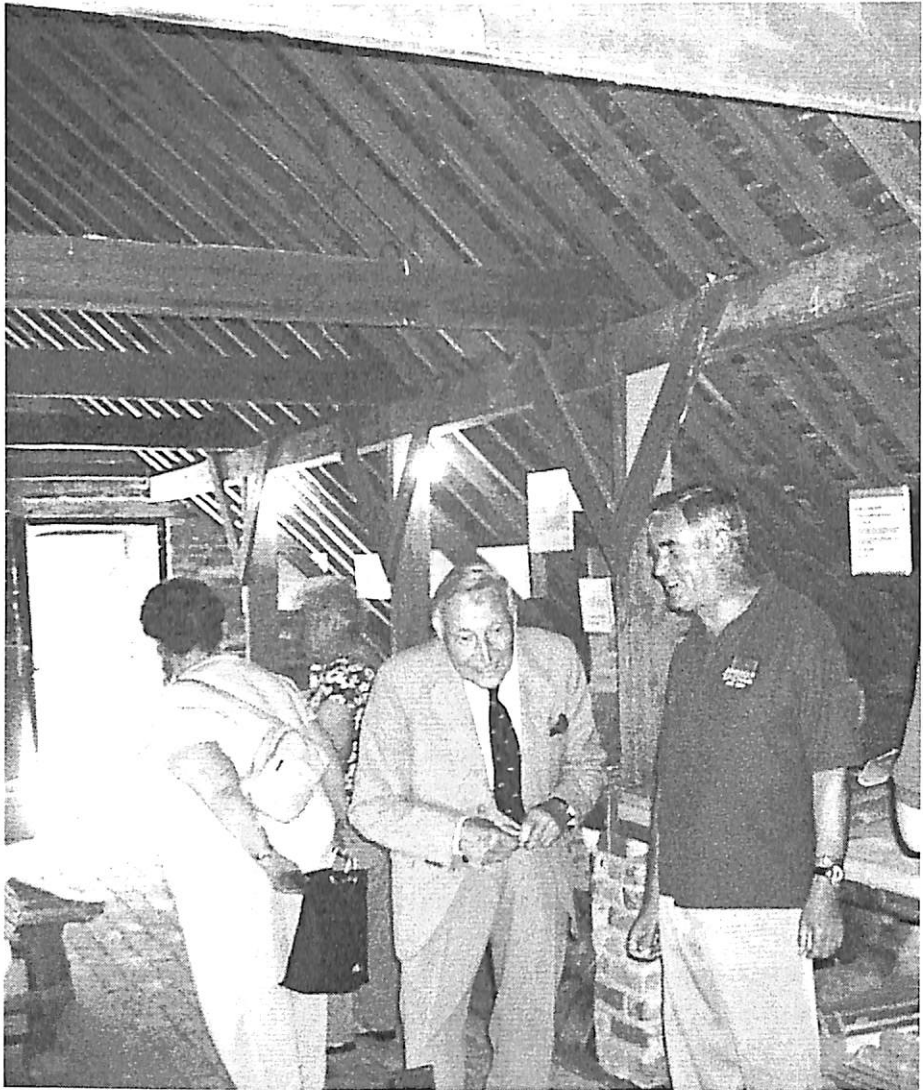


SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER 128 October 2005

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The President of the SIAS and the Director of Amberley Working Museum enjoy a chat at the official opening of the refurbished brick drying shed.

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Copy for the January *Newsletter* should be sent by December 14th to :
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SIAS PROGRAMME TO 14th February Pat Bracher

Saturday 26th November at 2.30 pm in West Blatchington Mill Barn, SIAS Annual General Meeting followed by a talk on '*Lidos*' by Diana Durden.

2006

Saturday 21st January in West Blatchington Mill Barn

2.00 pm SIAS members are invited to the Brighton Circle meeting when Laurie Marshall will speak on *London Brighton and South Coast Railway Stations*.

7.30 pm A talk by John Minnis, Architectural Steward of the Brighton Circle, on '*A London, Brighton and South Coast Miscellany*'.

Saturday 14th February at East Pallant House, Chichester. Annual joint meeting with Chichester Museum Society. 'Fort Nelson' Nicholas Hall will tell the story of this historic building from 'Palmerston's Folly' to Royal Armouries Museum.

EVENTS FROM OTHER SOCIETIES

Malcolm Dawes

Events organised by other societies which may be of interest to SIAS members. If you have details for future events please send these to Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB or e-mail to malcolm.dawes@btinternet.com.

Tuesday 8th November at 7.30 pm. *Steam on the big screen*. Kent and East Sussex Railway Group, Westham Village Hall. 01323 845108.

Tuesday 8th November at 7.30pm. *Images from the photographic collections of West Sussex Records Office*. Chichester Museum Society lecture by Susan Millard. Committee Rooms, East Pallant House, Chichester. 01243 784683.

