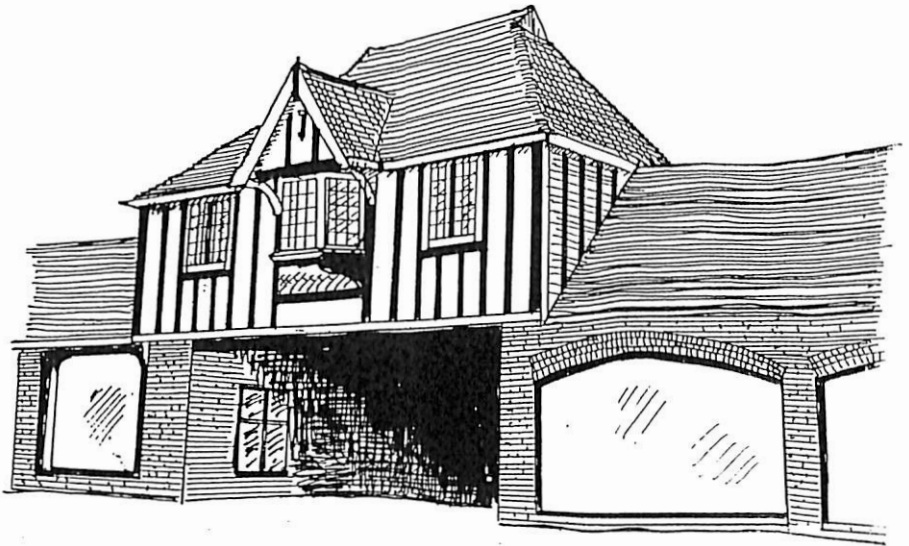




SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY NEWSLETTER

Newsletter No 119

July 2003



FORMER, CAFFYNS GARAGE WESTERN ROAD LEWES
Demolished 2003

R.G. Martin 2002

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FUTURE PROGRAMME

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. Trip limited to 30 visitors.

Friday, Saturday & Sunday 12th to 14th September. National Heritage Open Days.

Sunday 14th September at 2.00 pm. A walk around Tonbridge led by Mrs P. M. Mortlock. Meet at the north end of the bridge over the River Medway in the High Street by the Castle fronting the river near the Chequers public house.

Contact Brian Austen 01444 413845

Sunday 12th October. Mills Group get together. See *Mills Group Newsletter*.

Saturday 22nd November, at 2.30 pm in West Blatchington Mill Barn. SIAS AGM followed by a talk by Terry Collins about Brighton Locomotive Works.

From other organisations

Sunday 20th July Classic Commercials and Models at Bursledon Brick Works, Swanwick Lane Southampton

At Amberley Working Museum

Sunday 7th September *Wood from the Trees*

Sunday 14th September *100 years of the British Motor Bus*

Sunday 12th October *Autumn Vintage Vehicle Show*

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Recording

Ron Martin

I am currently recording the down draught kiln at Pitsham Brickworks in Cocking. The Society visited this site in 1978. If any reader has a photograph showing the chimney please contact Ron Martin 01273 271330.

On 5th April the lecture theatre of Greenwich University was packed for the SERIAC conference organised this year by GLIAS. It proved so popular that many applicants, including some of our own members, were disappointed.

After a welcome by GLIAS chairman Dr Dennis Smith the day began with a lecture by Sarah Palmer, Professor of Maritime History at Greenwich, on the historical links between London and the Thames, a way of life which has disappeared as the port is now down river at Tilbury where container ships have taken over from the old cargo carriers.

Ron Hows from the Kew Bridge Engine Trust gave us a brief review of *The Thames as a Source of Public Water Supply*. Pollution and cholera were always problems which came to a head in the 19th century and led eventually to the formation of the Metropolitan Water Board and finally Thames Water.

Professor Alan Crocker of Surrey Industrial History Group then spoke on paper production at Neckinger Mill in Bermondsey at the turn of the 18th century. Here Elias Carpenter produced paper made from wood and straw and de-inked and recycled paper, a new concept as formerly paper had largely been made from rags. By 1800 Neckinger was the largest paper mill in Britain. Prof. Crocker emphasised that watermarks on old paper are often more interesting than the printed words.

In the afternoon Stephen Capel Davis, a river engineer with the Berkshire IA Group, talked about locks and weirs on the Thames. We were told of flash locks, pound locks, paddle and rymer weirs, buck gates, lashers, radial gates and bottom hinged flap gates. A fascinating half hour.

