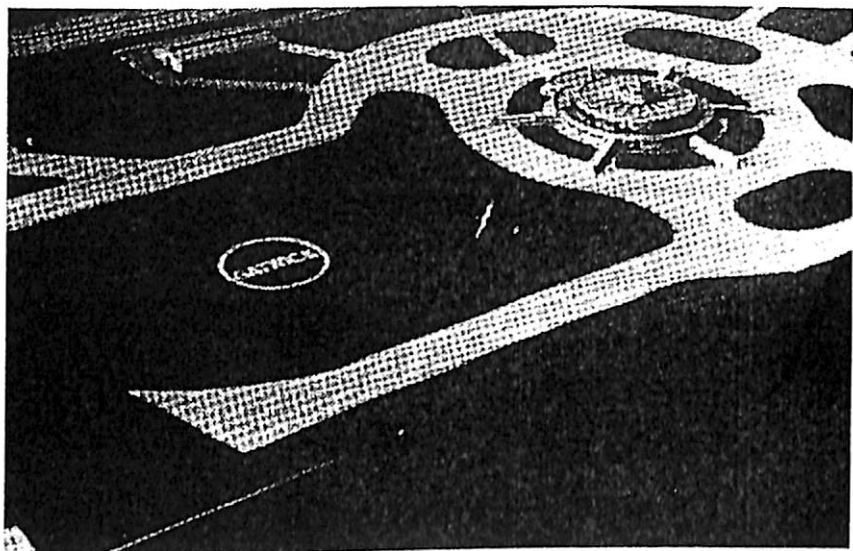




SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY NEWSLETTER

Newsletter No 117

January 2003



The conversion of the Beehive Terminal at Gatwick Airport has won a top award from the AIA. (see page 10). The picture shows the model of the airport, as it was in 1936, which was found in a Sussex windmill in 1985.

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FUTURE PROGRAMME

Winter Lectures at West Blatchington Mill Barn will take place on Saturdays at 7.30 pm. Contact Peter Hill 01273 776017

Saturday 25th January, Mike Slamo on *Brighton to Shoreham west coast railway line*.

Saturday 29th March, Chris Horlock on *Industry in Brighton* using his extensive postcard collection.

Saturday 26th April, Peter Bailey on *The Port of Newhaven*.

Other meetings

Saturday 25th January at 1:30 pm for 2.00 pm at West Blatchington Mill Barn the Brighton Circle (a railways group) meeting *Picture Postcards and Oddities* a talk by Mark Cruttenden. Any SIAS members are welcome. **Note: this is the afternoon of our evening lecture.**

Tuesday 11th February at 7.30 pm at East Pallant House , Chichester, a joint meeting with Chichester Museum Society *Fortress City - The*

Defences of Portsmouth 1665-1900 by John Stedman, Local History Officer, Portsmouth City Museums and Record Office. Joint meeting with Chichester Museum.

Note: all attendees pay a meeting fee of 50p.
Contact: C. Bryan 01243 773158

Sunday 16th March, Working Party at Coultershaw Pump.
Contact Robin Wilson 01798 865569

Saturday 5th April, at 10.00 am at the Royal Naval College, Greenwich (Greenwich University) South East Region Industrial Archaeology Conference (SERIAC). Application form enclosed.

Saturday 5th April, at 10.30 am. Tour of Sussex Mills. Contact Bob Bonnett 01825 733802. Details in the *Mills Group Newsletter*.

Saturday and Sunday 10th and 11th May, National Mills Weekend.

Saturday 17th May, at 2.30 pm. A walk around Newhaven.
Contact Ron Martin 01273 271330. Meeting place and guide to be arranged. Details in the April Newsletter.

Saturday 14th June, at 7.00 pm. A second walk around Lewes led by Graham Mayhew. Meet at the Barbican, Lewes High Street.
Contact Pat Bracher 01273 813902.

Wednesday 9th July, Mills Group outing. A tour of London mills.
Further information in the April Newsletter.