Wednesday 9th November at 7.30pm. *Where Conduit met Overhead, tramways of South London*. A Tramway and Light Railway Society lecture by Richard Pennell. Deall Rooms, Southwick Community Centre. 01273 512839.

Friday 11th November at 8.00pm. *Magnus Volk and his railways*. Burgess Hill Local History talk by Ian Gledhill. £2. Cyprus Hall, Cyprus Rd, Burgess Hill.

Wednesday 16th November 8.00pm. *Southern multiple units remembered*. A Sussex Transport Interest Group talk by Keith Carter. £1. Brighton Model Railway Clubrooms, London Road Station, Brighton. 01273 550780.

Friday 18th November 7.00 pm. *My milling family*. A Polegate and Willingdon Local History Society talk by Bertha Terry. £1.50. St.Johns Church Hall, High Street, Polegate. 01323 485971.

Thursday 24th November at 8 pm. *Transport Films* presented by Keith Carter at the Red Lion, Stone Cross. Organised by the Eastbourne Historic Vehicle Club. 01323 843202.

Thursday 26th January 2006 at 8 pm. *Narrow Gauge Railways* by Dave Vaughan at the Red Lion, Stone Cross. Organised by the Eastbourne Historic Vehicle Club. 01323 843202.



FIRLE ESTATE BUILDINGS – A VISIT ON THURSDAY, 15TH SEPTEMBER Ron Martin

Some twelve members and guests spent a very damp morning visiting some of the estate buildings at Firle Place. These included the Stables of 1804, a U-shaped building with the front courtyard enclosed by railings, yellow brick at the front and red to the rear. The adjacent Riding School and the roof described in Newsletter 126, also has a yellow brick front, red brick to the side and part flint rubble and part red brick to the rear elevation. The Gas House is a small single storey building built of flint rubble with an adjacent tower. It is not known at this stage how the gas was produced and investigation is to be carried out to determine this. The Granary is a timber framed structure 6 x 13 m supported by saddle stones. This is singular as it appears to be constructed inside out with the studs exposed externally and boarded internally. The Dairy is a flint rubble building with a curved front and back and thatched roof, supported by a single king post roof truss. This building was moved from a previous location and rebuilt stone by stone. The Ice House is a rectangular structure built into the scarp face of the Downs. It has a segmental barrel vaulted roof, with an access chute through the top, an entrance passage with three doors and a secondary corrugated steel roof over.

The Coultershaw Beam Pump was restored by members of the SIAS in the period 1976-80. On 13 July 2005 the Coultershaw Group celebrated the 25th anniversary of the restoration with a special evening opening. Over 90 members and guests enjoyed a splendid party with sponsored wine and elderflower pressé; over £120 was collected in donations.

The Pump was installed along side the Coultershaw Mill in 1782 by the 3rd Earl Egremont to supplement the water supply to Petworth House and town. River water was pumped 1 ½ miles through a 3 inch diameter pipe and 178 ft up to an underground cistern in Petworth Park and another at the top of Grove Lane. The pump worked until about 1960, reputedly delivering 20,000 gallons a day for horticultural purposes. It then lay derelict until the SIAS rescue operation.

The Coultershaw Mill was burnt down in 1923 and replaced by a not very beautiful but very modern steel and concrete building in 1924. At the same time a garage was built over the pump house, which became a basement of the Mill. The Mill went out of business in 1972, and the not very attractive building was demolished the following year, leaving the pump in the basement covered in rubble.

It was not possible to resurrect the pipe to Petworth and so the restored pump was connected to a fountain built on the old Mill site. If the fountain is working, the pump is open to visitors. The pump works at about 10lb/sq. in feeding the fountain: to pump to Petworth would have required 90lb/sq. in and a much greater supply of water to drive the wheel. The Mill and the pump used to compete for the use of water retained upstream. When the Mill was demolished the upstream water level was lowered by about 2 ft.

Coultershaw became a centre of 18th century industrial activity with the construction of the Rother Navigation in 1794 linking the River Arun at Stopham to Midhurst. There were eight locks, one of which can still be seen at Coultershaw. Coultershaw did about half the business of the Navigation importing coal and exporting timber and farm produce. There are still four warehouses dating from this time: one of them has been restored to show its use as a stable for horses which pulled barges on the Navigation.

