke about the history of the scheme from its inception in 1790 until it closed in 1868, its demise partly caused by competition with railways. A Trust has been set up with the intention of re-opening the Navigation as far as Lindfield Bridge and including the installation of a lifting barrage to be located south of Lewes to control the water flooding down the Ouse and tidewater coming up from the sea.

AIA CONFERENCE 2002

Ron Martin

The AIA Conference in 2002 is to be held at the Heriot-Watt University in Edinburgh on 6th - 12th September with a pre-conference seminar taking place on the Friday 6th, the formal AGM on the Saturday and Sunday morning, with visits and lectures until Thursday, 12th. Sites that it is hoped to visit include the industrial complex at New Lanark, the 14 limekilns at Charlestown, the Falkirk Millennium Wheel for lifting canal barges, the Glenkinchie Distillery, the glass cone at Alloa and much more.

If any member is interested, will you please get in touch with me and I will let you have copies of the Application Forms when I receive them.

SERIAC BURSARY

Ron Martin

The SERIAC Conference for 2002 is being held at the Cranbrook School on 23rd March. Details and an Application Form are included with this Newsletter. Members are reminded that the SERIAC Bursary is awarded every year and is worth £250 for work of industrial archaeology research or restoration. Applications should be accompanied with a brief summary of the proposed topic on a single sheet of A4 and should reach me by the date of the Conference.

BRICK SIZES

Ron Martin

The traditional thickness for bricks in the south of England has been 65 mm ($2 \frac{5}{8}$ "), which with a 10mm ($\frac{3}{8}$ ") joint gives a rise of four courses to the foot. When in the north of England one's eye is startled by the appearance of brickwork there, where the norm was to use a "three inch" brick rising four courses to $1 \frac{1}{2}$ ". Why this difference of size prevails is a subject of speculation - maybe we preferred the delicacy of the narrower brick in the South or maybe northern bricklayer had stronger wrists !

I have recently come across two anomalies to this pattern. At the Brede Steam Engines, the 1903 engine house is built with Accrington bricks from Lancashire. These are of the narrow variety, unlike the ones that were very much in evidence on practically every 19th century mill in Manchester, seen at last year's AIA Conference.

I have recently surveyed a searchlight post at Normans' Bay. This was built in 1939 adjacent to a chalet bungalow right on the beach. The post was part of No. 373 Coastal Battery of two 4.7" naval guns, two searchlights, a battery observation post, an engine room and munitions store. The munitions store and both searchlight posts are still extant, one which I recorded being a free standing building connected to the bungalow by a first floor level bridge and is still in the condition it was when the army relinquished control in 1945. What has this to do with IA ?, I hear you say. The

bricks with which the searchlight post was built are Lunsfords from the local Bexhill brickworks and are 3" bricks.

A possible explanation for these two anomalies is that in both cases the bricks were a special order, and the ones used at Normans' Bay were never delivered due to the war and were stockpiled in the manufacturer's yard and requisitioned by the army for their use. Has any member come across any more examples of 3" bricks being used in Sussex - and if so what was their source ?

The Historic Ironworking Centre at Horam Manor

Robin Jones

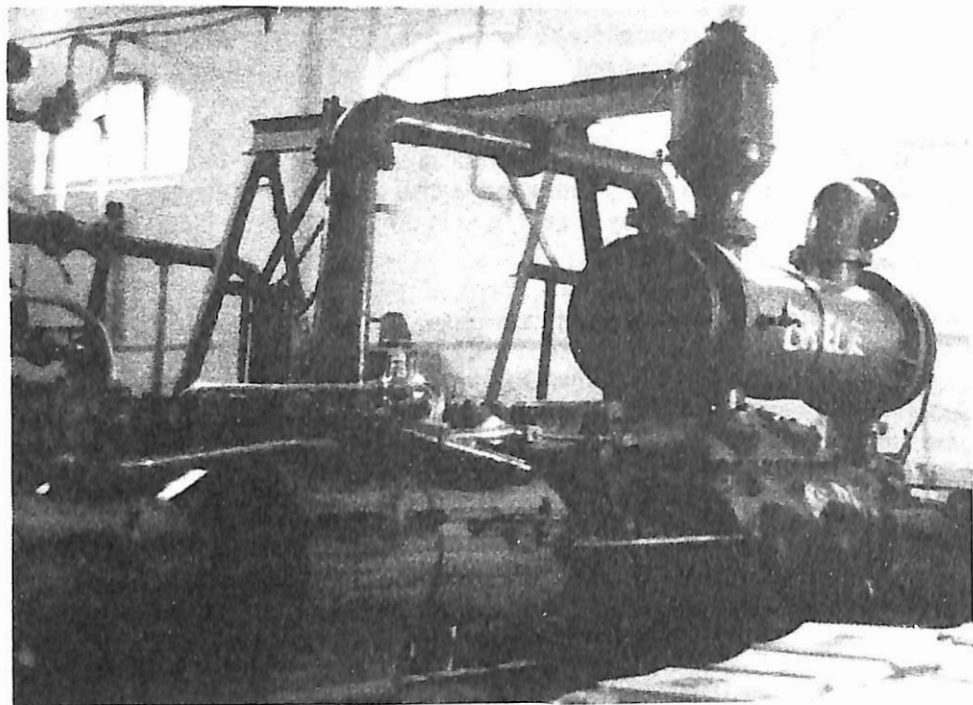
As the last sentence of my report in the October 2001 Newsletter was cut short, although complete when I sent the article for insertion into the Newsletter, I shall complete it first, before giving a further update on the project. The other significant point was that an 'Information Board should be placed at the entrance to the site by the A267 explaining the existence of the proposed Historic Ironworking Centre at Horam Manor, and giving brief details of the exhibits that would be constructed on the site'.

