

# Sussex Industrial Archaeology Society

## Newsletter

Number 193

January 2022



The frontage of Bishopstone station in 2017 shewing clearly the pillboxes on the roof. Those who watched *Architecture the Railways Built* on the Yesterday channel on 18 October 2021 were given a unique view inside these cramped defences (Martin Snow)

See page 12 for article



# Newsletter 193

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## Editorial

Welcome to *Newsletter 193*.

On page 3 are listed three meetings which hopefully will be able to take place.

Please note the meeting time of 2.00 pm as agreed at the previous AGM.

If in doubt about whether a meeting will take place please, before travelling, confirm with one of the committee who are listed on the inside back cover.

Your committee is looking to return to being able to arrange visits later in the year, but this will of course depend on many factors, chiefly the willingness of location to host such visits.

Some good news on the protection of IA sites. As this Newsletter went to press came notification of the listing at Grade II of :

Lime kiln, Waterside House, 17 Lower Street, Pulborough

Full information is online at:

<http://services.historicengland.org.uk/webfiles/GetFiles.aspx?av=B934F0D3-A624-46A9-B593-3AA6483CA963&cn=123DF995-C301-41DF-BF02-D32F840142D5>

Opposite are details of a major new book on Sussex windmills, more information in the Mills Group *Newsletter*

**Visit our website - [www.sussexias.co.uk](http://www.sussexias.co.uk)**

## **SIAS Events**

All the autumn and winter meetings are held at  
West Blatchington Mill Barn, Holmes Avenue, Hove BN3 7LF

### **Saturday 22<sup>nd</sup> January 2022, 2.00pm. *Lost industries of Brighton***

Local author and historian Chris Horlock will be using his extensive photographic collection to illustrate how industry and commerce in the Brighton conurbation has changed from the Victorian era to the present day. A number of 'old style' manufacturing industries that have gone will be detailed, including the locomotive works at Brighton Station and Allen West off the Lewes Road. The retail industry will also be featured, including the demise of large stores such as Hanningtons, Vokins and the London Road Co-Op. Chris will also consider the wider picture, as to why these changes have occurred and the impact it has had on Brighton.

### **19<sup>th</sup> February 2022 2.00 pm. *Film Nite (afternoon!)***

Back by popular demand after an enforced break, Martin Snow will be showing an informative and entertaining evening of film clips from many obscure sources. All material not shown to us before on too many subjects to mention here.

**Members at the AGM will be aware of this forthcoming publication**

# **SUSSEX WINDMILLS AND MILLERS**

**Vol. I**

**Including Gazetteer of Sites A-C**

**Guy Blythman**

For further details and to order -  
Please see page 18 of the Mills Group *Newsletter*

## Events from Other Societies

### Malcolm Dawes

Detailed below are events organised by other societies, which may be of interest to our 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](mailto:malcolm.dawes@btinternet.com).

*Covid restrictions may apply to the listed events and may result in last minute changes.*

*So it is essential to check the web sites if you are planning to go to the event.*

#### **Wednesday 12<sup>th</sup> January 7.30pm. *The Restoration of Chichester Cathedral after the Civil war 1660-1686***

Chichester Local Historical Society talk by Prof Andrew Foster, ecclesiastical historian. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915.

**Saturday 5<sup>th</sup> February, 10am to 4pm. *Open day at the Brede Steam Engines*** Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email [bsesgiantsofbrede@btinternet.com](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310.

**Saturday 5<sup>th</sup> March, 10am to 4pm. *Open day at the Brede Steam Engines*** Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email [bsesgiantsofbrede@btinternet.com](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310

#### **Wednesday 9<sup>th</sup> March 7.30pm. *Tangmere Operations: The Battle of Britain and Beyond***

Chichester Local Historical Society talk by Julie and Nigel Peachey – World War II historians. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

#### **Monday 14<sup>th</sup> March, 7.30 pm. *Railway Rambles***

Southern Electric Group presentation by Paul Snelling.

£3 non-members. Deall Room, Southwick Community Centre, Southwick.

[www.southernelectric.org.uk](http://www.southernelectric.org.uk)

#### **Saturday 19<sup>th</sup> March 2.30pm. *Brighton in the First World War (Home Front)***

Brighton and Hove Archaeology Society, Local History Forum talk by Douglas d'Enno. £4 non-members. The Fellowship Room, Central United Reformed Church, 102 Blatchington Road, Hove. [www.brightonarch.org.uk](http://www.brightonarch.org.uk)

#### **Saturday 2<sup>nd</sup> April, 10am to 4pm. *Open day at the Brede Steam Engines***

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email [bsesgiantsofbrede@btinternet.com](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310

**Sunday 3<sup>rd</sup> April. *Vintage Car Show***

Classic motor vehicles and accessories. Amberley Museum. 01798 831370.  
www.amberleymuseum.co.uk

**Sunday 10<sup>th</sup> April. *Industrial Trains***

Narrow gauge trains in action, plus demonstration runs with the road machines and contractor's monorail. Resident steam trains running around site.  
Amberley Museum. www.amberleymuseum.co.uk.

**Sunday 1st May. *Spring Bus and Coach Show and Running day***

View and ride on a variety of historic buses. Amberley Museum. 01798 831370.  
www.amberleymuseum.co.uk

**Saturday 7<sup>th</sup> May, 10am to 4pm. *Open day at the Brede Steam Engines***

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford.  
For any enquiries email bsesgiantsofbrede@btinternet.com  
or phone 01323 8976310.