Saturday 30th August, at 10.30 am. A Wey and Arun Canal boat trip. Meet at the Onslow Arms, Loxwood TQ 041 311. A 2-hour cruise on the canal in the narrow boat *Zachariah Keppell*. Contact R. Jones, 3 Nutley Mill Road, Stone Cross, Pevensey, East Sussex, BN24 5PD, 01323 760595, to whom a cheque for £5.50 made payable to SIAS should be sent. Bookings close 31st July.

Saturday 22nd November, at 2.30 pm in West Blatchington Mill Barn.
SIAS AGM.

FROM OTHER ORGANISATIONS.

THE RAILWAY RAMBLERS

Jeff Vinter

Sat 22nd March . Henfield Circular Railway and River Walk (7 miles). This walk will begin southwards from Henfield along the former Horsham to Shoreham railway line (now the Downs Link), before turning north on to the bank of the River Adur, which was used as a commercial navigation (the Adur Navigation leading to the Baybridge Canal) before the railway was built. We will regain the Downs Link north of Henfield, then use the old railway to return to our start point. Meet outside The Cat and Canary public house, Station Road, Henfield (grid reference TQ 207162), at 10.30 am. Directions: From Henfield High Street, turn west into Church Street, which continues into Upper Station Road. The Cat and Canary is situated on the right at the end of Upper Station Road, but may have become a private residence, so be watchful! (It was still a pub in March 2002.) Pub lunch at The Fountain, Ashurst. OS Landranger Map 198. Leader: Jeff Vinter.

ANNUAL GENERAL MEETING 2002

Ron Martin

The 35th AGM of the Society was held on Saturday, 16th November, 2002 at West Blatchington Mill Barn. The Chairman, John Blackwell gave an outline of the activities of the Society throughout the preceding year. The Winter lectures had been on the whole well supported and a further series are planned for next year. The visit to Suggs Lighting and the Beehive Terminal at Gatwick in the Summer was most successful as was the visit to the Bluebell Railway workshops and the Shoreham Cement Works. The Society's approximately 10,000 IA record sheets had now been computerised but further works is still necessary to make this more accessible to members. Progress on the production of the *Field Gui* has been slow but hopefully publication in 2003 will be achieved.

The Treasurer, Peter Holtham presented the annual accounts. He commented that the reason for the increase in expenditure being accounted for by the transfer of the Coultershaw funds to their own account, the computerisation of the records and the need to publish two editions of *Sussex Industrial History* in one financial year. In the past year the Society had a net gain of seven members, the total membership now standing at 386. Non-renewable membership cards had now been issued.

The Editor gave his report and commented that *SIH 31*, the 2001 edition was published in January and *SIH 32* in July. Several articles are now available for *SIH 33*.

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 had organised a very well attended visit to mills in Essex, one to several mills in Sussex and held a discussion meeting at Barnham Mill. The "passport" project still attracts juniors and five "Dusty Miller" silver coloured badges have now been issued. 4,300 Tea towels and 200 copies of the Sussex Mills Videos have been sold.

The General Secretary reported that he has been engaged on a full measured survey of the Cocking Lime Works and also the recording of the Shoreham Cement Works, where thousands of drawings have been recovered from the site, which will eventually be deposited at the West Sussex Record Office. Efforts to record the Shippams factory in Chichester has so far been thwarted but access later on this year has been promised

Robin Wilson reported in writing that Coultershaw Beam Pump has had a successful year with an increase of 3% on visitors and 9% on income from the previous year. The Working Party in March was well attended. and the Coultershaw Trust formally established on 16th May. The investigation into the condition of the sluices and structure has reported that although there is considerable scour there is no immediate danger of collapse. The costs of restoring the sluices is still under consideration. It is hoped that the Leconfield Estate will re-roof the engine house and this area can then be used for display and the Leyland engine reinstalled as a static exhibition.