In 1800 the Petworth to Chichester Turnpike was diverted to cross the Rother at Coultershaw, with a toll gate on the west bank. There are

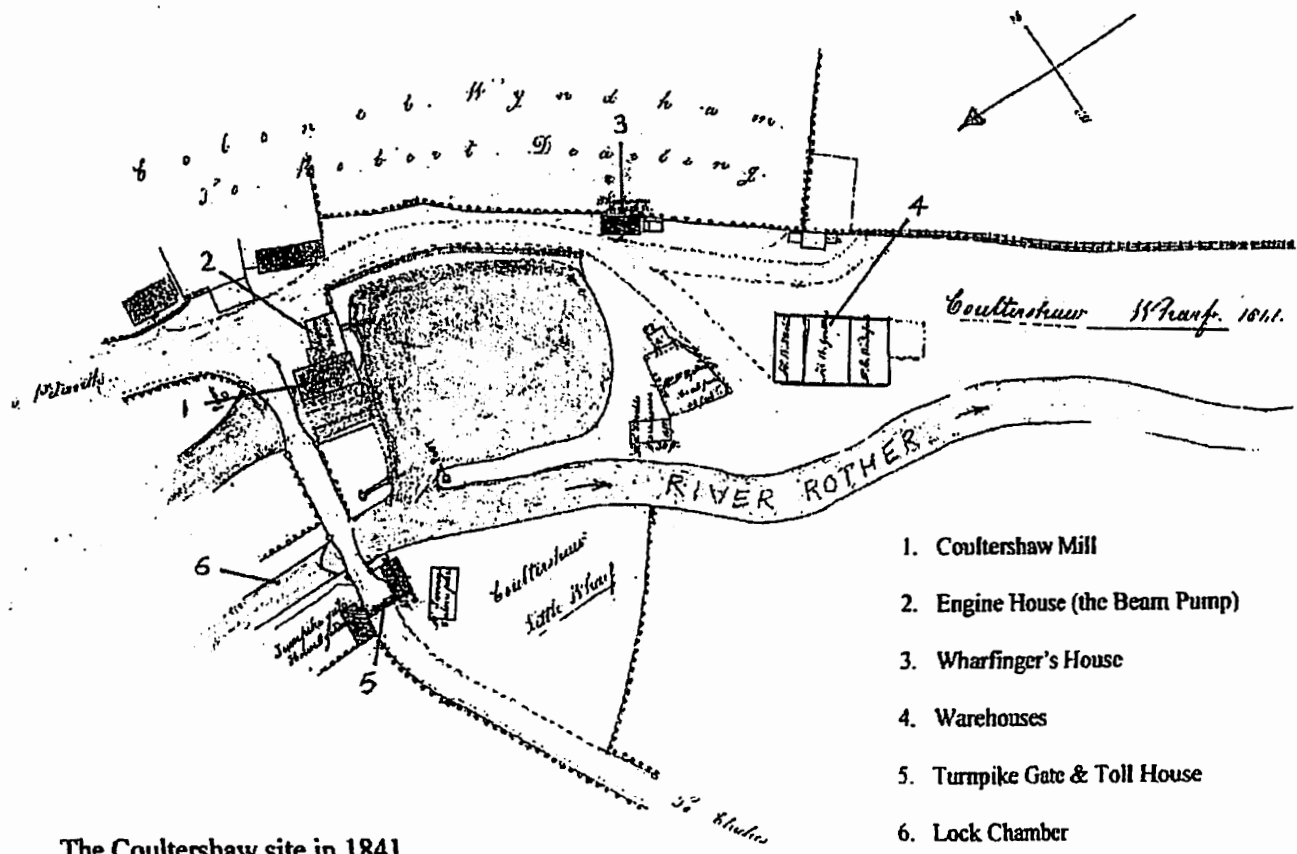
photographs of the toll cottage, which was demolished for road improvements. In 1859 a single track railway was built from Pulborough with a station for Petworth ¼ mile south of Coultershaw. The railway was extended to Midhurst in 1866 and the station rebuilt in 1894. The rebuilt station has been conserved as a private house, offering bed and breakfast.

The railway took business from the Rother Navigation, which was closed in 1888. The railway was busy for a time with passengers and general goods including Canadian wheat for the Mill but eventually closed to passenger services in 1955 and goods facilities in 1966.

The Coultershaw Trust, which was formed by the SIAS and the Petworth Society in 2002, has made an application to the Heritage Lottery Fund for a Planning Grant to develop a Conservation Management Plan for Coultershaw as an Industrial Heritage Site. The proposals include the renewal of the visitor centre including the provision of toilets, the repair and restoration of the sluice structure, the re-roofing and restoration of the engine house, new access to the Navigation, the improvement of disabled access, the provision of drainage to the access road and the restoration of the four 19th century warehouses. The application is currently being assessed.



The celebration party on 15th July



1. Coultershaw Mill
2. Engine House (the Beam Pump)
3. Wharfinger's House
4. Warehouses
5. Turnpike Gate & Toll House
6. Lock Chamber

The Coultershaw site in 1841

PORTSMOUTH AND ARUNDEL CANAL

Chris Bryan

During regular Saturday working clearing the brick arch canal bridge at Merston on April 16th, we were joined by archaeologist John Mills of WSCC. He joined the group for the day with a specific interest in the strange finds on the top of the bridge relating to WWII though he was delighted to be able to expose a small area of the extrados of the brick arch. During the day a small encrusted coin was found and assumed to be a silver threepenny piece. Adge Roberts took it home to clean, after which it appeared to be a button. It was then examined by Tony Podwell at Arundel Museum who decided it was a Naval button of a Captain or Commander of the Nelson period. Ian Friel at Chichester Museum then found a picture on the internet which dated it as a pre-1812 naval button. The theory at the moment is that perhaps a navy building the canal was wearing a second hand naval tunic.