This Information Board has now been commissioned and has been erected by the side of the road. The type of sign selected is one where the wording can be altered to reflect the current state of the project, and is double sided so it can be seen from either direction of approach.

A number of fundraising initiatives are being pursued to finance the project including the Landfill Tax scheme. Should any funds be available from this source, it would be used for the improvement of lakes, drainage and the re-alignment of water courses to allow exhibits which rely on a water source to operate. At the meeting of the Steering Group Committee in November 2001, further financing ideas to fund the project were discussed. It was learnt that an application to the Heritage Lottery Fund had been rejected, but a fresh approach was being pursued to obtain a Heritage Lottery Fund Revenue Grant. A Business Plan would also be necessary and the marketing of the project was also discussed.

As the Ironworking Centre will comprise a number of reconstructed buildings, a plea was made for the services of a Structural Engineer for assistance in the design of these structures. One of the major exhibits to be erected will be a full size replica of a typical 16th century Wealden blast furnace, together with associated buildings. If any SIAS member can assist in this aspect of the project, could they contact Robin Jones whose address is on the back page of this Newsletter.

On 1st December the Society lost one of its oldest members. Kate Cosway was in her 93rd year and for many years was involved in local history and worked with those who were researching and recording it. She shared her memories of those times, as well as her wartime exploits, driving in the blitz and fire watching. While working in a solicitor's office and as treasurer of the funds of a local church Kate was also an accomplished botanist and engaged in recording the flora of the area as well as working in her own garden which was her great love. She was in several local history groups until a few years ago when her health deteriorated. She will be missed by many.

Brede Steam Engine Society**Bob Allen**

Photograph by R. G. Martin of the newly rebuilt and partly restored Worthington Simpson steam driven water pump from the Folkestone Heritage Collection and now installed with other historic steam engines at the Brede Steam Engine Society's premises at Brede Waterworks, 6 miles northeast of Hastings. The collection is open for viewing by the public on the first Saturday of each month from 10.00am. Admission is free.

Sussex Mills Group

Edited by Robin Jones

**Sussex Mills Group is part of the
Sussex Industrial Archaeology Society**

Newsletter 113

January 2002

CONTENTS

Forthcoming Events

News from Sussex Mills

Coultershaw Pump Annual Meeting

Sussex Mills October Meeting

Lost Windmills of Sussex – Barcombe Post Mill

Wind and Watermill Postcards – Part 2, Staplecross Mill

FORTHCOMING EVENTS

Friday 8th March at 7.45 pm in West Blatchington Mill Barn

Mills Group AGM followed by an illustrated lecture entitled '*Barnham Windmill and its Restoration*' by Barry Lee.

Tuesday 26th March at 7.30 pm in St. John's Church Hall, Church Street, Polegate.
Polegate Windmill AGM followed by an illustrated lecture.

Tuesday 23rd April at 7.30 pm in Westham Village Hall, Peelings Lane, Westham
Stone Cross Windmill AGM followed by an illustrated lecture.

Saturday 11th May and Sunday 12th May National Mills Weekend.

NEWS FROM SUSSEX MILLS

Polegate Windmill

On 21st October 2001, Peter Hill gave an interesting illustrated talk about the windmills of Guernsey. After giving a general introduction about Guernsey, the second largest of the Channel Islands with an area of 24 square miles, the various

Robin Jones

windmill remains were described. Most of the remains to be seen today are ruined towers or residences, as nearly all the windmills were tower mills.