Tony Baxter reported that at the Swanbourne Pump house, there has been a successful season, with no vandalism and £80 received in the collection box.

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, but full working must await the clearing of the

leat. A second disabled person's hoist is to be installed to give access up to the second floor.

Chris Bryan reported that at Padwick (Poyntz) Bridge vandals had been deterred by the application of anti-vandal paint. Work on the Portsmouth and Arundel Navigation at Stewart Bridge in Barnham had exposed brickwork and pieces of ironworks for that bridge and also of Hollinsworth Bridge. Recording and some restoration is being carried out.

Molly Beswick reported that of the 500 copies of the revised *Brickmaking in Sussex*, 225 had been sold and of the 150 that Vic Mitchell had taken 86 had been sold.

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

After the AGM Ron Martin gave a talk on the recording works he has carried out on the Cocking Lime Works and at Shoreham Cement Works.

NINETEENTH CENTURY COAL YARDS AT PEVENSEY BAY

John Farrant

At Pevensey Bay are visible substantial remains of three coal yards, in Richmond Road (the parking lot of Richmond Vehicle Sales), between Bay Terrace and Coast Road, and between Beach Road and Marine Terrace. Each has a retaining wall built into the shingle bank, and coal was unloaded from colliers on the beach, hauled up the bank and tipped over the top of the back wall. Collier Road runs from the beach toward the Richmond Road yard. Limekilns at Wallsend (as the locality was then known) are recorded from about 1790 and these may have been similarly built into the bank and loaded from the top. The chalk for the kilns presumably also came by sea, from the Holywell pits under Beachy Head. The yards supplied customers, in the 1840s and '50s, as far inland as Burwash and Dallington and such distribution probably outlived the lime burning. It survived the opening of the Lewes to Bulverhythe railway in 1846, until competition for coal carriage intensified in the 1860s with the opening of the link lines across or around London which allowed through

running by rail of coal from the Midlands fields. Concurrently, the beach was attracting the attention of property developers for seaside residences.

Mr G. A. E. Holter alerted me to these yards and we are continuing investigations, with a view to an article for *Sussex Industrial History*. I will be pleased to hear from anyone with information on these yards or on parallels elsewhere on the south coast

John Farrant.

75 Paddock Lane, Lewes, BN7 1TW. 01273 478133.

BLUEBELL RAILWAY LOCOMOTIVE WORKS VISIT Robin Jones

Twenty-four members and guests of the society met at the entrance to Sheffield Park Station, the southern terminus of the Bluebell Railway, on Saturday October 12th for a visit to the Locomotive Works. After a short walk to the Works, we were met by our guide David Jones, who is also a member of our Society. Before entering the building, each member was given an informative handout about the Works, with a list of locomotives giving types and build dates. Currently in the works were three locomotives, the GWR *Dukedog* No. 3217, *Earl of Berkeley*, in its final stages of a heavy overhaul, Standard Class 5 No. 73082 *Camelot* having work carried out to the pistons and valves and ex-Barry U Class No. 1638 being restored from scrap yard condition. Once we entered the works, in addition to the three locomotives, a number of components were observed. A large number of new boiler tubes were seen, which were for the boiler of the *Dukedog*. During the comprehensive tour a variety of engineering facts were given about the three locomotives. Each locomotive had their unique features and a number of these were pointed out. An explanation of the construction of a tender was interesting, especially how it is fabricated with a series of internal baffles to prevent the many gallons of water carried from causing instability to the tender when hauled at speed behind a locomotive. This and many other intriguing facts were given to members by David during the tour. After looking at the locomotives, the tour continued into the machine shop area, where further locomotive components were seen. These included a new casting for one of the 'Terrier' class locomotives and a number of sprung sets, one of which had been broken under stress during use. On

a bench area within the works, the technicalities of applying white metal, was explained. In the machine shop, lathes, boring machines and radial drills were observed, and it was mentioned that most of the work in restoring the steam locomotives is carried out by a team of 6 full time staff, although a large number of volunteers provide added support to keep the locomotives in working order.