Dennis Smith continued this theme with a tour of Thames bridges from Streatley to Twickenham. Bridges in timber, brick, masonry, reinforced concrete, wrought iron and steel. Most bridges are replacements for earlier crossings, often, in the case of the Thames, monastic in the first instance, leading to the Thames Conservancy and then the PLA.

Shot Towers of the Thames by Carol Machin of GLIAS showed us the three towers on the South Bank used for the manufacture of lead shot from the early 19th century to the mid 20th century. A simple but skilled process. Lead is seldom used for shot now and all three towers have been demolished.

Another GLIAS member, Andrew Weston, described the boatyard at Platt's Eyot at Hampton. Originally producing electric-powered pleasure boats, during the first World War Thornycroft made small coastal motor boats for the Royal Navy. The boatyards, with unique Belfast Truss roofs, are now in a very poor state of repair despite being Grade II listed buildings.

The final talk was the SERIAC Bursary lecture, given by Sue Hayton of GLIAS. It recorded the small workshop of Lowne Instruments in Lee, Lewisham, who were makers of electric market clocks, air meters and the spirometer. This workshop, which was abandoned with all its machines intact, has now been demolished but not before being carefully recorded and the machines rescued.

The hosts next year will be Hampshire IA Group and the venue Churcher's College, Petersfield on Saturday 17th April.

TRANSPORT EXHIBITION AT THE HERITAGE CENTRE, EASTBOURNE **Robin Jones**

The year 2003 marks the 100th anniversary of Eastbourne Buses as the Eastbourne Corporation Motor Omnibus Department was born in 1903. Instead of planning a transport system using trams, which many other municipalities had adopted, Eastbourne opted for the internal combustion engine making it the first municipally owned motor bus organisation in the world.

The Heritage Centre in Carlisle Road, Eastbourne, which is opposite the Winter Garden, is mounting an exhibition to commemorate this event. The exhibition is not only about buses, but will cover local transport in general. I have been asked to provide an input on paddle steamers, which is in the form of a photographic exhibition showing the early steamers used by the Hastings, St. Leonards-on-Sea and Eastbourne Steamboat Company, the Brighton, Worthing and South Coast Steamship Company, and their successors, P & A Campbell. Most of the photographs are from the Robert Brutnell collection and are

displayed with suitable captions describing the history of the steamers that called at Eastbourne Pier for over a century. Paddle Steamers featured include *Plymouth Belle*, *Brighton Belle*, *Devonia* and *Glen Gower* as well as the preserved paddle steamer *Waverley*, which this year completed Phase II of its restoration at George Prior's Shipyard at Great Yarmouth. Readers may be interested to learn that on the Brighton web site www.mybrightonandhove.org.uk I have provided a contribution about paddlesteamers of Brighton.

Although the exhibition will mainly focus on Eastbourne buses, Railways will feature as well, with photographs of many steam engines and reproduction Poster postcards, included in the display. Other transport featured will be aviation, the Allchorn Boats that operate trips to Beachy Head, the miniature trams that operated from Princes Park to the Crumbles, which were subsequently moved to Seaton in Devon, and Caffyns showing their association with cars through the ages. Sunday July 13th will be an important date this year, as a Bus Rally will take place on the Western Lawns and in King Edward's Parade, along Eastbourne's seafront. Buses old and new will be on display both from Eastbourne and with examples from some of the other remaining municipally owned companies. To add to the historical flavour of the occasion, a special train will come from the Mid Hants Railway which, though hauled into Eastbourne Station on July 13th by a diesel locomotive, will leave again under steam power hauled by Standard 5MT Class locomotive 73096. A steam locomotive will again visit the town on Saturday August 16th, this time in conjunction with Airbourne, hauling a train into Eastbourne from London. This excursion has been organised by the holiday company Travelsphere, who have exclusively chartered the steam hauled train. Upon arrival at Eastbourne, passengers will be welcomed by Travelsphere's own Brass Band.

EASTBOURNE BUSES CENTENARY

Mike Slamo

On Saturday, 12th April, Eastbourne Buses Ltd celebrated 100 years (to the day) of its first motor omnibus service (to the Meads). The bus operation is still municipal and is one of only 17 remaining municipal undertakings to operate a public transport system. It was also the first municipal undertaking to operate a motor bus service.