The first mill featured was Vale Mill, built in 1850 and located in the northeast of the Island, about 6 miles from St. Peter Port. During the German occupation in World War II the height of the mill was raised by 40 feet by adding a concrete extension. and that is how it looks today, void of sails and machinery. Le Hechet Mill was the next mill described, which ceased work in the 1920s and was in a ruin by 1966. It has since been converted into a residence and the lower two floors are workshops and showrooms of a designer jeweller. Les Vardes Mill was the next mill shown and was built in 1820 to produce cement. Peter then described Sausmarez Mill built on the site of an earlier mill dated 1309. This was rebuilt as a tower mill and only the hollow tower exists today. Another mill which was shown was Mont Saint Mill, now only a white tower with a castellated top, which overlooks the west coast of the island. Les Hougues Mill and Noirmont Mill at Pleinhaumme were also featured. Peter also mentioned other mills in Guernsey where no, or very little evidence exists. An early photograph of Best's brickyard showed a smock mill, the only known evidence that a smock mill was built on Guernsey. Pumping mills used to pump water for the greenhouse industries, were also covered.

This was a fascinating talk enjoyed by all present. Although an island not immediately associated with windmills, the research carried out by Peter Hill was amply rewarded by some unexpected evidence of mills on Guernsey.

Nutley Windmill

Bob Bonnett

Each year we try to complete a major project so the mill can be used for the purpose for which it was built. In 2000 on the last Wednesday in October, after completing work to fit an oak plank tyre around the worn brakewheel, wheat was milled.

The major project in 2001 was to repair and strengthen the breast beam. For some time it has been known that the breast timbers tilt forward under the weight of the windshaft, brakewheel and sweeps. The bearing supporting the windshaft is installed cantilevering out from the centre support. The front lap boards were removed to expose the bearing and breast beam to enable an inspection to be carried out. The breast beam is made up of a number of oak planks. To increase the strength of the breast beam, four bolts were fitted to hold the planks together.

An inspection was carried out which revealed that the top breast plank is split along its length and tilts forward. By a smaller degree the lower plank also tilts towards the front. A number of options were available including replacing the two planks which make up the breast beam, but with limited resources it was agreed to replace the bearing support timber and 10 mm thick galvanized steel plates would be fitted, held to the planks with bolts.

A rubber seal would be attached to the windshaft to stop water running down onto the breast beam. New lap boarding would be fitted where boards were removed and

the existing lead flashing re-applied. To carry out this work the windshaft would have to be raised.

To give sufficient space to lift the windshaft, the brake and brake waddle stop were removed. To ensure that the windshaft did not turn, straps were fitted between the tail wheel and side girts. The bottom sweep was also roped to iron stakes hammered into the ground both sides and in line with the sweep. To lift the windshaft a jack was positioned on the top of the brakewheel sprattle beam. A 305 x 102 mm rolled steel joist (RSJ) was positioned across the mill off the top of the side girts with a substantial vertical timber section wedged between the RSJ and the sprattle beam to take the weight. Because of imbalance, a second jack was positioned under the sweep to take some of the weight. Cables from the crown tree and side girts were also fitted over the windshaft near the tail bearing to hold it down at the back.

On a windless day in June, the windshaft was lifted and the front bearing removed. After making further preparations, the bearing, which was found to be in a good condition, was removed. This took one hour, but it took a further four hours to replace it and re-instate the windshaft.

The very next week we were told that we had been awarded £5,000 worth of tools and materials by B & Q in their 'You Can Do It' award scheme, beating 3,000 other entrants. The grant will help towards essential DIY products to weatherproof the mill and repair the barn. However there was one stipulation, the work had to be completed within two months. Work on the breast beam was therefore postponed.

Jill Windmill

Robin Jones

In *Remolo*, the Newsletter of The Jack and Jill Windmills Society, Issue No. 70, the following appears about one of two filming contracts, which took place at Jill Mill during 2001. Production International recorded a series of ten-second "adverts" to precede the GMTV morning weather forecasts – promoting "Bounce", the fabric conditioner. Filmed at Arundel Park, Petworth House, Seven Sisters, Nymans Gardens and Clayton, each "advert" featured a different item of clothing from pop sox to boxer shorts, and were shown during Autumn 2001. The sequence filmed at Jill Mill occurred when the sweeps were turning. An actress speaking the rhyme reproduced below, ran towards the camera holding an old sports bra to her nose smelling the fragrance of "Bounce"!

*Sussex Windmills turning gently
The scent of heather from afar
My mind is filled with many pictures
When I sniff my old sports bra*

Earnley Mill

Don Cox

The mill is now for sale at an asking price of £450,000 from Hancock and Partners, telephone 01243 531111. It includes the main house and a small cottage as well as the Grade II listed windmill. Only the shell of the mill is there at present with no cap or sweeps. The windshaft is in the garden upended and set on concrete as a garden feature. There are other items laying about the area.

The sale is a pity as you might remember that the Chairman and I visited the mill several years ago with offers of help. The owners were keen to restore it, but had no idea of costs. They are certainly aware of the costs now !!!.