On 25th June work started on the reinstatement of some brickwork at the site of 'Stewart' swing bridge at Barnham Court Farm. Having mastered the mixing and use of lime mortar, Ken Holmes and Adge Roberts have now completed the bricklaying on the north wall and this has been backed up with concrete prior to the large coping stones being reset in position. Bricklaying work is now in progress on the south wall.

The third Barnham to Ford public canal walk took place on 10th September as a Heritage Open Days event for which the 'Stewart' brickwork looked resplendent at the start. Our keen and interested participants were to see the inferior work of the builders of 1820 further along the route.

Poyntz Swing Bridge had its now annual public event for Heritage Open Days on 11th September. It was rewarding that so many interested visitors turned up when the local paper had not given any publicity to any local HODS related event. A local model engineer came along as he is building a working scale model of the bridge.

THE BRICKWORKS, IN FOURTEEN ACRE LANE, THREE OAKS, NEAR HASTINGS

Roger Kemble.

Transcribed by Molly Beswick

The site, which included two 'beehive' kilns and their chimneys which date from before World War I, were purchased for £3,000 in 1957 from Mrs. Hemmings of Lidham Farm, North Lane, Guestling by Victor Cornish. Mr. Cornish was at that time general manager of 'French's' (a London firm?) and his family owned a brickfield in Southend. He worked on the kilns at weekends to bring them back into working order and opened Guestling Brick Works Ltd. in 1958.

The legend in the frog of his bricks which were all handmade was 'Cornish' and at some time before 1973 he won a contract for over a million bricks, plus specials for the Vauxhall Bridge Estate in London. Keith Watson, Mr. Cornish's nephew, having learnt the business in Southend, became the manager in 1973 and remained there until 1994.

Mr. Cornish sold the business to George Chaplin, who had previously run a haulage company in the London area, in 1975. He renamed it Hastings Brickworks Ltd. and the legend in the frog, was changed to 'Hastings'. In 1982 he sold it to Milton Hall (Southend) Brick Co. Ltd. of 16 Warrior Square, Southend on Sea, Essex. This firm was part of Southend Estates which consisted of two brickfields (the other was called Star Lane), a haulage company and a building society. The general managers of Milton Hall were Mr. Riley and Mr. Gale.

At the end of 1984 Milton Hall (Southend) Brick Co. Ltd. was bought by the London Brick Company. By the end of January 1985 Lord Hanson had bought LBC and separated the hand making yards from it which included Hastings Brickworks. These were amalgamated with Butterly Building Ltd. but the yard in Fourteen Acre Lane Was still known as 'Hastings'. My end of year tax certificates from 1996 onwards have the company name and address as Milton Hall (Southend) Brick Co. Wellington Street, Ripley. Derby.

I left the brickworks on the 7th of March 1991 and Butterly closed the yard later that year. It was reopened in 1994 by Evan R Samon and Kevin D Johnson under the name Sussex Brick Ltd.. This company ceased in December 2004 but was reopened again in March 2005 by Gordon Harrison Ltd. of Yorkshire and the name was changed, once more, to Sussex Handmade Brick.

Please note that the 2nd edition of Molly's book *Brickmaking in Sussex* is still available priced £12.95 inclusive of postage and packing from the author or from Ron Martin.

THE SUSSEX RAILWAYS OF COLONEL STEPHENS THE RYE AND CAMBER TRAMWAY

John Blackwell

In 1894 Rye Golf Club opened on the sand dunes towards Camber, on the east side of the River Rother. On the opposite side was the goods only branch of the South Eastern Railway to Rye Harbour, completed in 1854. A group of local businessmen and golf club members decided to form a company for the construction of a line from Rye along the east bank for the benefit of golfers and as transport for the fishermen of Rye Harbour. The Rye Town Council agreed to lease a parcel of land adjoining the golf course to the south east of the newly constructed Monkbretton bridge. In 1895, at the age of twenty six, Holman Fred Stephens was appointed engineer.

The company was registered on 6th April 1895 and the line opened on Saturday 13th July!! The tramway was built to a gauge of three feet and as it ran over private land it did not require parliamentary powers. Stephens suggested using an "oil motor on a passenger car bogie" as motive power and if this had been built it would probably have been the first diesel type vehicle of any passenger carrying line in the world. However the promoters had already ordered a steam locomotive from W. G. Bagnall Ltd. of Stafford appropriately named '*Camber*', a carriage divided into an enclosed first class half with curtains and an open second class. Messrs Manktelow Bros of Horsmonden in Kent were the contractors for both the track and station buildings. Stephens had first encountered these contractors whilst resident engineer on the Paddock Wood branch where they were responsible for the station buildings. These were constructed using corrugated iron on wooden frames with the roof providing a canopy over the platform which was supported on two wooden uprights with V-braces. The one and a half -mile line cost £2,300 and had a station at each end.