I arrived at Terminus Road at 10.00 am on the due day to find the only activity was a number of camera-toting persons laying siege to each and every bus as it arrived and departed. By 10.15 excitement was growing and was duly rewarded by a procession of three vehicles which had set out from the depot some minutes earlier. All three vehicles were bedecked with strings of flag, and "Happy Birthday" stickers in the side windows. The vehicles concerned were:-

No.11. AHC 411 AEC Regal/East Lancs. 1950

No.12. JK 8418 Leyland Lion/Leyland 1939

No. 55. GX02 WXY DAF/Wright Cadet 2002

No. 12 led the convey with 55 bringing up the rear, using its modern electronic display to show "programmed" appropriate messages for the day. No. 11 is still owned by the undertaking, but No. 12 is privately owned and was driven, on this day, by the owner. No. 11 was driven by David Howard, a former General Manager, who, during his time at Eastbourne, did much to build up business and was especially successful with arrangement of language students' transport needs.

As the convoy had arrived facing the wrong way, it left, passing the station, using the large roundabout to turn and make its way back to the bus station where all three vehicles lined up side by side for photographs. Guests included the Mayor, the local MP, the SE Traffic Commissioner, several councillors and two 100 year old residents who had door to door transport from their home in the DAF, which is able to take wheelchairs.

The convey finally departed for the Meads at around 10.20 with No. 11 leading, travelling via Cornfield Road, Devonshire Place, Grand Parade, King Edward's Parade and Holywell Road to the "Pilot" public house in Meads, where a reception was held.

Before return, the convoy again lined up side by side for photographs, with guests in front of the vehicles. Return was by the same route and after more photographs, the vehicles made their way back to the depot. This was deliberately kept "small scale" as a major public event is to be held on Sunday, July 13th 2003 in the form of a bus rally. Whilst the "modern day" vehicles would have started and finished their journeys at Birch Road, the original vehicles would have started from a depot slightly further south. There is, in the area, a road connecting

Southbourne Road and Northbourne Road in the Roselands area called Ecmoad Road. This road's name appears to be an acronym for Eastbourne Corporation Motor Omnibus Depot and is presumably the road that provided access to the depot. It is now purely residential.

One occurrence of interest since the centenary run was the appearance of an Eastbourne 1928 Leyland Lion in the London – Brighton run on 4th May 2003. This vehicle was rescued from a garden in Witney, Oxfordshire where it languished as a wheel-less shed and had been painstakingly restored to former Eastbourne glory. It was its first appearance in this area and is the oldest preserved ex Eastbourne vehicle in existence, dating from June 1928.

For those interested in the history of this undertaking the Southdown Enthusiast Club have produced a booklet (32 pages) devoted to the centenary, and consisting mainly of extracts from the Corporation minute books from 1902 – 1906 and articles from the trade press.

HORAM MANOR HISTORIC IRONWORKING CENTRE

Robin Jones

At the Steering Group Committee Meeting of the Wealden Historic Ironworking Centre, which took place on 1st August 2002 at Horam Manor, it was stated that fund-raising for the project continues to be pursued. As the project has a number of elements, various institutions not immediately associated with the Ironworking Centre are being approached. An example of this is the Countryside Stewardship scheme, which gives grants to areas of countryside to encourage flora and fauna on the land. This is appropriate here as the pond and surrounding vegetation forms part of the complex.

Other associated activities on the site necessary to provide a variety of visitor attractions, are the horse riding facilities adjacent to the proposed centre, which has been upgraded and made news in the local press. Some concern was expressed about these types of attractions, but it was agreed that the Ironworking Centre would be the main focus of attention, with the other facilities providing diversification and alternative interests for the visitor. The lease and ownership of the land was also discussed in relationship with the various activities on the site. This was further helped by the production of an updated plan of the site, showing the various elements, which include the visitor centre, tea rooms, forge, furnace, pond and the coach and car park.

An injection of new enthusiasm is now required to continue all the good work that has been achieved in the last two years on this wonderful project, which is of national interest. The site, infrastructure, planning and many other aspects have all been approved, and a major source of funding has been identified. Any member of the Sussex Industrial Archaeology Society who would like to become involved in the work and help move the project forward by offering assistance in the development of this ideal site and venue at Horam Manor, is asked to contact the *Newsletter* editor. By joining the trustees of the charitable trust, you will be assisting the project to proceed, helping it to achieve a satisfactory conclusion. Please give this some consideration so that the Historic Ironworking Centre can be completed to the benefit of all who would like to learn more about this aspect of the Wealden iron industry.