COULTERSHAW PUMP ANNUAL MEETING

Don Cox

On the evening of 10th November 2001 fourteen members of the Coultershaw team of volunteers assembled at Robin Wilson's house for the 9th Annual Meeting of the Coultershaw group.

After a welcome by Robin, it was down to business. Firstly matters arising from last year's minutes were discussed. Then to a review of the 2001 season, which thanks to the analysis by Harold Browne we were able to discuss in detail. Visitor numbers were down by 14% but receipts were the same as last year. On to the accounts and although there was a deficit of £236, funds remain at an acceptable level. Progress on the provision of brown tourist signs is satisfactory and the setting up of the Trust for Coultershaw is progressing with trustees from Sussex Industrial Archaeology Society and from the Petworth Society. The sluices and the engine house are under investigation.

The winter maintenance programme was considered with people taking on various projects. Thus to plans for 2002 where the entrance fee was agreed to remain the same and members agreeing to fill in the rota of stewards when the pump is open for viewing.

SUSSEX MILLS OCTOBER MEETING

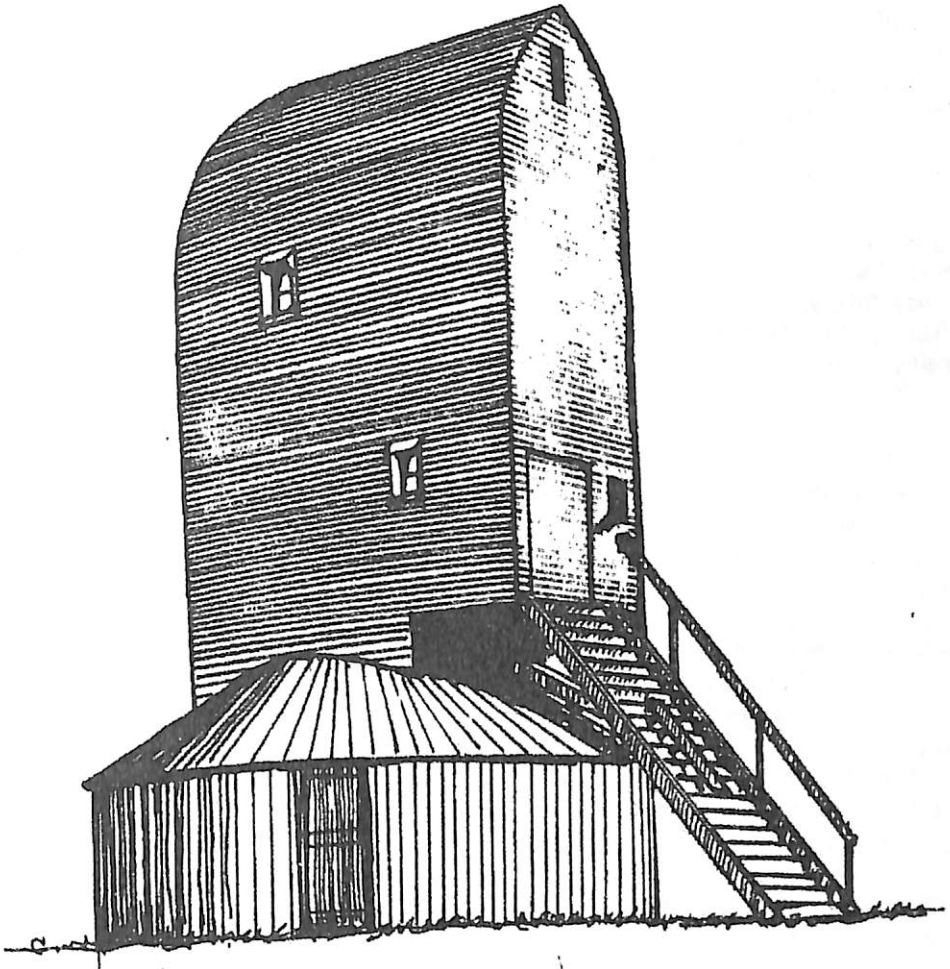
Don Cox

On 14th October twenty members gathered at Ifield Watermill to talk about mill related matters. We started with a short talk about the history and the restoration of the mill by Ted Henbery.

We then discussed public liability insurance and the new recommendation that mills should have cover for £10 million. This will be an expensive encroachment on mill funds and will be watched with interest. Linked to this were the problems with school visits and it was thought by some that there would be no school visits in five years time. The Chairman then read out a letter published in "The Argus" from a visitor to a mill complaining of his treatment. We must learn the lesson that visitors are our means of funds and support and must be treated with respect. The following fundraising suggestions were made; baseball caps with 'Sussex Mills' or 'Dusty Miller' on them; mini sacks of flour and jigsaw puzzle versions of the new postcards of Sussex mills. After a break for refreshments supplied by the Ifield Mill volunteers there was time for a look over the mill.