The fare for a first class ticket was 4d single and 6d return. Second class was 2d single and 4d return. During the first six months of operation 18,000 tickets were sold and a dividend of 7.5% declared. The success provided another carriage built locally at the Rother Ironworks at Rye and a new engine, again from Bagnalls, in 1897 named '*Victoria*'. A half-mile extension to a new terminus named Camber Sands (the original Camber terminus being renamed Golf Links) was opened in 1908 to cater for day trippers to the sand dunes. This was a simple platform constructed from sleepers with a wooden

waiting shelter. By the twenties competition from both car and bus forced economies. In 1925 a four-wheeled petrol locomotive was purchased from the Kent Construction Company of Ashford on Stephens' advice, (his group never managed the line but he was retained as consulting engineer). This looked like a giant lawn mower but proved to be so effective that '*Victoria*' was sold for scrap and '*Camber*' seldom used. In 1938 when the golf club wanted to extend their course a deviation was built which also extended the line by 375 yards. A new terminus was built, which opened for the 1939 summer traffic, but the line closed on 4th September the day after war was declared. During the war the line was used by the Admiralty to build a new jetty opposite Rye Harbour in connection with the D-Day landings. Following the war there was a delay handing the line back, as the sands had been mined and the unfortunate sapper who laid the field had accidentally stood on a mine with the plan in his hand! The line was found to be beyond economic repair and never re-opened.

Sixty five years after closure the route is still easily traced. To the west of the footpath at Monkbretton bridge (TQ 925206) can be discerned a slight hump in the ground. This was the site of the platform; the modern pumping station occupies the erstwhile engine shed. Two parallel lines in the grass can also be made out, marking the position of the iron fences that bordered the tramway. Following the right of way that parallels the route, is a twin girder bridge crosses the Broadwater stream at TQ 931203. This previously carried the tramway but now carries a large water pipe. Beyond, the route has been obliterated but was across what is now a large lake, formed by excavating shingle from the former Northpoint beach. Follow the right of way to the south; the tramway alignment re-emerges on the right from the garden of '*Gorse Cottage*' at TQ 942195. From here the track survives set in concrete that was laid by the Admiralty during WWII for access from the Camber road to Golf Links Station and the river. Two strips of concrete, surrounding each track, were laid during the war, the centre infilling was a later addition. Golf Links Station is still extant being used by the golf club for storage. Although the platform area has been filled in to increase capacity and the roof is now plastic, following storm damage, the corrugated building with decorative barge boards and finials is instantly recognisable as a Stephens building. It can also be viewed across the river from the community of Rye Harbour. A few yards of the Admiralty siding that lead to a jetty on the bank of the Rother can also be discerned. Passing through a gate the footpath continues across the golf course. For a short distance this is the alignment of the 1908 extension, which then curves away to the left across the (1977) Jubilee Nine golf course. It is hard to imagine that the sea used to run right up to

the foot of this embankment but has now receded several hundred yards to the south. The site of the original Camber Sands Station has been lost under the redeveloped golf course but the 1938 embankment can be found branching from the original and this straight section is now a footpath. The 1939 station site, difficult to find, is a raised section to the left of the footpath before it curves away to the south around a line of scrub.

What a tourist attraction this tramway would now be if it had been resurrected after the war like Volk's Electric Railway at Brighton.