WEY & ARUN CANAL BOAT TRIP

Robin Jones

The cruise on the Wey & Arun Canal organised for Saturday August 30th 2003 will be on the *Zachariah Keppel*, a 50 foot converted narrow boat named after the engineer who was originally contracted to build the Wey & Arun Junction Canal. The narrow boat is weatherproof, fitted with comfortable seating, tables and a toilet. Canal souvenirs, leaflets and booklets are available for purchase on board. The Wey & Arun Canal was built between 1813 and 1816 to link the River Wey to the Arun Navigation at Newbridge near Billingshurst, and thence to the River Arun and out to the sea at Littlehampton. By kind permission of the Wey & Arun Canal Trust, a brief description of the section of canal we will be cruising along, known as the Loxwood Link, is given below.

After leaving the Onslow Arms at Loxwood, we arrive at Brewhurst Lock. Water will only flow downhill and a lock is a means of raising or lowering a boat where the land varies in height, so enabling boats to go up and down hills. It also retains water in the pound - the stretch of water between two locks.

Brewhurst Lock was built when the canal opened in 1816. The canal closed in 1868, to be abandoned by Act of Parliament in 1871. The lock lay untouched for 124 years, until 1994-96 when it was fully restored by volunteers. The lock sides are constructed in the form of a shallow arch and are not vertical; they have a batter, that is, they

lean outwards. The bottom is an upside-down arch and is called an invert. These three elements resist the thrust of the surrounding soil and prevent the lock from collapsing, which they have for the 179 years since being built. The walls suffered from frost damage, the west wall having to be replaced completely. The coping stones, weighing about one and a half tonnes each, were cast in situ.

Most canals usually suffer a shortage of water in the summer months. To overcome this problem a back-pump has been installed on this and other locks. The pump is switched on automatically by a float switch when the water level drops as a boat is taken through. The back flow of water can be seen coming down the cascade at the head of the lock, on the off side bank. Back-pumping most of the water that goes through the lock enables the cruising period to be extended. Below the tail of the lock on the towpath side is a landing stage, built on piles. This comes into use when maintenance work or water shortage prevents the boats reaching the Onslow wharf, which is a solid structure.

After passing through Baldwins Knob Lock, Drungewick winding hole and slipway is reached. When the boat, *Zachariah Keppel*, reaches the Drungewick winding hole at the end of the currently navigable section of the canal, it winds (turns) and ties up at the landing stage. Passengers can then disembark to see the work being carried out at this end.

The slipway was built in 2002 on the site of the original wharf. The lane leading to it was also re-instated, so a little more of history is coming back to life. The *Inland Waterways Association* funded this project. An electrically driven winch will be provided to enable *Zachariah Keppel* to be taken out of the water here for its bi-annual inspection. The slipway can also be used for other occasions, such as the annual Small Boat Rally when dinghies, canoes and small trailer able craft are invited onto the canal for a day.

In 2001, the far bank was rebuilt, the original having been removed at the same time as the Drungewick aqueduct, and a lining of puddled clay was applied to retain the water. On 20th September 2001 *Zachariah Keppel* was the first boat to cruise this section of the canal in 130 years.

The original aqueduct at Drungewick was built during the years 1813 to 1816, to the design of Josias Jessop, to carry the Wey & Arun Canal

over the River Lox. Badly damaged by many floods, the collapsing aqueduct was demolished in 1957 as part of flood defence measures.

£240,000 was raised which enabled Messrs Burras Groundworks Ltd. of Hayling Island to start work on 2nd May 2002 to build a new aqueduct. This will be the first new aqueduct to be constructed in Sussex for 150 years and will be built to satisfy modern regulations laid down by the Environment Agency, rather than to re-create the original structure. A bridleway will cross the River Lox on the aqueduct, which will be above normal flood level, to make a safer access to Drungewick Lane for both walkers and riders.

By the millennium year, the sum needed to restore the Drungewick Lane Canal Bridge had been raised. Messrs Geoffrey Osborne, the Chichester based contractor, started work in July 2000 and completed the build in February 2001. Two floods had delayed the build and extended the time, adding slightly to the cost, the final sum being £320,000. The design is based on Josias Jessop's original plan. The bridge has met with great approval from the local residents, who are now eager to see the aqueduct built. The original bridge was opened in 1816, serving the Canal Company until the canal was abandoned in 1871. It remained in place for the next 34 years, to be destroyed in 1905. Only 96 years to get a replacement bridge back into place! The official opening ceremony took place on 20th September 2001 and was performed by Sir Neil Cossons OBE, chairman of English Heritage and The Waterways Trust, ably assisted by Dr David Fletcher, Chief Executive of British Waterways - both very important figures in the world of waterways.

After the aqueduct is opened, the bridge will perform its true function of allowing boats to pass under the road to continue to Newbridge, the original canal junction with the older Arun Navigation. When the banks and bridges have been reinstated and new gates fitted to the locks, there will then be about six miles of continuously navigable water, a little more than 25% of the total length of the Wey & Arun Junction Canal.