We next viewed the new video by Martyn Taylor about the mills of Sussex. This was well received and the next action is to design a jacket cover and then obtain some copies in time to sell next year.

With a thank you to Ted Henbery and his team at Ifield, we all departed.



BARCOMBE POST MILL

R.G. Martin

BARCOMBE POST MILL

Barcombe mill was erected in 1817-18 by millwright Jesse Pumphery, who worked it until 1825 when he left to live in Lewes. Following his departure the mill was owned by John Holroyd and tenanted by Richard Jenner ⁽¹⁾. Holroyd advertised the estate for sale in 1835, 1836 (twice) and 1837. Jenner was still tenant in the last year, but by 1839 had been succeeded by Henry Guy Jnr. In 1848, when the property was put up for sale again by court order following the death of Holroyd, the mill was being let jointly to Guy and a Mr. Good. At some point Good seems to have left and in 1851 Miss M. Guy is given as miller, with Henry Guy being listed again in 1855. Guy was followed by Henry Gaston. Later the property was acquired by a Mrs. Hemsley and by 1862 her miller was John Locke, who remained at the mill until it ceased work in 1890.

In 1891 the mill and the ground on which it stood was sold by Mrs. Hemsley to Mr. E W. Bunney, a well-known local flower grower. Mr. Bunney intended to pull down the mill but the millwrights wanted £30 for the job, and also requested that he supply all the necessary materials. He considered this proposal unreasonable, and so the mill remained standing, the roundhouse being utilised at one stage as a chicken house, until burnt down in 1907 or 1908. The cause of the fire, which appears to have started in the upper part of the mill, is a mystery. A gale was blowing at the time and pieces of burning timber were carried quite a distance by the wind. Many of the timbers and machinery were saved and afterwards sold quite profitably by Mr. Bunney. In the 1930s the mill house still stood with one of the millstones in use as a step. The bakehouse, which adjoined the miller's cottage, had been converted to a garage.

The mill was a large white one with a single-storey wooden roundhouse. It was reputed to have been very solidly constructed and thus very heavy. Owing to the consequent difficulty experienced in turning it by hand, a horse was employed for the purpose, a concrete track being laid around the mill for it to walk on. It is also said that the sweeps were exceptionally large. There were two pairs of stones. A photograph of the mill in 1905, without sweeps and tailpole but otherwise in good condition, ⁽¹⁾

(1) *Sussex Industrial History* Issue 17, which contains an article by Martin Brunnarius on Jesse Pumphery and the work he did at Barcombe mill and others.

WIND AND WATERMILL POSTCARDS – PART 2, STAPLECROSS MILL

Michael Yates

My last article described the real photograph postcard of Earnley Mill from about 1905. This time I will describe a real photograph card I bought cheaply because it was an unadvertised windmill. It has no place name on it at all and it is not postally used so there is no postmark to give a possible clue as to its location. It has no manufacturer's mark other than the reference letter "A" on the back. The card



attracted me as it showed a smock mill with a Kentish cap that probably stood in Kent, east Sussex or east Surrey. There are several very distinctive features about the mill and after a short search I was able to advertify it as Staplecross in east Sussex, finally basing my identification on Plate 146 in Brunnarius "The Windmills of Sussex". I have two other postcards of Staplecross but both of these and the Brunnarius photograph were taken from the road, which ran up past the mill. My real photograph postcard was taken from just inside a yard opposite the mill and the road can just be seen in the foreground. There appears to be an oast house to the right of this yard. Staplecross Mill is an eight sided, white painted smock mill (not black as described in Brunnarius) with a stage, a Kentish cap, eight bladed fantail and double shuttered patent sweeps, the striking gear of which, a modified Kentish lever mechanism, can be seen at the rear of the cap. The smock body stands on a two storey square brick base with brick built wings on either side. The stage, supported from the mill base by angled struts, is just slightly above these buildings. It has a handrail supported by struts from the protruding ends of the floor beams and by diagonal braces. The buildings under the stage have several sash windows, one double door and one large door. The right hand part appears to be in use as a house or possibly a shop with a separate access door. There are three people on the stage, two of these are dressed in long aprons and flat white (sailor type) hats. One of these men is proudly carrying his son or daughter who is wearing a dress and has long hair. The wall under the stage is covered with advertisements among which can be read "Molassine Meal for all Animals", "Molassine Dog and Puppy Cakes, Different from all Others" and "Kositos Cooked Maize, Best Animal Feed". The date stone, which according to Brunnarius is inscribed with "TM 1815" (TM being Thomas Martin, the millwright), can be seen but it is not possible to read the inscription. This good quality postcard must date from well before 1916, the year in which Staplecross ceased to work. By 1936, Staplecross Mill was becoming derelict ⁽¹⁾ and in 1951, the smock body was pulled over. The windshaft was salvaged and installed at Punnetts Town Mill. By 1979, the brick base had been converted to a house.