Having viewed the workshop facilities, the tour continued into the yard area, where the history and progress on a number of locomotives was given. Locomotives viewed in the yard included the tender, which will form part of the reconstructed H2 Atlantic, LB&SCR 32424 *Beachy Head*, the South Eastern & Chatham Railway P Class Locomotive No. 27 and the Industrial Locomotive No. 3 *Baxter*. The boiler of one of the larger locomotives was lying on its side, giving the opportunity to see the construction of the underside. Locomotives in the running shed seen during the tour was SR No. 21C123 *Blackmoor Vale*, SR No. 928 *Stowe* and London & South Western Railway No. 120 T9 Class locomotive on loan from the National Railway Museum. The semi-royal saloon of 1903, which formed part of the royal train for King Edward VII was also pointed out. Now in LMS livery it forms part of the prestigious Golden Arrow Dining Train and was seen coupled to Pullman carriages outside the shed.

On the completion of the visit, Ron Martin gave a vote of thanks to David for an excellent and informative tour of the works and locomotives.

VISIT TO SHOREHAM CEMENT WORKS Diana Durden (with help from Peter Holtham)!

On Saturday 7th November, about thirty members visited the Cement Works. The tour was so popular that two visits had to be arranged, the second starting in the afternoon, immediately after the morning one finished. The present site dates from 1946, rebuilding being completed in 1951 and closed in 1991. It is situated on both the east and west side of the A283.

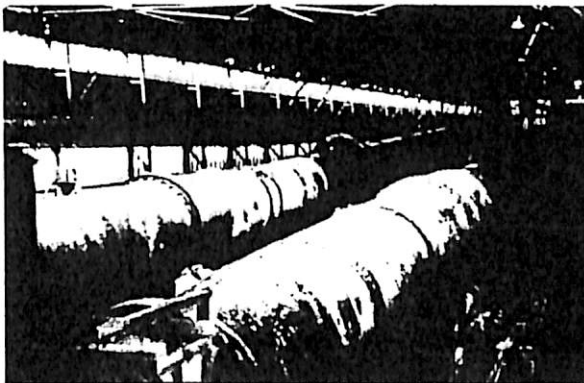
We were shown round by Ian Dewar, who was Site Engineer during the final ten years of operation. We began our visit by assembling at the rough mills, where we were given a history of the site by Ron Martin and also shown the site plans. The basic process of making cement consists

of heating a mixture of chalk and clay until it almost fuses and then grinding it to a fine powder. The chalk was broken up in the rough mills where it was mixed with clay and then transferred to the wash mills. (The clay used to be piped from a pit at Horton, near Small Dole, although latterly it was brought in by road.)

We then moved on to the press house (built in the 1980s), and saw where the water was removed from the slurry and the conveyor belts that took the resulting "cake" to the kiln house. In here we saw the two 350-foot (107 metres) long rotary kilns (*see photograph*) that were fuelled by powdered coal dust. We were then shown the electrostatic precipitators that removed the dust from the exhaust gases before they were passed to the 300 foot (91 metres) high chimney. We also examined the coal storage, grinding and supply machinery. Coming out onto the flat roof, we had a wonderful view of the surrounding countryside. Car drivers passing along the A283 at that point must have wondered why there were tiny figures visible above the parapet of a derelict building!

Returning to ground level, we crossed to the west side by means of a tunnel and visited the dispatch building, floor by floor, stopping to look at parts of the bagging plant as we went.

Finally we returned to ground level, our clothes and shoes a little white with cement (!), and thanked Ian and Ron for a very interesting and informative visit. The future of the site hangs in the balance (watch this space)! so we were very grateful to be given the opportunity to tour it before probable demolition.