**Sunday 8<sup>th</sup> May. *Classic Motorcycle Show***

Vintage motorcycles around the museum and on display throughout the day.  
Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Sunday 8<sup>th</sup> May. *Historic Commercial Vehicles Run, between London and Brighton***      www.hcvs.co.uk

**Monday 9<sup>th</sup> May 7.30 pm. *Electric Traction on the LMS***

Southern Electric Group presentation by David Brown.  
£3 non-members. Deall Room, Southwick Community Centre, Southwick.  
www.southernelectric.org.uk

***The 2022 South East Regional Industrial Archaeology Conference***

This event was to be arranged by GLIAS but has been cancelled for 2022

***Do please check details before travelling***

*The details of these meetings and events organised by other groups  
are only included as a guide and as a service to members:  
inclusion here is not intended to be seen as an endorsement.*

~~~~~  
**Sussex County Magazine 1945 vol. 19 no. 11**

**From the Sussex Weekly Advertiser - January 28<sup>th</sup> 1788**

**A Hove tobacco mill**

To be sold by private contract, the tobacco & snuff mill at Hove consisting of a horse wheel tobacco engine, mills, flattening mill, grindstone, drying stoves, mortar, presses, large iron screws in brass boxes, three large stones used to grind snuff, as they now stand fixed at Hove, Near Brighthelmston.

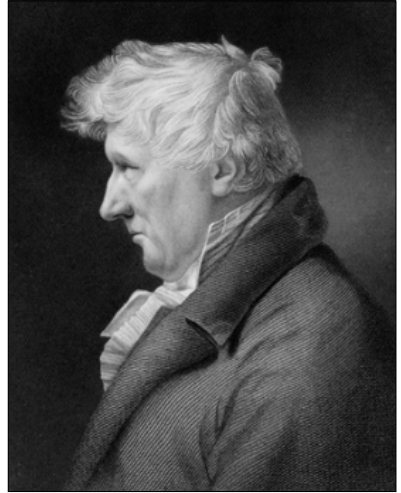
For particulars enquire of Mr John Smith of Brighthelmston.

## John Rennie FRS FRSE 1761-1821

Alan H J Green

### John Rennie - the man and his achievements

The autumn issue of the *SIAS Newsletter* coincided with the 200<sup>th</sup> anniversary of the death in October 1821 of the civil engineer John Rennie. John Rennie was one of a group of brilliant Scottish engineers of the Georgian era which included Thomas Telford, who became the first president of the Institution of Civil Engineers, and James Watt who perfected the beam engine. Rennie was born on 7 June 1761 at Phantassie, East Lothian, the son of a relatively prosperous tenant farmer. After education at Dunbar Public School he worked to earn money to fund his study of engineering at Edinburgh University, whence he graduated in 1783. He was employed by James Watt for seven years supervising the



John Rennie FRS, FRSE. A stipple and line engraving after Archibald Skirving

installation, in mills around the country, of beam engines made by Boulton & Watt.<sup>1</sup> Boulton was, of course, the great Matthew Boulton, the Birmingham industrialist and founder of the famous Lunar Society that fuelled the Enlightenment.

Later Rennie set up business in London as a civil engineer, quickly gaining a reputation as a man of skill and versatility. In London he built Southwark and Waterloo bridges, whilst of his canal works the greatest achievement was the Kennet and Avon, running 57 miles from Newbury to the Avon at Bath and involving some 70 locks, five aqueducts and three tunnels. He also built docks and harbours in London, Sheerness, Leith and Plymouth. So much in demand was Rennie that his fees in 1810 were equivalent in today's terms to £1200 per day<sup>2</sup>! He was a workaholic as demonstrated by the Rennie archive containing business letters written on Christmas Day.

Rennie was offered a knighthood in 1817 but strangely declined the well-deserved honour. His two sons followed him into the profession and the second – John – did accept a knighthood and was also elected President of the Institution of Civil Engineers for 1845-47<sup>3</sup>.

### John Rennie and Sussex

John Rennie's work in Sussex is limited to two projects, both canals and situated at the opposite far ends of the county, and both, as it happened, occasioned by the Napoleonic Wars. These were the Royal Military Canal and the Sussex Line of the Portsmouth and Arundel Navigation. Neither could match the grandeur of the

Kennet and Avon and the usefulness of both was questionable, but the latter was not the fault of the Engineer but the promoters.

### **The Royal Military Canal**

Although a canal in name this waterway was actually built as an inland line of defence during the Napoleonic Wars. It ran for 28 miles from Seabrook near Hythe in Kent, across Romney Marsh via Appledore to Cliff End to the east of Fairlight Cove. It entered Sussex near Iden so only 8½ of its 28 miles were actually in the county.

It was the brainchild of Lt. Col. John Brown of the Royal Staff Corps of Field Engineers, and construction began in 1804 with John Rennie as Engineer and took five years to construct. The contractors were William Bough and John Dyson Jnr, along with one James Hollinsworth whom we will encounter again in this story<sup>4</sup>.

The canal was in two sections, from Hythe to Iden and from Winchelsea Hill to Cliffe End, the section in between comprising the rivers (Eastern) Rother and Brede. The flat Romney Marsh presented no great engineering challenges and the only features were the locks at the ends of the river section. It was built 30 feet (10m) wide and five feet (1.5m) deep and the excavated material was thrown up as a defensive rampart with a military road alongside. On the map the alignment looks curious since instead of the sweeping curves and long straights one would normally associate with a canal it proceeded in a series of short straights joined by tight reverse curves (kinks almost) which were intended to enable field guns to provide cross fire

In the end, of course, the invasion never occurred so the Royal Military Canal was never called up to fulfil its intended purpose, but after the Napoleonic Wars it briefly became a navigable waterway when a barge service was introduced between Hythe and Rye. HM Government abandoned the canal in 1877 and it was leased to the splendidly-named Lords of the Level of Romney Marsh. Still in water, it is now managed by the Environment Agency as a flood protection scheme for Romney Marsh<sup>5</sup>.