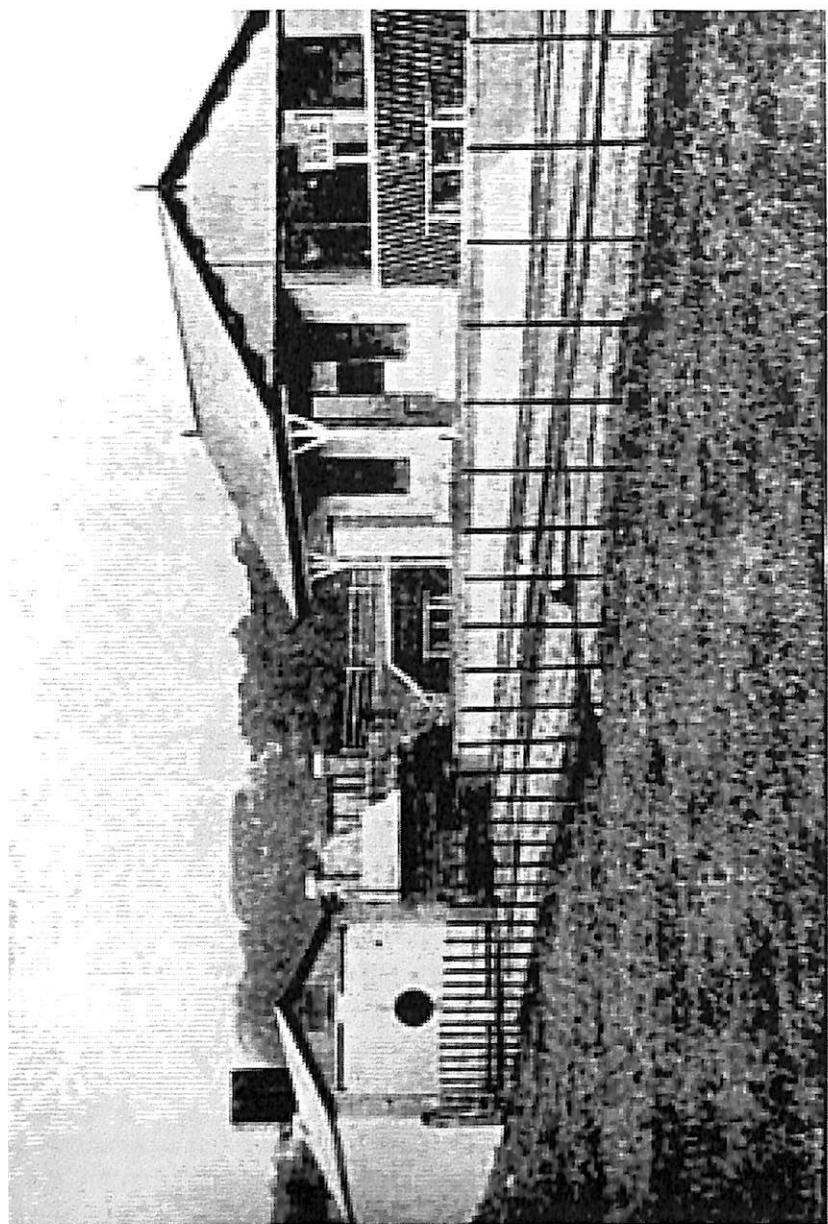
Rye and Camber
TRAMWAYS Co., Ltd.

FREQUENT SERVICE OF TRAMS TO AND FROM CAMBER.

| | | |
|---------------------------------------|-----------|---|
| <u>East Sand Dunes.</u> | 2s | FARES —First Class, Single, Ed., Return, 2d. |
| <u>Celebrated Golf Links.</u> | 2s | Second 3d. .. 6d. |
| <u>Sea Shells.</u> | 2s | Third 2d. .. 4d. |
| | | Children under 13 years of age, half fare. |
| | | Liberal Reduction to large parties. |

Camber is an ideal spot for Picnics, Breakfasts, and School Treats.

Rye Tram Station is only five minutes walk from the Agricultural Hall.



VIEW OF CAMBRIDGE TOWN HALLS—TOWN STATION.

REPORT FROM AMBERLEY WORKING MUSEUM

Bob Allen

The refurbished brick drying shed display was officially opened on Saturday 16th July by our President, Sir Frederick Sowrey. He thanked those SIAS members who had been working since January to improve the display.

The shelving in the shed has been rebuilt and the items cleaned and sorted. New interpretation boards have been erected to help tell the story of brick and tile making. Much of the machinery and the trolleys associated with the processes has been restored. The display of Sussex and southern counties bricks has been expanded so that the frog markings from local brick works can be seen. A copy of *Brickmaking in Sussex* is available in the museum library for visitors to check in the excellent gazeteer where this might have been. {Copies can be bought - see the note earlier in this *Newsletter*) The windows of the building have been restored. Plans have been drawn up for improved low energy lighting for the displays but this cannot be done until after a major improvement to the electrical supply for the museum has taken place.

At the time of writing a brick clamp is being built to illustrate this method of brick drying. There are plans to build displays of brick bonding. Since these will be outside they will have to wait until the end of the season when the museum will be closed to the public.

All the good work will be covered up in October when the brick drying shed becomes the centre of operations for a certain red cloaked, white bearded gentleman. The displays will be converted into an ocean themed workshop. It is hoped that the new arrangements for the brick displays will make it easier for the temporary role and that when the museum opens to the public again in March the story of brickmaking will reappear as good as new.

It is hoped that the work at Amberley will continue next year with restoration of the Laundry or the Brewery. This can only happen if we have some more cleaners, painters, carpenters or other labourers to come along for a couple of hours on a Monday to help. Please contact Ron Martin or me if you can give some time for this during the winter.

AIA CONFERENCE IN DERBYSHIRE

3rd-8th SEPTEMBER

Jim Hawkins

The conference was based at Nottingham University built in classic style in the 1950s. The accommodation was spacious including our bedrooms, however they were slightly tatty.

We were faced with up to three choices on the tours each day, including famous IA sites such as Arkwright's Cromford & Masson Mills, railways (including the NMr. engine shed at Derby), lead mining sites, iron works, lime kilns & quarries.