Rotary kilns at Shoreham Cement Works

GATWICK BEEHIVE RECEIVES TOP AIA AWARD

Several SIAS members have over the years been fortunate to be amongst those allowed to visit the pre-war passenger terminal — the Beehive - at Gatwick, the last visit for members being last spring. It was good to learn recently that the "conversion" of the building two years ago earned the top award from the Association for Industrial Archaeology. Awarded biennially, the award recognises the adaptive re-use of a building which in the opinion of the judges best retains the architectural and structural character of the building's former use, whilst providing a new and economically sustainable future. For those who have forgotten, the building was opened in 1936 as the world's first circular airport terminal and offered scheduled services by the first British Airways Ltd (BA) to Paris, the Isle of Wight and Scandinavia. From 1956 it was only used as offices but when the building was listed in 1996, its owner British Airports Authority (BAA) wanted to restore and conserve it as long as an economic use could be found. This coincided with BA franchise operator Gibraltar Airways (GB Airways) requiring new accommodation.

The Beehive's return to modern day use as the airline's office and operational centre was achieved in the autumn of 2000 after the expenditure by developer BAA Lynton of nearly £2m. Thus the AIA award on 7th November which followed a nomination by the British Aviation Preservation Council, was to BAA Lynton. It was one of several presented before an audience of over 200 at the British Archaeological Awards ceremony at Liverpool Town Hall by Sir Neil Cossons, chairman of English Heritage.

If you have still not seen the building, it did have a number of novel features - apart from its circular nature, the building was connected by an underground tunnel to a new railway station on the Brighton main line and it had telescopic canopies which radiated out on rails to the steps of the aircraft. The canopies have long disappeared but the rails have been restored as has a section of the tunnel complete with replica advertisement display cases.

John Berkeley, the vice chairman of the British Aviation Preservation Council – the heritage network which links most of the country's aeronautical museums with many of the aviation societies - said the project had been an excellent example of team work. "In addition to

BAA Lynton and its contractors, the project had been closely followed and supported by Crawley Borough Council, West Sussex County Council, English Heritage and GB Airways which began as the tenant and was now the proud owner of the Beehive." John also welcomed the award as a reminder that Britain's aviation heritage was much more than just the historic aircraft displayed in museums. "The built heritage also deserves proper recognition. With civil aviation so often overshadowed by historic military sites, the Beehive award is very welcome."

No doubt there will be further visits in 2003 which is of course a year that will see several celebrations of 100 years of flight – remember the Wright

COULTERSHAW UPDATE

Robin Wilson

Coultershaw has had a good year with over 1000 visitors and income up by 9%.

The Coultershaw Trust is now established as a Company Limited by guarantee. Four Trustees were nominated by the SIAS and four by the Petworth Society. The objects of the Trust are to 'advance the education of the public by affording them access to the beam pump' and to promote further restoration at Coultershaw. An application has been made to the Charity Commission for registration as a charity. After over 22 years of operation of the pump by the SIAS, the Leconfield Estate has at last proposed heads of agreement for a lease of the pump and other buildings of historic interest. The lease will be taken by the new Trust.

The sluices were surveyed again in 2001. The erosion has greatly increased since 1988 but the structure is not in imminent danger of collapse. The estimated cost of refurbishment is more than £80,000. The Environmental Agency say that they could not justify any expenditure on the maintenance of the sluices for flood defence reasons but believe the restoration could be funded by a partnership of interested parties. The sluices are essential to maintain the water level necessary for the operation of the beam pump.

No further progress has been made in the restoration of the engine house to the old mill. The Estate hopes to undertake the re-roofing in next year's programme. Ideas for the future of the building include the

reinstallation of the 1937 Leyland engine as a static exhibit and use as a gallery to show old photographs of the area taken by George Garland, who was brought up at Coultershaw.

Volunteers from the Rother Valley Project have built steps over the flood bank to give access to the stables. They also cleared the riverbank to restore the view of the sluices from downstream. The Coultershaw Group continues to flourish and has a reputation for providing a warm welcome and for giving all visitors that wish it a personal guided tour of the exhibits. More stewards are needed first or third Sundays in the month April to September whole or half days; contact Robin Wilson 01798 865 774.