### **The Portsmouth & Arundel Navigation**

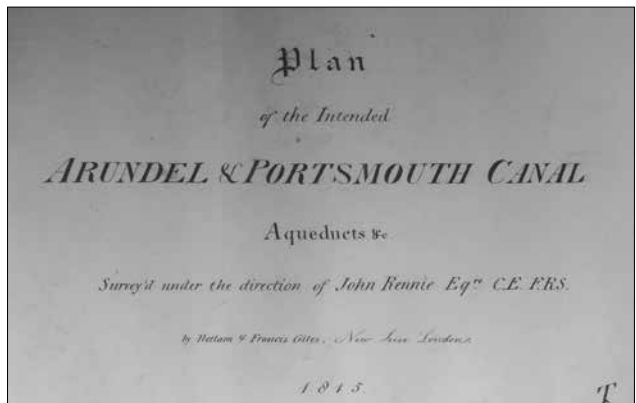
John Rennie's second project in Sussex was the Portsmouth & Arundel Navigation, Co intended to fulfil a long ambition to complete an inland waterway route between London and Portsmouth avoiding the need to put out to sea and putting vessels at risk from Boney's ships.

Rennie was appointed to the post in 1817, but he had had previous associations with similar canal schemes in this area, for in 1802 the London and Portsmouth Canal Company engaged him to prepare a survey of the route of a grand canal linking those places that would also serve Chichester<sup>6</sup>. He duly produced schemes for the company followed by another version in 1803. Then in 1805 he was commissioned by Chichester Corporation to produce a further scheme, this time for a canal just to link Chichester to the sea.

All these schemes came to nought, but Rennie was, however, to return to Sussex in 1810 when he revived and altered his 1803 scheme as a proposal for a *Grand Southern Canal* capable of carrying Thames barges to run from Tonbridge to Portsmouth<sup>7</sup>. Although vigorously supported by Chichester Corporation the Bill was defeated in its second reading,<sup>8</sup> so yet another scheme was lost.

However in May 1817 the said Portsmouth and Arun Canal Co appealed for subscribers to a scheme to link the River Arun at Ford with the waters of Chichester Harbour by a canal, and thence by dredging across the tops of Thorney and Hayling Islands reaching Portsea Island. A Bill was laid before Parliament in 1817<sup>9</sup> accompanied by its Deposited Plan which states that it was *Surveyed under the direction of JOHN RENNIE Esq, CE FRS &c &c by Netlam and Francis Giles<sup>10</sup> of New Inn, London.*

The Company's Committee of Management produced a printed address on 5 August 1817 which reported to shareholders that Royal Assent had been given to the Bill *on the 7<sup>th</sup> ultimo* and such was their pride in having secured the services of Rennie as Engineer the Committee obviously felt it necessary to print his



The title block of the Deposited Plan proudly flaunting Rennie's name, (WSRO)

name in capitals every time it appeared. Construction started on 20 August 1818 of what was to prove John Rennie's final project for he was to die before it was completed. The contractor was Dyson and Thornton, this Dyson being Thomas, the brother of John Dyson Jnr who had been involved with the Royal Military Canal. To feed the canals, pumping stations were constructed at Ford and Portsea and Rennie entrusted the design and supply of the steam engines and pumps to his old employer Boulton and Watt of Soho Works, Birmingham. The sea was entered at Birdham by two locks, for the outer one of which Rennie's lengthy and highly-detailed specifications<sup>11</sup> exists which demonstrates his meticulous attention to detail. Rennie appointed as Resident Engineer to the project James Hollinsworth who had been involved with him on several projects since 1796 including, as we have seen, when he was contractor for the Royal Military Canal. When the Great Man died on 4 October 1821, Hollinsworth took over full responsibility for the completion of the project.





*An early view of Saltern's Lock at Birdham with the lock keeper's cottage beyond (Author's collection)*

Unfortunately all did not go according to plan, the works ran late necessitating opening in two stages, over a year apart, in 1822 and 1823. The Contractors submitted a substantial claim containing some amazing allegations about the Company and its Resident Engineer; its 30-pages were to shew neither the Company nor their Resident Engineer, James

Hollinsworth, in a very good light.

Although open, there were many problems with the state of the infrastructure which caused the Company and the Lord High Admiral to seek the advice of John Rennie Junior who, with his brother George, carried out an inspection of the whole navigation and delivered a 14-page report on 4 October 1827 which also reflected badly upon the contractors and the Resident Engineer – the waterway was incomplete, badly built and the construction had been poorly managed<sup>12</sup>.

The total expenditure needed to put the Sussex line *into complete repair* was estimated at £20,083-12s-11d which, when added to the costs of dredging across the harbours, putting the Portsea line into a similar state of repair<sup>13\*</sup> and paying off outstanding debts, required the sum of £49,227 to be raised. John Rennie Junior also pointed out that in 1827 the cost of constructing the Portsmouth and Arundel Navigation stood at £176,314 – 42% higher than his father's estimate. The money to put the works into a fit state was raised by another share issue and hapless investors once again poured money into a moribund venture from which they were destined never to receive any dividend.

It was moribund because by the time construction started the Napoleonic Wars had been over for three years, so its prime purpose had been obviated since it was now safe to put out to sea again. Then the expected traffic never really materialised ; the section between Ford and Hunston quickly being killed off by the coming of the LB&SCR, but the reminder lingered on until 1906.

### **Envoi**

As has been said, the Portsmouth and Arundel Navigation was to prove to be John Rennie's last project for he died on 4 October 1821, aged 60, one year and nine months before the completed waterway was opened. In view of the costly problems encountered with both its construction and remedying unsatisfactory workmanship, it