Joining on the Sunday, I missed Belper North Mill built by the Strutts with associated housing on the Saturday trip & opted to see the complex of cotton spinning mills at Darley Abbey. Dating from 1783, but burnt down in 1788, the rebuilt surviving group of mills is impressive - the extensions becoming progressively more fireproofed. Power was provided by four water wheels producing 100 hp until 1896 when steam & water turbines arrived. Across the river Derwent there are workers' housing, a church & a school.

In Derby centre we saw a complex of early 19th century three, five & seven storey mills. Originally built for silk spinning, they are now mainly in university use.

Monday's trip was to the Matlock Bath Mining museum & adjacent Temple fluorspar mine. After the mine visit, most of us took the chance to pan for gold (actually fools gold iron pyrites). We travelled on to Magpie Mine, one of the best lead mining sites in the UK with 17th century features but also 19th century engine houses, headstocks & winder house.

All groups made an evening visit to The Tramway Museum at Crich which has a fleet of over 50 trams. We were given a tour of the workshops, car sheds & exhibition before our suitably lubricated meal in the Red Lion public house.

Tuesday offered a choice between Arkwright's Cromford & Mason Mills & The National Stone Centre, Middleton Top Winding Engine & Lea Wood Pump. A difficult choice, but I chose the latter & was most impressed with the winding engine working on compressed air and the incline. The Lea Wood Pump House was built in 1849 using a 50" single acting 10 ft. stroke beam engine to pump water from the Derwent into the canal. The previous water source from the Cromford Sough had virtually dried up after changes in the local lead mining drainage. It was only allowed to work on Sundays, so as not to rob water for the local mills. It delivered 30 tons per minute into the canal.

Next day we saw Pleasley Pit, one of the few remaining mining buildings

left. It was listed grade II just prior to demolition with no roof but both winding engines intact. Ex-miners on local councils seem determined to remove all trace of coal mining.

New Bolsover 'model village' was built by Emerson Bainbridge for the workers at the company's first pit with housing round a central green, a co-op store, an institute & an orphanage - now a local community centre.

To me the visit to Joseph Clayton & Sons leather tanners was the highlight of the week. Founded by 1853, it moved to these premises in 1875 and uses many processes that date back to then. It produces high quality leather from water buffalo & other skins used for line shaft belting, horse harness & cricket balls. Very much a bucket chemistry operation, it has open pits to steep the skins in, using six different types of tanning including chrome & alum. Falling in a vat was not recommended! Process monitoring was by cutting a strip from the hide & looking to see if had penetrated the centre.

On the last day there was only one choice of trip to The Ticknall Lime yards & Tramway with an afternoon visit to Rolls Royce.

Evening lectures were on the subjects of Lead Mining in the Peak District, Industrial Housing in the Derbyshire coalfield & the South Derby pottery industry (a major supplier of sanitary pottery).

An enjoyable conference with a chance to meet many interesting people and much enthusiastic conversation in the real ale bar.



Pleasley Pit. One of the few remaining signs of the Derbyshire coal mining industry.

COLONEL STEPHENS: INSIGHTS INTO THE MAN AND HIS EMPIRE - a book review by John Blackwell

Rarely does the title of a book accurately describe its contents; this exception charts the life of Stephens from boyhood to the final sad year of his life. It has short chapters on particular aspects of the many lines with which he was associated . This offering from the Middleton Press does not follow the usual photo album format but uses articles originally published in the '*Tenterden Terrier*'. This was the house journal of the Kent & East Sussex Railway (now a preserved line but originally surveyed, built and managed by Stephens). It has clear location maps and original photographs. My particular favourite is the reminiscences of a young engineer employed as an "improver" in deepest Devon on the grandly titled North Devon & Cornwall Junction Light Railway. This was a twenty mile line connecting two unremunerative branches of the London & South Western Railway as a means of mitigating unemployment in the twenties. The only means of transport provided for the engineer was an elderly horse, but the Colonel would arrive in a chauffeur driven lorry carrying a spare set of flanged wheels enabling him to inspect all areas where track had been laid. Seeing a trap was to be auctioned locally with a likely top bid of £5 the engineer sought permission to buy. Back came the reply, which shows Stephens was not completely devoid of humour : "I regret the purchase of a trap is quite out of the question, as would be that of a sedan chair". One mystery that is not solved, although Stephens' military career is covered in great detail, is that in his c.v. he stated, "mentioned in despatches 1916". I thought that to be mentioned in despatches one had to be on active service rather than as a Territorial recruiting officer and I can find no mention in the London Gazette where such notices were normally posted.

All the articles are well researched and the original authors are to be commended as is Vic Mitchell in persuading Phillip Shaw, the editor of the '*Tenterden Terrier*' for more than 30 years to trawl the archive and make the articles available to a wider audience. This is not a book to be read from cover to cover but one to dip into on long winter evenings and I would highly recommend you to include it on your Christmas gift list.