IMPORTANT NOTE

As mentioned elsewhere in this Newsletter, our cruise starts from the normal operating base at the Onslow Arms, Loxwood, where there are parking facilities. However if prior to our cruise we have a very dry spell and the water level in the canal drops too low, alternative arrangements

will be made. Please also note that there is a limit on numbers for the cruise, as only 30 members and friends can be accommodated on the *Zachariah Keppel*.

VISIT TO NEWHAVEN SATURDAY 17th MAY John Blackwell

As a follow up to Peter Bailey's lecture some twenty members met at the Newhaven Local & Maritime Museum. For those who have not visited, this is an extremely interesting and informative museum. Items to catch my eye included a superb model of the east quay in the 1950s, albums of notes and views in particular Bishopstone Tidemills and Peter lovingly explaining how HMS Forward, which was an underground naval operations room in WWII, was rediscovered under a very thin floor. We then proceeded to the West Quay from which vantage point could be seen the Marine Workshops of the LB&SCR, the gridiron where the cross channel steamers had their overhauls and the site of the London and Paris Hotel on the opposite quay. Most of the west quay has been redeveloped with EU money so much has been obliterated, the route of the railway line which crossed the old swing bridge and went to the end of the breakwater and the wagon tarpaulin shed have all disappeared. By the time we arrived at Sleepers Hole, now a marina, the rain was sheeting down and after Peter had briefly indicated the route of the tramway from Meeching Quarry we were forced to abandon the remainder of the walk. Thank you Peter, even the weather could not dampen your enthusiasm and good humour.

VOLK'S RAILWAY CENTENARY

Bob Allen

Volk's Electric Railway celebrates its 120th anniversary on 4th August. On Sunday 3rd August the Mayor of Brighton & Hove City will launch the commemorative run at 12-00 noon, re-enacting the original start of the railway by the Mayor of Brighton in 1883. The Mayor will be driven to the midway station where there will be an exhibition of the railway's past, present & future. The exhibition will be opened by Julian Clary who has a flat in the city.

The railway, recognised by the Guinness Book of Records as the oldest public, electric railway in the world, is superbly situated on the beach at Brighton, east of the Palace Pier.

For more details contact Ron Bakere 01273 321310

BOOK REVIEW

Brian Austen

Peter Longstaff-Tyrrell, *Reflections from the Cuckmere Valley* (Polegate: Gore House Publishing 2003) 75pp b & w illus.
ISBN 0-952197-8-7 £9 (Available to SIAS members price £7.50 post paid direct from the publishers at PO Box 169, Polegate, East Sussex BN26 6BS).

The Sussex rivers, Rother, Ouse, Adur and Arun, all have ports at their mouths and are navigable for much of their course and as a consequence have attracted industry to their banks. By comparison the Cuckmere appears uninteresting to the industrial archaeologist. What this book does is to point out that even this modest river is not without interest. The author reviews various schemes to make the river navigable and to keep its mouth open. These range from an ambitious plan of 1792 to make the river navigable to Horsebridge and Hellingly to the more modest achievements near the mouth which enabled barge traffic to reach Alfriston and to continue as late as 1915. The extraction of gravel at its mouth and transfer by light railway to Exceat are well covered in text, maps and illustrations.

Other activity featured at Cuckmere Haven include submarine cable links, the coast guard station and the salvaging of wrecked shipping. Further up the valley, the history of Exceat Bridge is traced and the activities of Captain Ann at the Golden Galleon Tea Rooms and Drusillas reflect the rise of tourism. Alfriston with its glove making and other trades is well featured and we hear of a light railway scheme of 1897 which might have connected the village with the main line system at Berwick.

A wide ranging and interesting essay covering the economic activity and heritage of the area, comprehensively illustrated. It will contain much to encourage the reader to look at the area again in a new light.

DITCHLING MUSEUM EXHIBITION : *UP YOUR STREET*

Peter Holtham

The Ditchling Museum is planning an exhibition of street furniture found in the village and seeks help from anybody able to provide advice, captioned photographs, any other documentary material and also the loan of any relevant objects and models. The proposed dates are Feb. 14th until April 25th 2004. Please contact John Hollands on 01273 844744.