could be viewed as not marking a fitting end to a glittering career. However the claim, and his sons' subsequent investigations, shew that the fault lay not with the Great Man or his designs but the ineptitude of both the contractor and the Resident Engineer, James Hollinsworth. If John Rennie did make a mistake it was in putting too much trust in the said James Hollinsworth – indeed it is almost certain that had he lived the problems would quickly have reached his ears and he would have sorted them out. John Rennie was buried in St Paul's Cathedral where his monument asserts that the many splendid and useful works he superintended are the true monuments of his public merit. It is fitting that in Chichester he is commemorated by a bench by the neck of the canal basin and the new housing development to the south of the basin was named *John Rennie Road* by Chichester City Council.

*The medallion struck in 1821 to mark John Rennie's death, signed 'Bain.F'. It is of bronze, 63 mm in diameter and impressively heavy weighing in at 130g. The reverse lists a few of his achievements, but the Royal Military canal and the Portsmouth and Arundel Navigation do not number amongst them!*  
(Author's collection)



## 2022

This year – 2022 - the Chichester Canal Society are planning a series of events to mark the first opening of the canal including a talk at WSRO and an exhibition at The Novium Museum. The flagship event will be on Saturday 22 April – I will keep you posted via the Newsletter.

## References

- 1 A W Skempton et al *A Biographical Dictionary of Civil Engineers in Great Britain and Ireland Vol 1 1500-1830* Thomas Telford, Institution of Civil Engineers, 2002
- 2 Chrimes, M, *British Civil Engineering Biography – Part 2 1790-1830* Proceedings of Institution of Civil Engineers No 157, August 2004 (Paper No 12637)
- 3 A W Skempton *op cit*
- 4 *ibid*
- 5 The Romney Marsh Countryside Partnership *The Royal Military Canal*
- 6 National Library of Scotland, Rennie Papers MS19782
- 7 Hadfield, Charles *The Chichester Canal*, Chichester Paper No 11, Chichester City Council, 1958
- 8 Hadfield, Charles *op cit*
- 9 WSRO Fuller F/Lib21, a printed copy of the Bill
- 10 \* Netlam and Francis Giles were brothers who regularly worked with Rennie as surveyors
- 11 Institution of Civil Engineers REN/RB/10/318
- 12 Institution of Civil Engineers REN/RB/4/93-107
- 13 \* It was empty and disused when the Rennies saw it in 1827

## Sussex County Magazine May 1955

Geoffrey Mead

The Sussex County Magazine [SCM] which ran from 1927-1956 was an excellent monthly publication that contained articles by a range of authors, some highly distinguished. I have been searching through my large collection of these SCMs for images to accompany an article by a learned colleague for a book he is working on. Some of the SCM articles ran over several pages with others just short paragraphs. It was a campaigning journal founded by Arthur Beckett, a founder member of The Sussex Downsmen and for over almost 30 years fought for the county with topical as well as historic material and comment. SCM, aside from containing articles by well-informed authors had a section 'Written by readers' which contained a range of Sussex-based comment, some, I do have to say are bizarre and some are completely bonkers! But many were letters submitted by people with a deal of knowledge; one such was headed –'Sussex clay'.

"Coming across an old doggerel the other day I thought it a pardonable boast; the old poem was:

    "Sussex clay be good and strong

    To serve'ee long and well

    Be it bricks, pots or pipes

    Or strong tankards for good ale."

But on experiment I found Sussex clay to be loaded with iron oxide quartz ore. I have extracted it in many colours grey, blue, yellow, violet and red-but they all fired red at 1,000 degrees C and ranging to black at above this temperature. Iron oxide strengthens the clay and a piece of Sussex clay fired at 1,000degrees C one inch wide and one-eighth of an inch thick snapped at a pressure of 40lb held only on one side. I have found shards at Poling Pottery so hard that they rang like cast iron".

Guy Champion FRSA Rustington.

Guy Champion does not state the geology of the Poling Clay, but the British Geological Survey sheet for the area indicates it is the London Clay. Referring to Molly Beswick's *Brickmaking in Sussex*, Poling brickfield is listed as on the south side of the Arundel Road, the Poling Pottery Brick & Tile Works Ltd which operated into the 1950s. This sounded as if it was the location of Champion's pottery as later it states that from the 1880s pottery was added to the range of products, flowerpots being a speciality. A note to the entry states- 'photographs of craftsmen at work were published in 1950'.

## **A potted history of the Friends of Bishopstone Station**

**Barbara Mine**

(Chairman and founder member of Friends of Bishopstone Station)

I was approached by Sussex Community Rail Partnership in 2016 after responding to a small editorial in the local newspaper asking local people if anyone was interested in adopting this Grade II listed station.

Having absolutely no idea what this meant, but maybe it was to help with restoring this really sad, Art-deco building, I said yes.

A few more people came on board (sorry for the pun) and away we went and formed FOBS, with me being voted in as chair and Jim Stanford as vice chair with Michael Spence as Secretary.

Adopting the station officially on November 2017 coincided with Armistice Day. A five year project plan was put together by one of our members with the relative skills to do so and has been recently studied by our contact in the South East Sussex Community Rail Partnership who have advised us that we are on the right course - which is good to know.

It was very difficult in the early days to locate the right people to deal with and discuss how we could gain permission to restore the building and to create a community hub. Where would we start?

2018 and 2019 were our years of meetings to get to know one another and to plan our structure, fundraise and Network. Finally, after a great deal of lobbying, Network Rail started to smarten up the platform area, bridge and stair cases. They also allowed us to have a full structural survey for which we gained funding and this was carried out in the spring of 2020 through lockdown.

