

Sussex Industrial Archaeology Society

Newsletter

Number 195

July 2022



Every's tomb, visited by members on the society walk around Lewes.
See report on page 10.



Newsletter 195

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Editorial

Welcome to *Newsletter 195*.

I apologise for the tardiness of this *Newsletter*, It appears that I have been afflicted by the latest development of the chinese virus that is seeping the world.

You will note that the inside page include some images in colour, this is a trial, continuing will depend on the availability of suitable colour images, so please keep them coming.

As I go to press there is news from Amberley Museum that the new wheelsets for the Fauld coach that are being funded by the Society, have arrived to be fitted.

The Fauld coach is fitted out to provide wheelchair access to the railway.

I hope to have images and a report of the dedication on 23 July in the next issue.

Thanks to Geoff Mead for his review of ‘Quarries of England & Wales’, this encouraged me to get down my copy bought 25 plus years ago - time to revisit! Twelveheads Press have many titles in their catalogue of IA interest. www.twelveheads.com

Visit our website - www.sussexias.co.uk

SIAS Events

Two visits/walks were arranged since the last *Newsletter* and advised by email to members. Please see the reports on later pages.

It is hoped to be able to arrange one or more visits in August or September. Do ensure that your email is registered - details will be posted on our website

www.sussexias.co.uk

Social media is a good source of IA images - Martin Snow



The single storey building is the Coolham Green tollhouse on the 1824 Shipley Turnpike Trust.

This trust built the road from Coolham to Shipley (Bucks Barn) now the A272 behind the cameraman and stretching in the distance. See page 37/8 of *Sussex Industrial History 40 - 2010*



I used to pass daily over this crossing (South of Billingshurst), blissfully unaware of its former existence.

This crossing box had disappeared long before then, but there is still evidence in the shape of the land holdings

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

Sunday 31st July. *Toy and Rail Collectors Fair.* Horsted Keynes Station, Bluebell Railway. £5 admission or free entry if travelling on railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 31st July. *Worthing seafront bus rally.* Open Top and Classic Buses running a free service and on display on Worthing Seafront www.worthingbusrally.co.uk

Saturday 6th August, 10am to 4pm. *Open day at the Brede Steam Engines.* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend 6th - 7th August. *Retro Wheels.* Celebrating over 200 years of the bicycle. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 6th- 7th August. *Tinkers Park Rail Gala.* Model Railway Show and Southdown Bus Event on the 7th. Tinkers Park is at Hadlow Down. www.tinkerspark.com

Monday 8th August 7.30pm. *Rail Roving 2019 Part 2.* Southern Electric Group presentation by Keith Carter. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 13th- 14th August . *Steampunk Weekend.* Experience design, fashion and activities as homage to the Victorian industrial past. Steam powered machinery and weird anachronistic inventions and at its heart Steampunkers glorious creative costumes. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Wednesday 17th August 7.45pm. *Southern Coaches.* Sussex Transport Interest Group talk by Mike King. London Road Station, Brighton. 07769 294408

17th August - 5th September. *Visit of Flying Scotsman to Bluebell Railway.* On static display at Sheffield Park Station, 17th-24th August and 30th August -5th September. Running between Sheffield Park and East Grinstead for 5 days 25th-29th August. Booking essential. www.bluebell-railway.co.uk

Saturday 20th August, 12 noon to 4pm. *Open Day at Crawley Signal Box.* Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Sunday 21st August. *Communications and Commercials.*

Post office and commercial vans. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Sunday 21st August. *Bus Rally at Tenterden Town Station.* More than a dozen vintage buses running through the day. Kent and East Sussex Railway event. <http://kesr.org.uk>

Weekend 27th- 29th August . *Bank Holiday Ales and Crafts.* Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 29th August, 10am to 4pm. *Open day at the Brede Steam Engines.* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Saturday 3rd September, 10am to 4pm. *Open day at the Brede Steam Engines.* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend 10th- 11th September. *Laughton Country Fair,* Laughton, East Sussex. www.heritagefield.co.uk

Weekend 10th- 11th September. *Open weekend at Fernhurst Furnace.* Tours of the furnaces, charcoal burning, musket and cannon demonstrations, cookery and refreshments. 1 mile west of Fernhurst. SU 879 283. www.fernhurstfurnace.co.uk/events

Weekend 10th- 11th September. *Miniature Steam Engine Weekend.* Visiting exhibitors with their working miniature steam engines. Steam engines running on railway around the museum. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 12th September 7.30pm. *Steam in Action.* Southern Electric Group presentation by Derek Osborne. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 14th September, 7.30pm. *Chichester and the 1921 Census.* Chichester Local Historical Society talk by Prof Philip Robinson, local historian and former Vice Chancellor at the University of Chichester. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

Thursday 15th September 8.00pm. *Travel in the Past.* Different forms of transport in the Sussex Weald. Wivelsfield Historical Society talk by Janet Pennington. Visitors £4. Wivelsfield Village Hall. www.wivelsfield-historical-society.co.uk