STOPPING THE ROT CONFERENCE 2003

John King

Until last year when the Beehive's former owner, BAA Lynton, received the top AIA award, few SIAS members had heard of the British Aviation Preservation Council (BAPC) which had nominated the Beehive's conversion. Essentially the BAPC is both a network which links the aviation societies and aviation museums; and it is the focal point in this country for aviation heritage. In recent years the BAPC has taken a number of initiatives in training and aircraft registration. As its contribution to the 100 Years of Flight celebrations, the BAPC is organising a conference for its member organisations on the *re-use of historic Aviation*. Often the response to the issue of re-use has been a museum. The Conference at Gatwick will examine a number of case studies. Most of the examples are museums - and success stories - but they have not been all easy projects. However, the museum is not always the answer to the re-use of such buildings, an excellent example being the pre-war passenger terminal at Gatwick, the Beehive - and the subject of one of the presentations.

The Conference will take place on Saturday 11th October in a new BT building next to the Beehive at Gatwick and will include -

<i>The Gatwick Beehive</i>	(Andrew White, BAA Lynton)
<i>Duxford</i>	(Stephen Woolford, IWM Duxford)
<i>Asbestos and Related Problems</i>	(Garry Stokes, Senior Engineer, Halcrow)
<i>Brooklands</i>	(Julian Temple, Brooklands Museum)
<i>A European Overview</i>	(Wolfgang Voigt, Architectural Historian)
<i>The Graham White Hangar</i>	(Henry Hall, RAF Museum)
<i>Croydon Airport</i>	(Peter Skinner, Croydon Airport Society)

The conference is also open to non-BAPC societies at slightly higher fee of £10 but that includes refreshments. For those who have not seen the converted Beehive, it is hoped that visits will be allowed during the lunch interval, although even at weekends this is still the operational building of GB Airways. It is also hoped to include a visit to Peter Vallance's Gatwick Aviation Museum immediately after the Conference.

Further information with details of exact location, public transport access, car parking and times will be detailed with confirmation in mid-September. If you are interested you can contact John King at John@eking1.fsnet.co.uk or 020-8857 1819.

To Alan Partington, BAPC *Stopping the Rot*, 100 Culverley Rd, London SE6 2JY
Please send ticket(s) at £10.00 each for the BAPC Conference on 11th October for which I enclose cheque payable to BAPC.

Name
Address

Organisation
Tel No

SUSSEX MAIN LINES – A YEAR 2003 SURVEY John Blackwell

6 EASTBOURNE TO RYE

Firstly, a correction to the previous article, which was spotted by keen-eyed geographers. Chalk not clay was extracted from Caburn pit TQ447089. A tramway ran from this pit under Ranscombe Lane and across the river, terminating at the limekilns at the western end of Glynde Station. It is believed to have been a rope worked system, which closed in 1927. The Telpher system ran from the clay pit east of Decoy Wood at TQ469098 to exchange sidings at the eastern end of Glynde station. After a few years this was replaced with a tramway following the same alignment, which can still be traced. It is believed to have closed about 1915.

The present Eastbourne station dates from 1886 and much of the original elegance can be seen after a recent refurbishment. On the fine brick and stone clock tower can be seen a heraldic shield displaying the quartered arms of London, Brighton, Portsmouth, and Hastings representing the area covered by the London Brighton & South Coast Railway (LB&SCR). Note also the magnificent lantern roof that surmounts the original booking hall. The entrance canopy stanchions show superb examples of cast iron tracery and the incised keystones of the window arches are worth examination. Compared with the exterior, the concourse, platform canopies and cab road are rather ponderous. Platform five and a siding, to the south of the cab road, have been swept away for road improvements. The signal box of 1886 is the finest remaining in Sussex. On the northern side of the station was a large goods shed; many assume the present Enterprise Centre to be a skilful conversion, actually it is a new building, an excellent example of design complementing the surroundings. Leaving the station one passes the erstwhile Corporation Waterworks at Bedfordwell, opposite to which is the start of the Crumbles Siding (*see Newsletter 113*). Passing once again through Hampden Park Station the line diverges northeast and at TQ 613040 passes the site of Stone Cross junction where the line from Polegate joined, creating a direct route to Hastings without the need to reverse at Eastbourne. (This was of course the 1846 line to Hastings before the branches to Hailsham and Eastbourne were opened in 1849). As a boy in the fifties one always tried to catch the direct train thereby saving about thirty minutes. However this short avoiding line was closed to passenger traffic in 1969 and lifted in 1984. The alignment is still there but access to it is now difficult. All traces of the wooden platforms of Stone Cross Halt at TQ 618040 have disappeared. It was open from 1905 to 1935. Pevensey & Westham opened with the