During what was a very difficult year for everyone, we actually made enormous progress having zoom meetings with Network Rail and Govia (operator of Southern Railway) plus the relevant organisations that could help us. We then discovered that FOBS were going to be considered for a station enhancement funding programme. This was music to our ears and after many virtual meetings we had the full support of all involved, including the area Conservation Officer who had visited the station and agreed it needed to be put back to its Art Deco glory days.

Clearance started on the old store and one particular space that had been boarded up with old railway sleepers. Once removed I discovered a treasure trove of things that were just thrown in and left for decades. I made a space for them so that I could see what was there; included was an old teddy bear, skateboard and a child's trunk of bits and pieces. I published this on our Facebook page and was contacted by the owner's daughter. Later that day I reunited the owner with his long lost toys. This made BBC south east news and a couple of radio stations called for interviews.



Old store (Author)

FOBS are now well and truly noticed!

During Covid, our group was made up of around eight active members with a variety of skills and experience, plus other valuable people who dip in and out when they can. We had as many meetings as we could with the statutory six masked and distanced members. My garden came in very handy for this when the weather was fine.

Our main objective was to gain funding for the initial build work, which would be the old vacated general store (previously a parcel room) in order for us to open the first community room. We consulted with the local community to find out how they would like to see the

room used. Their responses were : drop in centre for lonely people to just talk, art exhibits, fitness, children's education, a meeting room - these are just some of them. The list gets longer everyday.

With funding from Southern and Railway Heritage Trust match funding we will be able to get on with Phase 1. A tripartite 10 year lease has been set up between FOBS, Network Rail and Southern - or whoever the operator may be in the future. A planning application has gone in and listed building consent is under consideration. Once planning consent is granted the work can go ahead and we envisage opening the unit which will be re named **THE OLD PARCEL ROOM** in the spring of 2022. **Phase 2** will be to restore the hexagonal atrium which has the most amazing Art Deco glass tiled roof which really throws in the light.

We are so grateful for the funding we have received so far from various organisations that have, and are, supporting our little group that has big plans. The Station has recently been featured on *Architecture the Railways built* on the Yesterday channel.

## Retailing, over 160 years

Geoffrey Mead

With the re-opening of East Sussex and Brighton & Hove archive, The Keep at Falmer, there is the opportunity to browse the extensive shelving in the Reading Room for tasty snippets; one such offering was found in the following- *'Brighton as it is' - By a Graduate-1860'*.


p107. *"In Brighton there are 233 public houses and 207 beer houses. While there are 479 shops engaged exclusively in the sale of intoxicating liquors we find there are only 111 bakers, 107 butchers, 22 cheesemongers and buttermen, 127 grocers 7 tea dealers, 29 fishmongers, 135 fruiterers 7 greengrocers, making a total of 541."*

This sheds a light on a very different food and drink retail landscape to that we have today. It is interesting that the first statement concerns the proliferation of drinking establishments in the town; it is one of the oft repeated [and almost certainly untrue] statements that many people believe Brighton having [no given date...] 365 pubs – 'one for every day of the year'. Over 50 years later the Brighton Gazette February 10<sup>th</sup> 1912 reported a comment from the Church of England Temperance Society that Brighton had 125 pubs per square mile, greater only in the City of London and Ludlow! Having visited Ludlow on a couple of occasions I find that hard to imagine, but trust in the veracity of a Church of England statement. To accompany this article I have used as illustrative material adverts from *Melville's Brighton Directory 1857*. Having spent many years of my economic life in food retailing I was drawn to the extensive list provided; independent butchers and bakers we still have, albeit these days catering largely for a different economic group than in 1860. Mr Bollen of Grand Parade in 1857 was 'By appointment to Her Majesty', and Mr Shoosmith in the lowlier Cavendish Street, a *'supplier of muffins & crumpets'* both would be absent from 21<sup>st</sup> century Brighton and certainly someone arriving in town today would have difficulty finding 22 cheesemongers & buttermen. As a callow youth I was trained as a 16 year old at Sainsbury's Blackfriars HQ in the dark art of butter-patting, a difficult and messy occupation that I never fully mastered! Closely linked to the cheese & butter trade was *'P.Parsons dairyman and fruiterer'* who supplied families...with *Milk & Cream from a Farm'*. *'GM Tuppen family grocer & tea dealer and purveyor of Dutch, Irish & American provisions'* was located in smart Russell Square and probably was supported by the extensive hotel and boarding house trade then existing in that area. The 127 grocers & tea dealers have of necessity morphed into the vast grocery superstores that most of us patronise today, although in rural areas the Village Shop is making a determined comeback. As a judge in CPRE Sussex Countryside annual awards scheme I am please we awarded the village stores at Fittleworth and Catsfield last year for rural enterprise. Fishmongers almost disappeared from our high streets over the last 50 years but with more interest in locally sourced foodstuffs and with the emphasis on fish dishes in the many TV cookery