Colonel Stephens: *Insights Into the Man and his Empire*, compiled by Phillip Shaw and Vic Mitchell. 131 pages, ISBN 1 904474 62 4, Middleton Press, Price £18-95.

Available from booksellers or post free from Middleton Press, Easebourne Lane, Midhurst, GU29 9AZ.

BRIGHTON TROLLEYBUSES

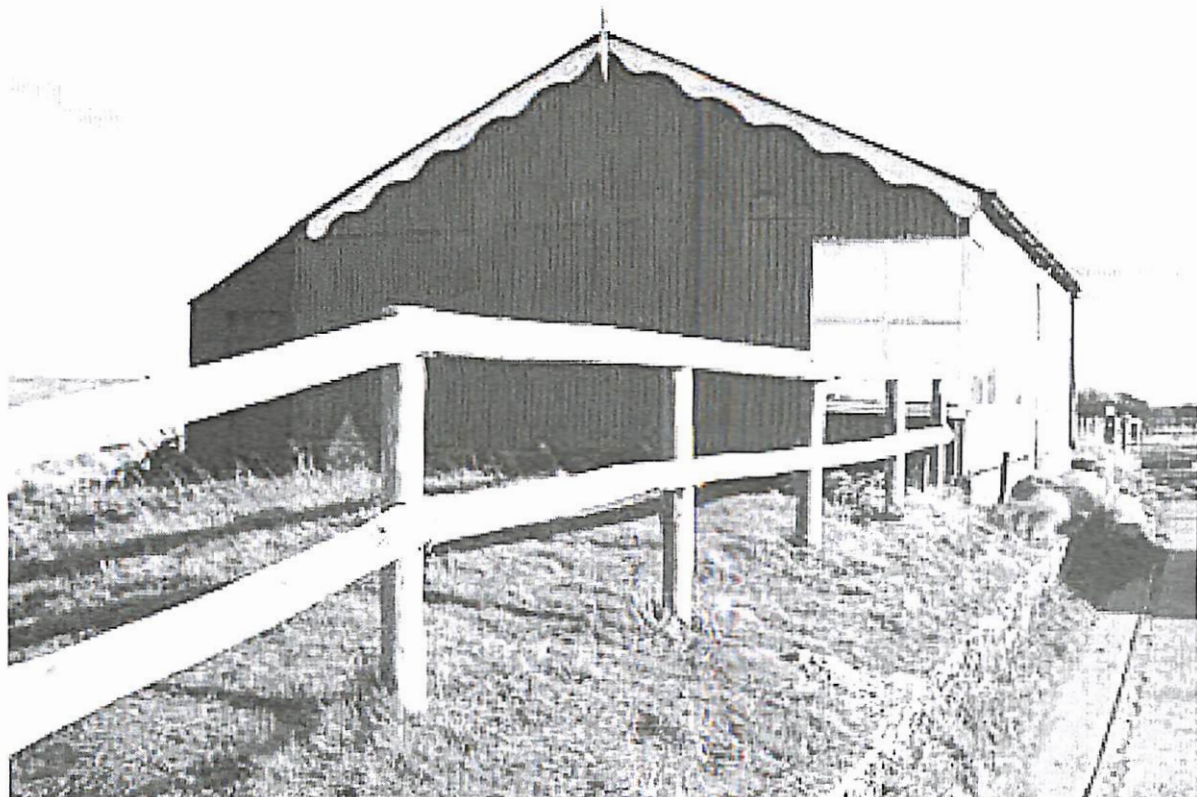
- a book review by Brian Austen

Readers will be familiar with the pattern of the successful Middleton Press publications and, this one follows the same layout. At its centre are a selection of 120 black & white photographs from a wide range of sources showing the Brighton trolleybus system in operation from its inception in 1939 to its demise in 1961. The photographs are grouped by route. They are of excellent quality and in the main not previously published. Many locations on the system are included with additionally the depots at Lewes Road and Whitehawk. Each photograph has a detailed caption including the vehicles shown, the location and the date when the photograph was taken but also much additional information. The initial six pages provide a history of the trolleybus system in the City, route maps and a chronology. There are detailed drawings of the AEC and BUT vehicles employed, timetables and the type of tickets in use.

The public transport enthusiast will welcome this volume but the Brighton historian will also find much of interest in the changing street scenes, their architecture, the businesses featured and even the volume and type of traffic depicted. I recommend this as a valuable addition to your bookcase.

Andrew Henbest, *Brighton Trolleybuses*, Middleton Press (2005) ISBN 1 904474 34 9 pp.96 illus £14.95. Available from booksellers or direct from the publishers at Easebourne Lane, Midhurst GU29 9AZ (tel 01730 813169).

As this *Newsletter* goes to press we hear of the death of Michael Palmer. Our sympathy is with Denise. There will be a full obituary in the next issue .



A current view of the former Camber/Golf Links Station