line in 1846; the buildings standing today date from a rebuild in 1892/3. Over the past twenty five years the up platform shelter, the signal box, and the attractive lock up goods store have disappeared, leaving a bland appearance. Pevensey Bay and Norman's Bay were opened as wooden platforms in 1905 for a rail motor service between St Leonard's West Marina and Eastbourne. They were reconstructed on electrification in 1935 using precast concrete components from the Southern Railway's Exmouth Works. Whether any original pieces survive is debatable but those used for the present structure are very similar. Cooden Golf Halt was identical but with the opening of a tram service from Hastings in 1906, which terminated a few yards south, urban development slowly arrived. In 1935 the Halt was rebuilt as Cooden Beach in the *moderne* style then in vogue, The ramps leading to the platforms still have Crittall windows and the subway sports decorative tiling in the *art deco* style. A turning circle (now a roundabout) for trolley buses which replaced the trams in 1928, can be seen at the end of Cooden Drive to the south of the station. Collington was another 1905 halt and here one finds an early concrete footbridge, dating from 1921, which appears to have been cast in-situ, rather than the later precast design. Bexhill station is the third to serve the town. The 1846 building was erected on what became the goods yard, now Sainsbury's car park. This was replaced in 1892 by a wooden structure fronting what is now Devonshire Square. During the decade to 1901 the town's population more than doubled with land from the sea front to the railway being developed and the present Edwardian extravaganza was opened in 1902. No doubt the LB&SCR also cast a wary eye towards the West where a fine new SER (South Eastern Railway) terminus was being constructed (*see Newsletter 109*). The station embodied the confidence in both the future of the town and rail travel, as well as demonstrating the commercial success of the railway company, the LB&SCR. However in that same year Earl De La Warr persuaded the RAC to hold the nations first international motor trials on De La Warr Parade, then his Lordship's private cycle track. The booking hall with its fine lantern roof and front canopy has been restored; the interior with a wooden W. H. Smith bookstall is better than the exterior; which is marred by a large and unnecessary notice board and the lack of the edge beading to the entrance canopy valance. The brick walls with flint panels which surmount both sides of the cutting in which the platforms were constructed is a superb piece of restoration but the platforms and ramps are looking decidedly shabby with broken windows and peeling paint. The glazed ramps, and the exceptional length, nearly 200 yards,

and width of both platforms and canopies, plus a separate parcels ramp to the down platform were the key factors in listing the building in 1999. A current planning application has been made by Railtrack to demolish the portions of canopy beyond the public footbridge some fifty feet and replace the wooden window frames of the ramps with plastic coated aluminium. Why is this even being considered? It should be rejected immediately otherwise there is no point in listing. Note the looping canopy valance in the later style used by the LB&SCR and the columns, which are also used as rainwater down pipes.

In front of the recently completed gasworks at Glyne Gap another of the wooden halts was erected in 1905. This succumbed to competition from the trams in 1915 but the gasworks remained in production until the mid sixties. The site is now a retail and leisure complex. The line from Lewes ran to a temporary station at Bulverhythe, (near the Bull Inn in Bexhill Road, at TQ769051), and opened on 27th June 1846. A permanent station at St Leonard's, West Marina, was apparently opened in November 1846 following completion of bridges and cuttings in the area. This was the easternmost station on the LB&SCR. This station was rebuilt, and possibly resited a little to the east, at TQ 787089, in 1882 in the same style as at Polegate and closed to passengers on 10th July 1967. It is now demolished and the site used for warehousing and is opposite the Bo Peep Inn. However from the bridge in St Vincent's Road the outline of the platforms can still be made out but the steam loco shed and goods yard have gone. Two hundred yards to the east, at Bo Peep junction, the line made an end on connection with the SER line from Ashford which allowed the LB&SCR running powers into Hastings from 13th February 1851. The route from here to Hastings is almost continuous tunnel (vertical shafts were sunk along the alignment which allowed the miners to work on several faces at once; one, now a ventilation shaft, can be seen at the west end of Pevensey Road) except for a gap where St Leonard's Warrior Square Station was constructed. This station was originally named Gensing and was sited in that ancient manor. It was renamed in 1870. The building was designed in an attractive red brick Italianate style by the architect William Tress. Following a recent refurbishment the platform canopy has been reduced, but as it was a later addition the appearance of the building has been enhanced (it even has a poet in residence). The short section remaining and the entrance canopy have had their very decorative, SER style, valances reinstated. The down platform buildings and canopies have been demolished. There is an interesting coal office by the footbridge steps with a sandstone base