programmes fish is making a comeback; and at the Lower Promenade in Brighton the Fishing Museum has a wet fish shop, a shellfish shop and a fish smoker grouped adjacent to the Museum. In 2012 the Fish Smokery won BBC R4 Food and Farming Award for takeaway food...I am very pleased to say that I nominated the Smokery! Hastings Old Town beach similarly, and Selsey East Beach all have thriving retail fish establishments. Mr Maynard purveying in 1857 ‘*fresh fish every morning*’ along with ‘*live eels and rough ice*’ was located in the then upmarket Preston Street at Brighton’s ‘West End’, a far cry from the usual fisherman’s haunts in the rougher quarters of the resort. Although fruiterers and greengrocers have seen a similar decline to many of the other categories, there are many revamped greengrocers providing a different product to the multiple chain stores; at the Fiveways in Brighton we have one such store and there are similar enterprising retailers, such as Bills in Lewes, appearing in many other areas across the county. The retail economy has changed greatly over our lifetimes, and will continue to change along with sources of foodstuffs and the wider farming landscape especially in these post-Brexit days.

**JOHN AUKETT,**  
**FAMILY GROCER AND TEA DEALER,**  
**3, CHEAPSIDE,**  
**LONDON ROAD,**  
**BRIGHTON.**

ESTABLISHED 1810.



BY APPOINTMENT TO HER MAJESTY,  
**THOMAS BOLLEN,**  
*Bread and Confectioner & Baker,*  
**38, GRAND PARADE**  
**BRIGHTON,**  
**BREAD AND BISCUIT BAKER,**  
 COOK & CONFECTIONER,  
 Sole Inventor of the CELEBRATED  
**ROYAL BISCUITS,**  
Patented by the Whig, who is generally pleased to see them all in use. Value.  
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*A wet day, the editor is chasing for a contribution, no ideas were springing to mind, an envelope arrives with the day's post. Serendipity. An enthusiastic member from Bognor has undertaken Alan Green's request to seek out items for Peers of the Public Realm campaign and has located an H & E Lintott gully grating and enquired if I knew anything of this Horsham foundry's history; I did not. However a search of the online British Newspaper Archive revealed the following article from the West Sussex County Times of August 1952 which gave a potted history and which also reflects working practices and attitudes in the first half of the twentieth century, which within ten years would be consigned to history. I have included most of the article's content.*

## Lintotts Sell Engineering Skills to the World

John Blackwell

How did the firm start? As far as can be traced. Lintott's first direct association was with a firm known as John Moon whose premises were situated about a hundred years ago where Rowland Bros. now (1952) carry on business in East Street. Later the firm moved to a site in Springfield-road Horsham now (1952) occupied by Jackson Bros. and the Salvation Army Hall. The name of Lintott comes into the picture when the firm, which had changed its name first to H. Grist, then to Grist and Steel changed again to Steel and Dodson. In this latter firm, Mr William Lintott the Horsham wholesale grocer, had a financial interest. The firm then carried on business as engineers and mill-wrights, with the emphasis on the latter side of the work. But when newer methods of flour milling did away with most of the old windmills which had provided the firm with its staple employment, business slumped and Steel and Dodson was bought out by Mr. William Lintott for his two sons, Harold and Ernest who were already employed there. William Lintott conceived the bright idea of starting a foundry for iron products on the Springfield-road site, but local residents were not impressed. Too much noise and dirt they said and in 1887 they obtained a High Court injunction restraining Mr Lintott from using the foundry. The time was ripe and ready for the move to Foundry Lane (immediately to the north of the railway locomotive roundhouse, a rail siding was later laid into the site). The then new Foundry Lane works were indeed modest compared with today's impressive layout. They merely consisted of a small workshop and foundry approached by a

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narrow country lane hedged on both sides. Where the present machine shop now stands, across the present lane, was Nightingales brickfield.

But the firm prospered as the two sons grew up. When in 1908 their father died they assumed control and the name became H. and E. Lintott. The limited company was formed in 1934, and when Messrs. Harold and Ernest Lintott retired in 1944 Messrs. Frank H. Ayling and P. S. Stammers became directors with the firm becoming part of Ayling Industries. Such, in brief, is the history of Lintotts. But what do they do there? General Manager Mr. G. E. Gladwell gave a smile, in which resignation and pride were mixed when asked the question. "The simplest answer is that we sell skill which our workers and management have acquired over the years. In general terms we produce 20 tons of grey iron castings and these in a multiplicity of forms find their way all over the world. Of this 20 tons, 5 tons is of builders road castings: manhole covers, road signs, kerbs, and stormwater gullies.



Lintotts drain cover Bognor



Lintotts hydrant cover Worthing