All members of SIAS are welcome at the annual working party at 10.00 am on Sunday 16th March .

SUSSEX MAIN LINES – A YEAR 2002 SURVEY John Blackwell

4 BRIGHTON TO LEWES

The line to Lewes opened on the 8th June 1846 and was extended to Bulverhythe near Hastings on 27th June. Our journey starts from the now superbly restored Brighton Station (see *SIH No 28* for the full history). Incidentally does anyone know how the four faced hanging clock was originally wound? At some sixty feet above the concourse an extremely long ladder would be required or could the clock be lowered down? The eastern side of the station has seen a few changes in the last twenty years or so with platform nine now forming the entrance from the car park. The only reminder of platform ten, which served the Kemp Town branch, is a short section of canopy with a very intricate valence. On leaving the terminus one passed Brighton Locomotive Works. Established in 1846 locomotive construction did not start until 1852 and over the next 50 years the works expanded to cover the area as far as New England Road. To make even more space an extension was built over the track to the goods yard supported on brick piers. A few of these survive and can be seen behind Brewers decorators' shop in New England Street. With the formation of the Southern Railway in 1923 the works declined but with the advent of war in 1939 they were re-equipped

and locomotive construction recommenced in 1942. During the early fifties one of the highlights for a schoolboy was the annual open day. The last new locomotive was turned out on 20th March 1957 and the works closed completely in 1958. For a short time part of the works were used to assemble Isetta bubble cars which had a BMW 250cc motor cycle engine and were much more stylish than their Messerschmitt competitor. Demolition took place in 1969 and the car park opened in 1972. A few ancillary buildings remain: Martha's Barn, the furniture warehouse, was the canteen and the ivy covered building between the two bridges in New England Road was an entrance and clocking on point. Immediately after the works the line crosses the listed Preston viaduct. Designed by John Urpeth Rastrick, and completed in 1846, this magnificent structure constructed on a curve has 27 arches with a maximum height of 20m (66ft) and is 357m (390 yards) long. It took only ten months to build using some ten million bricks, a superb achievement. Bare knuckle prize fighter Tom Sayers, who was born in the North Laine area of Brighton, worked as a bricklayer on the viaduct before becoming All-England champion and then drawing, after forty two rounds, with an American opponent for what was in effect the first heavyweight championship of the world in 1860. Opponents of the viaduct had argued that an embankment would not only be less costly but also less likely to be blown up by enemy action, it was only 30 years after the Battle of Waterloo and the fear of invasion by the French had not receded. However nearly 100 years later on May 25th 1943 25 German Focke-Wulf fighters swept in across the Channel for a typical hit and run raid. One released a bomb that bounced off Campbell Road and through number 2 Argyll Villas, entering just above the semi-basement window and leaving by the rear first floor window. Incredibly the bomb then travelled along the first floor of a workshop before exploding against a pier of the viaduct, demolishing it and bringing down two arches, leaving the track suspended in midair. A supporting steel structure was put in place and vital wartime traffic was running within a few days. Permanent repairs took a little longer and the replacement brick pier and arches can be easily discerned from the cul-de-sac opposite Campbell Road.

London Road Station was opened on the 1st October 1877 and is in the same two-storey design, with a projecting bay at each end, as at Portslade and Polegate Stations. The downside buildings are gone and

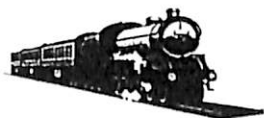
the footbridge, which was erected in 1889, not by the LB&SCR but by Brighton Corporation as a public right of way has recently been replaced. Passing through the short, 63 yards, Ditchling Road tunnel the branch to Kemp Town diverged to the south whilst a siding to the north served the town's abattoir and dust destructor plant. The only level crossing within the borough boundaries was on this branch across an access road (now Hollingdean Lane); the site can, with difficulty, be discerned today (look for a short length of rail in the road). After crossing the bridge over Hollingdean Road, immediately to the south east was an LB&SCR gasworks, which produced oilgas for carriage lighting; the flint boundary walls survive. Moulsecoomb Station at TQ 325 071, opened in 1983, now displays all the worst signs of urban artistry.