The final comment on this postcard must be from the point of view of a deltiologist. Now that the windmill shown on it has been advertified, the postcard is more valuable as a record of local history than when I purchased it. It is also now a card with an enhanced monetary value although, to me, this is of little importance as I have no intention of selling this or any other card in my collection

(1) Rev. Peter Hemming *Windmills in Sussex* (1936)

Sussex Mills Group

Chairman	P.J. Hill	97, Holmes Avenue, Hove, BN3 7LE (01273 776017)		
Secretary	D.H. Cox	3, Middle Road, Partridge Green, Horsham RH13 8JA (01403 711137)		
Committee	A. Brown	M. Chapman	E. Henbery	P. Hicks
	T. Martin	A. Mitchell	B. Pike	S. Potter
	R. Potts	L. Stevens	T. Ralph	

7 TWO BRANCHES AND A SIDING

The Dyke Branch

This branch was opened on 30th September 1887 to tap the excursion market to the popular viewpoint of Devil's Dyke to the north of Brighton. It was built by the Brighton & Dyke Railway Company and operated by the LB&SCR. Leaving the Brighton-Chichester line half a mile beyond West Brighton station (now renamed Hove) and with initially no intermediate stops the line climbed on an almost continuous gradient of 1 in 40 to a point 200ft below the summit leaving visitors with a stiff half mile climb. Following initial success, with a reported 30,000 visitors arriving by rail, road and foot on August bank holiday 1893, the Company was in receivership by 1895 which continued until absorption by the Southern Railway in 1924. With increasing competition from motor buses, which went right to the summit, the branch closed on 31st December 1938.

The route of the line can still be followed; starting at Aldrington Halt (opened in 1905 as Dyke Junction Halt along with other halts for the introduction of motor train services between Brighton and Worthing) the line ran behind the gardens of Amherst Road before passing under the Old Shoreham Road between the present petrol station and PC World and immediately to the west of the alley that leads to Maple Gardens. From here the line continued behind Maple Gardens and Elm Drive along what is now the eastern edge of the cemetery, marked by a hawthorn hedge. At the junction of Elm Drive and Rowan Avenue a gap between the houses, still a footpath, leads to the site of Rowan Halt immediately to the north. This was opened on 12th January 1934 to serve the Aldrington Estate then being built by the Brighton builders T. J. Braybon & Sons Ltd. The halt was an important selling point and also enabled residents working in Brighton or Hove to return home for their cooked meal at lunchtime. The line continued behind Rowan Avenue before bridging Hangleton Road, which dipped below but was filled in to rail level during WW II. The point of crossing is at Churchill House and an alley by the side leads to West Way, which was also crossed on a bridge where the library now stands. From here the line ran behind the gardens of Poplar Avenue and under Northease Drive where the school and Poplar Close have been built. Here an enterprising estate agent invented a never to be built Hangleton Halt. From the Downsman Public House at the top of Poplar Avenue a footpath follows more or less the alignment, although the levels have been altered, over the Brighton Bypass to the site of Golf Club Halt at TQ 268093 which opened in 1891 for the benefit of the Brighton & Hove Golf Club which had itself opened in 1887. By 1895 an arrangement had been made so that when the starting signal at Dyke Station was lowered a bell rang in the clubhouse allowing golfers to down their drinks and hurry to the platform, the site of which can be determined although the brickwork has long gone. There is no right of way northwards but the route can be discerned and the Dyke Station was to the east of

the double fronted building in the distance at TQ 260103. An SIAS visit in 1998 showed only part of the single platform survived. Although long since closed I doubt if a modern car could better the journey time of 20 minutes from the centre of Brighton.