The other 15 tons is of what are called general engineering castings and may range from pumps to agricultural castings, saw benches to motor car conveyor castings, jigs to special purpose machine castings and tools". These all come from the foundry where the man in charge is Mr Arthur Ford the foundry superintendent who came to work at Lintotts in 1913 when the total output was a few tons a week mostly road castings for local councils. Near the foundry is the heavy machine shop where the foundry castings are machined and special work carried out. This shop also turns out brick and roofing tile machines designed by the firm, and the "Vulcan" pugmill, a machine which is used in most brickyards in the Southern Counties for making the famous hand-made bricks. Superintendent in the machine shop is Mr. Rob Terry, who came to the firm 30 years ago as a Motor car repair foreman with one assistant. Now he has 20 men in his charge. Mr. Terry has one machine in the shop, an hydraulic press, which started life as the means of putting solid tyres on those new-fangled motor cars and now is used for fitting tyres on tractors. "That's always been a Saturday morning job when there's not much else doing," he explains. "That old press makes so much racket and causes

such a vibration it makes your head ache.” But alongside the antiquated, stand the smooth-running new machines which call salve any machinist’s migraine. Another major section of the works is the welding and fabricating section, where cranes, gantries and hoists are made, welding work of all descriptions is carried out, and other products include such as the special purpose plant which conveys cars on the last stage of their journey through several famous car factories before they emerge as a finished article. Finally, there is the electrical section, in which boiler control panels and electrical and mechanical motions are designed and developed. Design is the forte of Mr. Frank Giles, who came to the firm in 1925 as an improver at 1s. an hour and has worked his way up. En route he has taken in quite a few interesting outside jobs, such as the recovering of Mr Scrase-Dickin’s mill on the Brighton road at Coolham. It was overhauled and shipped to Bangalore University to train Indian students in hydraulic engineering.(?) No business can run without an efficient office and Mr Arthur Hedger, the cashier, started at Lintotts 26 years ago on leaving school remembers with some affection the high topped desks where the office staff used to sit, with “Mr. Ernest” in the same room behind a screen. He remembers, too, the early days when he was Mr. E Lintott’s assistant and used to go out with him pricing and listing the firm’s then considerable work on local country estates, installing pre-grid electricity systems.

But perhaps the most interesting reminiscences of “the old days” come from the firm’s oldest employee, pattern maker Frank Gibbs, whose father, Mr. Arthur Gibbs, was works engineer before him and designed an early pugmill and the three-throw water pump still used in the district. Frank Gibbs joined Lintotts in 1896 as a boy starting work and working a 56½ hour week and receiving the magnificent pay of 2s.6d. each week, but beer was only 2d a pint. Long service like that of the employees mentioned in this article was honoured in March, 1949, when Lintotts held a jubilee dinner at the King’s Head Hotel, Horsham, to celebrate the fact that 15 of their employees had completed 500 years’ service to engineering. Frank Gibbs received a gold half hunter watch, and 14 others were presented with silver watches to mark 25 year’s service with the firm. On that occasion Lady Winterton said: “It is on such a firm as this that the prosperity not only of Horsham and Sussex but of the whole of England and the British Empire has been developed until we are the greatest country in the world. Work such as these men, have done will save our country if anything can save it in the dark days ahead.” The dark days are, with us still, but the chance of salvation still exists in the honest toil of our craftsmen, such men as have made Lintotts a name to be reckoned with and respected in the vast, highly competitive world of engineering. The article can be used to draw comparisons with the Phoenix Ironworks in Lewes over the same 50 years both companies employing 150 workers in 1898. By

1900 the decorative Every ironwork which adorns the promenades of our Sussex resorts and piers had been completed and the next half century saw a slow decline, with a lack of investment and no diversification into the emerging products and industries of the new century causing its liquidation and purchase by East Sussex Engineering (ESE) in 1951. During the same period Lintott's embraced the advance of motor transport with an agency for AC cars and repair and servicing facilities in the 1920s and the rise in the use of electricity with installations and heating and ventilation systems. Even Lady Winterton's address has shades of that given by John Every on the opening of the Phoenix Institute, a recreational facility for his workforce, some fifty five years earlier in 1896. He praised his workers who "by being careful and turning out good work in reasonable time became naturally thrifty and industrious, and carelessness was almost an impossibility. They must see what they had from foreign manufacturers. It behoved them as Englishmen to see their energies aright, and not drink their brains away; nor if any Englishman once made his mind to do his best he believed he could keep up with any foreigner and win the race."

During the 1960s the move away from traditional foundry work accelerated (as did that of ESE) and Lintott Engineering, as the firm had become, advertised Electro Magnets and Coils for Nuclear Research, Ion Implantation Equipment for Semiconductor Processing, Mine Shaft Safety Equipment for the NCB, and Electronic Cabinets for The Admiralty. In 1968 *The Illustrated London News* reported that a Submersible Underwater Research Vehicle (SURV or mini sub) had been constructed which passed its sea trials at Portland last autumn. It was a two man craft 11 feet long and weighing six tons. It could be fitted with TV cameras and dive to 1,000 feet. Lintott Engineering, the builders, were hoping for big export orders and for use in the search for North Sea gas. Did this happen or was it another example of British technical expertise resulting in a 'white elephant'. In 1980 Lintott Engineering was acquired by US company Applied Materials Inc which continued as its Implant Technology Group until closure of the Foundry Lane premises in 2007.