The Lewes turnpike road was crossed by a handsome three-arched viaduct now ruined architecturally by an ugly concrete bowstring reinforcement to one arch and brick infilling to another. At TQ 341 084 one passes the site of Falmer Pumping Station erected in 1903/4 by the waterworks department of Brighton Corporation. It contained two triple expansion beam engines which could be seen working through the windows of the engine house as one travelled the road to Lewes until pumping ceased in 1958. A headshunt at Falmer Station was extended to deliver coal for the five Lancashire boilers. The 1846 Falmer station was constructed on the Lewes side of the tunnel east of the present station at TQ 356 089. The flint and brick station house survives as private property and is not easily viewed from road or rail, a wooden staircase led down to the platforms. A new station on the present site TQ 347 087 opened on 1st August 1865 but was rebuilt in 1890 with the columns supporting the platform canopy, being supplied by Every's iron foundry of Lewes. The downside buildings remain but the upside were replaced in the 1970s by the awful 'Clasp' sheds. The signal frame (which replaced the box on electrification) closed in 1984 but remains intact on the platform. The flint and brick housing which at first sight appears to be of railway origin are Chichester Estate cottages. The two 1910 railway houses were demolished in 1994 being replaced with a modern building which reflects the original style. Peter Wood who used to be station master at Brighton recalls that in the early 1980s the staff at Falmer comprised two clerks (early and late shift), three signalmen (early, middle, and late shift), and three platform staff; the staff currently is one, until recently a post occupied by one of our members!

On towards Lewes, the line passes through the middle of Lewes Priory before arriving at the station; this is the third station and has recently been well restored with a new entrance canopy having been erected. The original station was built in Friars Walk near to the bottom of School Hill, this imposing building was demolished in the 1960s and an entrance to a car park now marks the site. The car park was the goods yard and until about 1990 the large goods shed was visible as was the brick viaduct which carried the 1858 line to Uckfield up to the bridge across Cliffe High Street. A second station, built in a unique Swiss chalet style, was erected in 1857 on the site of the present station but nothing remains. The base of a large water tank erected in the 1860s remains on the west side as one enters Station Road from Priory Street. In 1889 the station was enlarged and rebuilt with new alignments for all the running tracks to avoid the previous tight curves. The original lines were retained as goods lines so the new station could be by-passed by this traffic if desired and these were traceable until the late eighties. The station has a fine lantern roof over the booking hall, a typical feature of the LB&SCR's major stations, the company's coat of arms being displayed above the ticket barriers. A magnificent bridge spans all the platforms and an equally magnificent ramp descends to the centre platforms the whole being covered by a fine roof. The whole station is worth a careful look. At the eastern end is a good example of a large LB&SCR signal box, still operational. From old photographs the Station Road bridge appears to be contemporary with the 1857 station, it still carries a maker's plaque of

"Matthew T Shaw & Co Millwall E
The London Construction Iron and Bridge Works.
Head Office 141 Cannon St E C"

Pinwell Road can be seen the remains of a bridge abutment, which provided access to a large private house whose grounds were surrounded by railway lines. The site is now a nature reserve. Until the 1970s, at the now demolished opposite end of the bridge, stood a small brick building and attached tower with conical roof; this was the entrance lodge to the house.



The Sussex Industrial Archaeology Society

registered Charity No. 267159

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Visit our website : www.sussexias.co.uk

LATEST DATE FOR COPY FOR THE April NEWSLETTER IS 14th March. Copy for the Newsletter should be sent to:

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e-mail footprints@tesco.net

(Copy for the Mills Group section should be sent to the editor of the Mills Group Newsletter, R.F. Jones, whose address is above.)