(excavated from the tunnel) and ringed with granite setts which originated from the early days of the line. Hastings Station is a Southern Railway rebuild of 1931 in brick with stone dressings. From an enormous booking hall access to the platforms was via a large and ugly footbridge that spanned the tracks; totally unsuitable for modern day operations. Plans are in hand for a rebuild. Note the signal box and semaphore signals at the east end and in the former goods yard a prefabricated concrete goods store on staddles, complete with inscription "Designed by British Railways made at Exeter 1957". Also a converted timber store, formerly used as a depository for Plummer Roddis a local department store, and a range of workshops await demolition. At the corner of Earl Street is the former municipal electricity generating station and at the end of this road was the site of the gas works. A superb late Victorian bridge takes Linton Road across both the railway and Braybrooke Road. At nearby 21 Linton Crescent John Logie Baird displayed the first television images in 1923. In Queens Road at TQ819101 is a fine steel bridge with tall fluted columns that replaced in 1898 a brick cattle tunnel 120 feet long, which pierced the embankment carrying the line to Ore and had by then become a notorious bottleneck. Ore station opened in 1888 in response to the expansion of the town but even today it has poor access and is prone to vandalism, every pane of toughened glass was broken in the new bus stop type shelters. The pleasant weatherboarded original station has gone within the last five years, as has the large corrugated asbestos carriage shed erected after electrification in 1935 because of a lack of storage space at Hastings. In 1925, a new power station, to replace that at Earl Street, was built to the north of the station, and the coal siding to it can still be traced. This in turn was replaced in the early 1970s; powered by gas turbines it could be quickly started up to meet peak demand, however it was not a success and was demolished in 2002. To the east of Ore Station the electrification stopped and diesel traction took over to Ashford, the line being singled in 1979. In 1907 railmotor halts were constructed at Three Oaks, Doleham and Snailham. The first two survive but with one platform only, Snailham at TQ858175 closed in 1959. Winchelsea station is one of Tress's less attractive designs and had platforms which were staggered, on the assumption that it was safer for passengers to cross the line behind a departing train. With the line being singled the station house, now a private dwelling, is strangely isolated from the remaining up platform and little of railway interest remains at this isolated location. Before arriving at Rye Station a goods only branch diverged and ran along the west side of the River Rother to Rye Harbour. Operations commenced

in 1854 and closure came at the beginning of 1960; in the intervening forty years all but a few traces have been obliterated. Rye Station is a splendid Italianate building, again by Tress, with a recessed entrance under three arches. It has a central pagoda type roof that complements the symmetrical building. The single storey building to the east was not part of the original design being added by the Southern Railway. Rye was a much-visited station by your scribe in the 1950s, as it was eastern limit of a 12/6 (62p) *Holiday Runabout Ticket*, which was valid for one week and used for the family's annual holiday excursions. The staggered platforms remain operational as trains pass here. At the eastern end of the station area a delightful crossing keeper's cottage survives now as a residence. Unfortunately security fencing mars its attractiveness. Some three miles after crossing the River Rother, at TQ924209, by a fixed span steel bridge that replaced the original swing bridge in 1903, the line crosses into Kent.

INDUSTRY IN BRIGHTON

Malcolm Dawes

Chris Horlock continued the winter lecture series with a talk on industry in Brighton during the 19th and 20th centuries. Chris succeeded in showing a superb set of images to show how industry once dominated life in the town. Numerous fishing boats and nets occupied the beaches in the 19th Century and Chris produced a very unusual slide of an aerial view of the crowd on the beach. It was assumed that the camera had somehow been winched up the mast of one of the boats by a very enterprising Victorian photographer. Farming and market gardens were also an important part of the economy and another rare photograph shown was of mysteriously named Scabe's Castle, a farm on the slopes to the east of Lewes Road that survived to the latter stages of the 19th century. Other areas covered were breweries, foundries and the railway works where steam engines were built for many years and where the Isetta bubble cars were constructed in the 1960s. Images of industrial life in the 50s and 60s are not that common but we were treated to some glimpses of the workers at the Hollingbury factories and Cox's Pill Factory. (Photos of industrial life in the post-war years are quite rare so if any members have any such photos please let us know). Chris's talk was much appreciated by the large audience. Lets hope we can persuade him to come back for a return visit so he can show us a few more gems from his collection.

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Newsletter Editor	R. E. Allen, 7 Heathfield Road, Seaford,	BN25 1TH	01323 896724
Archivist	P. J. Holtham		
Programme Coordinator:	Mrs P.M. Bracher, 2 Hayes Close, Ringmer, Lewes,	BN8 5HN	01273 813902
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R.E. Allen, 7 Heathfield Road, Seaford, East Sussex, BN25 1TH, 01323 896724
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