There must be much more of interest about this Horsham company and the editor would welcome contributions.



Lintotts submersible

## **Health & safety 1787**

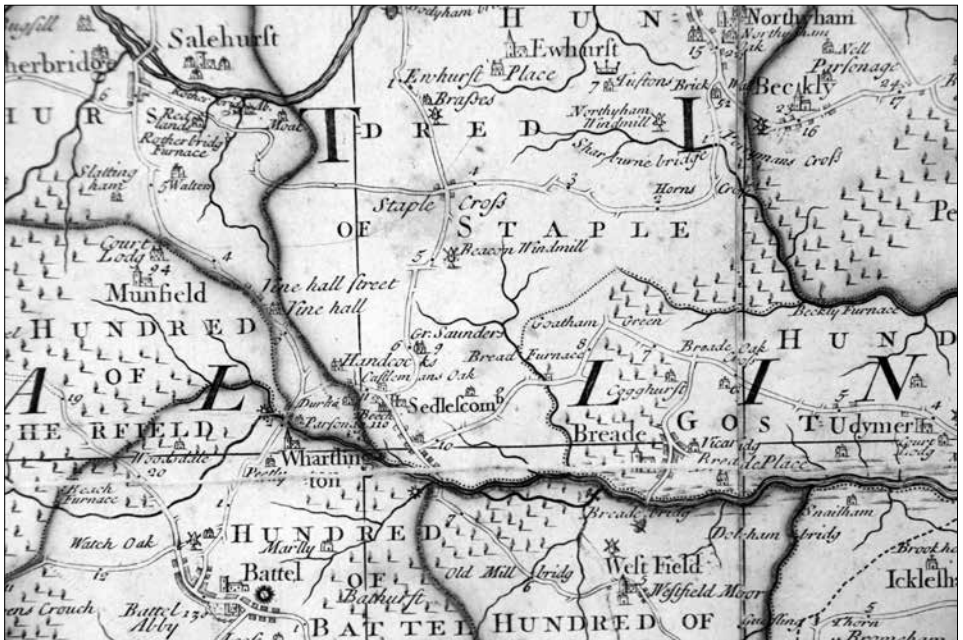
### **Sussex County Magazine 1948**

#### **Geoffrey Mead**

I was recently tasked by a colleague who is writing a book on 20<sup>th</sup> century Sussex writers & poets to trace portraits of four elusive characters. Knowing me to be something of a 'book squirrel'...he asked me to delve into my archive. First port of call was the long shelf full of copies of the Sussex County Magazine, a fine journal familiar to many older members, which appeared between 1926-56 and which contains an incredible range of articles, many by distinguished scholars. It also contains in the form of an editorial contemporary happenings across the county and the whole collection is illustrated by some excellent and poignant photography, sadly the mode of reproduction means many of these do not copy well. Whilst on my largely fruitless search for long lost authors I came across a number of articles both historic and early/mid-20<sup>th</sup> century contemporary, that may be of interest to members. One section of each monthly edition was titled 'The Eighteenth century Scene: Vignettes of Life in Sussex; these being extracts from the long gone Sussex Weekly Advertiser. One such was titled-Brede Powder Mill Blown Up.

"July 16<sup>th</sup> 1787. On Wednesday last between 10-11 o'clock in the forenoon, Brede powder Mill, belonging to Messrs Brook, Jenkins & Company, blew up, by which accident two men who were in it at the time, were most miserably burnt; one of whom, named James Gutsel, languished till next day and then died in great agony, and the other lies with little hope of recovery. The deceased, though he had he presence of mind top strip himself of his clothes immediately after the accident, was scorched from head to foot, and in this miserable condition ran home to his family who live about a quarter of a mile off. The other in some degree lessened his sufferings by jumping into a pond and extinguishing the fire about him. Had they been at the other end of the mill where the powder was running they must have been blown to atoms. The explosion was felt at Westfield a few miles distant like the shock of an earthquake. The accident was occasioned by driving a large iron bolt from the troughs. A powder mill at the same place blew up a few years ago, when one man was blown to pieces.

July 23<sup>rd</sup> 1787. The poor man mentioned in our last to have survived the blowing up of the Brede Powder Mill is yet living, but is by no means to be thought out of danger."



Firle map 1724 Mountfield-Udimore

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## Princess Ena

**A communication from SIAS member Alan Prior,  
residing in Izmir, Turkey**

I was very pleased to see in the July 2021 SIAS newsletter, that Princess Ena is being restored, Back in the 1980s I went to Selsey to see a carriage called Figaro, (the first Gilbert car imported from America), which lay just south of Princess Ena. Figaro was unfortunately compromised by having had one side removed to enlarge the lounge but still contained much of the original Pullman detailing, including signage and the door grab handles. I was then taken next door (to the south) to meet a Mr. John Prior and found myself standing on the open platform of one of the original Brighton Pullman cars, with the round topped door. I don't know if either of these carriages still exist but they may be worth investigating. Incidental John Prior informed me that his father transported the Pullman cars from Chichester to Selsey, after they had their bogies and undergear removed; using two carts and a team of horses. This is contrary to what the local history books say. I then went on to see inside Princess Ena.

## Mystery Photo

Do you know your IA?



Where was the photo taken and where was J Wadey's coal merchant business situated?

The *Newsletter 192* mystery photo was submitted by Roger Amerena. The lamp post is situated at the Buddhist Centre, Lansdowne Road, Hove.

It is a rare product of the Regent Foundry in North Road Brighton where the Royal Mail Sorting office now stands. Originally Palmer Green & Co it became Palmer & Co following the bankruptcy of Richard Green in 1850 and was subsequently acquired in 1870 by C&J Reed who also produced lamp posts which can be found in the Ditchling Road area of Brighton.

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**NOTE**

*Please let me have your images and memories for the next Newsletter (or two!) It may be it something you pass every day, but the rest of us may be unfamiliar with. Social media , Facebook, YouTube, etc are growing with increasingly interesting groups that I find impossible to keep up with, if you spot one please let me know. I am always looking for examples of our IA heritage.*

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Published quarterly in January, April, July and October

Please send contributions for the next *Newsletter* to the Editor by the 5<sup>th</sup> March 2022

Opinions expressed are those of the respective authors and do not necessarily reflect the views of the Society unless specifically stated

Subscribing to the Sussex Industrial Archaeology Society gives automatic membership to the Sussex Mills Group

The Sussex Mills Group also produces a *Newsletter* that is sent to members with this *Newsletter*



This Mystery Object was found in storeroom at Newhaven Museum. - What is it ?  
The top dome headed nut, is engraved/stamped '115', unscrews releasing a spring loaded rod.  
The second nut is numbered '115R' and its circular collar '16'. Immediately below the external  
threading there are six small holes equally spaced around its circumference.