The Kemp Town Branch

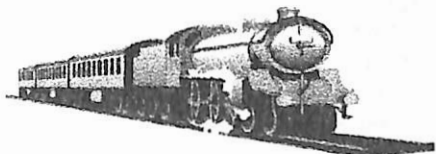
Opened on August 3rd 1869, ostensibly to provide a link to the fashionable suburb of Kemp Town on the eastern outskirts of Brighton, this short branch of just over one mile cost some £100,000 to construct, an enormous sum in those days, but hardly surprising as much of its length was on a viaduct or in a tunnel. It was never financially justifiable and was actually built by the LB&SCR to protect its territory, and in particular the Brighton traffic, from rival schemes. Passenger traffic ceased on 31st December 1932 but goods traffic, especially coal survived until 1971. Following closure the entire branch was bought by Brighton Corporation and after 30 years nothing of railway origin remains, except the tunnel, yet the route can still be easily followed. The branch diverged from the Brighton-Lewes line just east of the tunnel under Ditchling Road and ran through what is now the Centenary Industrial Estate off the Hollingdean Road. This was formerly the site of a small goods yard and in the southeastern corner, at the junction of Richmond and D'Aubigny Roads, was opened on September 1st 1873 Lewes Road Station which could also be accessed by a covered flight of steps from Lewes Road. Immediately to the east was a 14-arch viaduct that crossed Lewes Road and two arms of Melbourne Street. The section crossing Lewes Road and Melbourne Street was demolished in 1976 and the western portion (now covered by Sainsbury's) went in 1983. After a short stretch of embankment, now removed, a fine bridge, demolished in 1973, crossed Hartington Road. St Martin's School and Viaduct Court mark the crossing. On entering a recreational area, from Hartington Road opposite Shanklin Road, immediately to the east was the site of the short-lived Hartington Road Halt that opened in 1906 but had closed by 1911. From this point one can walk almost to the entrance, of the 1,024 yard tunnel, now sealed, which passes below Elm Grove and Queens Park Road before emerging to the east of Freshfield Road. At the intersection of Pankhurst Avenue and Down Terrace is a small iron ventilator, some 12 inches high, which is allegedly connected to the tunnel below. Kemp Town Station was situated in Coalbrook Road and was of similar design to those at Portslade and London Road (Brighton). Behind were a long single platform and an extensive coal and goods yard. Today Freshfield Industrial Estate covers the site but the tunnel portal can still be seen.

The Crumbles Siding

In 1862 (an agreement between the Duke of Devonshire, the landowner, and the LB&SCR is dated 25th March 1862) from just north of Eastbourne Station a siding was laid extending for about three miles to a desolate area of foreshore known as the Crumbles. Its purpose was for transporting shingle ballast from the beach for

use on the LB&SCR's permanent way. With the formation of the Southern Railway angular granite ballast was used and the far end of the line had closed by 1932. The siding survived until the late sixties, when the line was lifted but its route can still be traced. It commenced north of Whitley Road Bridge opposite the New Bedfordwell Waterworks. These opened in 1883 but were only to have a short life as the well became contaminated and was abandoned in 1895. The attractive red and cream brick building is now a council depot but the access point for coal delivery by rail can still be determined. The Crumbles siding, opposite, curved away behind the present Courtlands Road (close by is Waterworks Road where the original Bedfordwell Waterworks was situated from 1859-1883; only an ancillary building survives) before crossing Ringwood Road where the alignment can be clearly followed as a strip of green running to the rear of Astaire Avenue. In 1926 a half mile branch was constructed to the Corporation's Electric Light Works at Roselands. This had opened in 1883 on the site of the original Bedfordwell Waterworks and after purchase by Eastbourne Corporation moved to this location in 1903. Although a rail link was mooted, economic analysis showed delivery of coal by road was cheaper until the 1920s, when due to the growth of the town and consequent increased demand for electricity the economics then favoured rail. Not only coal for the boilers was delivered but also fuel and lubricants for the bus depot in nearby Churchdale Road, whilst scrap metal from the Refuse Destructor on the same site was transported out. Deliveries ceased in February 1967. The site of the level crossing in Astaire Avenue can be clearly seen, to the left of the typical thirties electrical substation, after which the line continued on a low embankment between Harding and Hunloke Avenues before two more level crossings at St. Philips and Roselands Avenues. This branch was of course laid before the houses were built, the crossing gates being erected as development proceeded. Rejoining the alignment to the rear of Astaire Avenue two small concrete bridges over watercourses survive, one complete with decaying wooden sleepers the other with a modern handrail, both are to the west of the Bridgemere Centre. The line then crossed Churchdale Road before curving southeast. In 1870 the Eastbourne Gas Company built a new works (the original works were to the north of Eastbourne station) that straddled the line, closure in 1967 deprived the Crumbles siding of its last regular traffic. The gas works are now demolished but gasholders currently survive and the alignment can be found to the east of Finmere Road leading down to Seaside where, next to the end house the line terminated from 1932 until closure. From here the original route to the 'Ballast Hole' ran diagonally east across the modern roundabout and on towards the Crumbles, now the site of the Sovereign Harbour development.

This concludes the branch line survey, it is planned to produce a similar survey for lines that are still operational in future Newsletters.



Some Notable Brighton Transport Centenaries

John Blackwell

During May 1901, the extension to Volk's Electric Railway from Paston Place to Black Rock opened. Partially built on a wooden viaduct this gave passengers an exciting ride over the waves. Three new cars numbered 6, 7 & 8 were required for the extension; these each have 32 seats, half being inside a central saloon the remainder being back to back on the end platforms. They are still operational though of course have been rebuilt several times. The extension was approved because the Brighton & Rottingdean Seashore Railway or "Daddy Longlegs" as it became popularly known did not run after January of that year, not, as is often reported, because of mechanical failure or storm damage but due to the lengthening of the beach groynes east of Paston Place. This work eventually caused the extension's wooden viaduct to be buried in shingle. Although it was intended to re-site the western terminus of the Daddy Longlegs to Black Rock this never materialised and this interesting and exciting venture never operated again.

For those interested in both the above lines *Volk's Railways Brighton, An Illustrated History* by Alan A Jackson published by Plateway Press is thoroughly recommended.

On 25th November 1901 the first Brighton Corporation tram trundled out of the Lewes Road Depot (still operational as a bus depot) in competition with some horse drawn bus routes run by private operators (these soon ceased) but more importantly providing cheap public transport to the new housing being built on the hills surrounding Brighton where horse drawn buses could not reach. The trams were traditional two axle open top double deck running on a 3'6" gauge track. Although the cars were rebuilt many times during almost 40 years of service the upper deck remained exposed to the elements giving them a dated look when other operators had long since enclosed their vehicles. The end came on September 1st 1939 when they were replaced by trolleybuses. With the impending war the tramcars and track soon went towards the war effort, only one, car 53, is known to survive.

As part of our Society's winter programme of lectures Richard Pennell of the Tramway and Light Railway Society will be giving an illustrated talk on the Brighton Trams on the Saturday 20th April 2002 at West Blatchington Mill Barn.

Visit to Romney Hythe & Dymchurch Railway

John Blackwell

Some twenty members assembled at New Romney on a bright autumn morning and it soon became apparent that although we were only just in the next county most had not visited the railway for many years; or even since childhood. I can recall in those far off days staying with an aunt who lived in a charming cottage near Hythe called Maymolly Lodge. From there I visited the railway and was able to see right into the loco cab rather than just seeing the footplate crew's boots; perhaps that is where my love of railways began. The RH&DR is the world's smallest public railway with the engines and carriages being one third full size and having a gauge of 15". The story

of its conception in the 1920s is worth recalling. Two very wealthy friends Captain J. E. P. Howey and Count Louis Zabrowski decided to build the best miniature railway in the world and engaged the eminent miniature railway engineer Henry Greenly to design and build two 15" gauge steam locomotives. Several sites were looked at before deciding on the almost flat Romney Marsh connecting the Southern Railway station at New Romney (long closed) and the seaside towns of Dymchurch and Hythe. Sadly the Count was killed motor racing at Monza before the Duke of York, later to become King George VI, opened the line unofficially in August 1926. The line quickly caught the public's imagination and by 1927 there were no fewer than seven locos and an easterly extension to Dungeness in the course of construction. During the thirties rich socialites could be found driving the trains at weekends but all this ceased during the war when the line was used to transport troops defending our shores. The immediate post war years were halcyon days for the railway with thousands flocking to the large holiday camps dotted along the coast but with the death of Captain Howey and the advent of the package holiday the railway entered into a period of decline. It was rescued by a group of enthusiastic businessmen headed by Sir William MacAlpine (members may recall the visit to his private railway at Fawley a couple of years ago). Our visit commenced in the workshops, built in 1925, and there we saw drilling, milling, and turning machines including an original hydraulic press manufactured by Hollings & Guest and still in use for pressing wheels on to axles. The three full time staff are responsible for eleven steam engines, two diesels, 65 carriages and thirteen and a half miles of track. The aim is to have 10 locos operational with one undergoing a major overhaul every 100,000 miles. In the erecting shop being overhauled was 'Southern Maid' a 4-6-2 loco based on Gresley's A1 Pacific, (of which the most famous is "Flying Scotsman") which was built in 1926 by Davey Paxman & Co Ltd of Colchester. The remainder of the day was spent travelling the line; a group boarded a train hauled by Pacific "Dr Syn", modelled on a North American design complete with cowcatcher and delivered in 1931. This is named after a fictional character who by day was the kindly rector of Dymchurch but at night led his gang of smugglers across the Romney Marshes. On arrival at Dungeness a group ascended the lighthouse to gain a superb view of the channel coastline, others went to the visitors centre at the nuclear power station, and pondered over the pros and cons of this form of generation, a small group inspected the scattered shanty cottages dotted along the foreshore and mused that on a pleasant day, such as we were blessed with, they could be isolated but idyllic, two of us went to the pub. Fortified we returned to New Romney behind "Dr Syn" and then following an engine change to 'Winston Churchill', an identical type of engine, we journeyed on to Hythe. All of us had a most enjoyable day and would recommend a visit, especially if you have not been recently. Finally thanks to Robin Jones for organising the visit and to Fred Sargent for conducting us around the works.

The Sussex Industrial Archaeology Society

registered Charity No. 267159

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