Saturday 17th September, 12 noon to 4pm. *Open Day at Crawley Signal Box.* Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Wednesday 21st September 7.45pm. *40 years of Railway Photography.* Sussex Transport Interest Group event showing photos of the late Brian Jackson. London Road Station, Brighton. 07769 294408

23rd- 25th September. Bluebell Railway Beer Festival. Priority to be given to Sussex Breweries. Further information later in year including details of booking. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 24th September. Tinkers Park Open Day at Hadlow Down. www.tinkerspark.com

24th- 25th September. Model Railway weekend at Spa Valley Railway. At various locations. www.spavalleyrailway.co.uk

Sunday 25th September. Autumn Bus Show and Running day. View and ride on a variety of historic buses. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Wednesday 28th September 7.15pm. The Selsey Tramway. RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rcts.org.uk/branches/branch-chr-chichester>

Saturday 1st October, 10am to 4pm. Open day at the Brede Steam Engines. Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend of 1st- 2nd October. Preparing for Winter – Dry it, Ferment it, Preserve it. How previous generations prepared for winter. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 2nd October. Autumn Historic Transport Gathering. End of season gathering of vintage cars, motorcycles, commercial vehicles, steam engines, diesel and steam locomotives. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Sunday 9th October. Land Rover Day. Celebrate the classic Land Rover. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 10th October 7.30 pm. Southern and BR coaches. Southern Electric Group presentation by Mike King. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 12th October 7.30pm . The Great War Memoir of Ralph Ellis, Sussex artist and soldier. Chichester Local Historical Society talk by Sue Hepburn, historian, and author. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

Friday 14th October 8.00pm. British Coinage 600-1662. A Burgess Hill Local History Society talk by David Rudling. Visitors £3.50. Cyprus Hall, Cyprus Road, Burgess Hill. www.facebook.com/BHHeritageHistory

Weekend 14th- 16th October. Giants of Steam Autumn Gala. Visiting locomotives – further information later in year. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend of 15th- 16th October. *A History of Architecture, Resources and Design.* Opportunity to talk to experts in historic building techniques and modern craftspeople with skills at risk. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 16th October. *Autumn 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. 01798 831370. www.amberleymuseum.co.uk

Wednesday 19th October 7.45pm. *Railways around Brighton.* Sussex Transport Interest Group talk by John Blackwell. London Road Station, Brighton. 07769 294408

Tuesday 25th October 7.30pm. *Freshfield Lane Brickworks.* Danehill Parish Historical Society talk by Jill Rolfe and Chris Drewer. Including early film footage. Danehill Memorial Hall, London Road, Danehill. Visitors £3. www.danehillhistory.org

Sunday 6th November. *London to Brighton veteran car run.*

Heritage Open Days in September

Many buildings are opened to the public during September as part of the Heritage Open Days event.

Many of these buildings have an industrial archaeology interest.

Events outside of London run from 9th to 18th September.

Details from www.heritageopendays.org.uk

Events in London will take place from 8th - 21st September.

Details from www.openhouselondon.open-city.org.uk

AIA conference.

There is no conference this Autumn.

It is hoped to run the 50th Anniversary conference in Autumn 2023.

Venue and dates to be announced at a later date

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.

Visit Report June 18th 2022

'Princess Ena' via Burton Mill and Coultershaw

David Jones

Alan Green kindly organised a tour of the Petworth area, our first SIAS outing for over two years, the delay being due to Covid restrictions. Nearly 30 members and friends met at Burton Mill and were introduced to owners Barry Flannigan and his wife Chris. We were given a background to the 1780 built watermill, and adjacent mill pond which is now a West Sussex County Council Nature Reserve. The mill has had much attention lavished since these new owners took over and following the restoration of the machinery in 2016, the mill now produces stone ground flour for selected local shops and garden centres, but they cannot take on large orders as it is only a hobby. As it was a hot day, we were pleased to be able to go inside to view the restored millstones and particularly the turbine, which is a replacement, the earlier one being on show outside. Machinery of interest was by firms such as Garrett of Leiston and Armfield of Ringwood as well as the Gilkes turbine from Kendal. In addition, displays about the general features of the surrounding area were on show in the mill. Stone Ground Flour was available to purchase and some members took advantage of this.

We then travelled the short distance to the *The Badgers* where tables had been reserved for those who had booked meals. A good variety was on the menu, and served efficiently.

Following lunch, most of the group then walked the short distance to Petworth Station, which for many years has been a popular Bed & Breakfast business



Burton Mill machinery

started by Mary-Lou Rapley, an ex-air hostess. She purchased the first of the Pullman Cars 'Alicante' and 'Mimosa' in about 1998 to supplement accommodation which up to then only comprised the upstairs rooms in the station. These two, which now incorporate two double bedrooms each, were previously part of the six redundant Pullman camping coaches at Marazion near Penzance in Cornwall that were put up for sale by British Railways in about 1983. I visited them in January 1984 to view

these vehicles and was struck by the severely corroded springs of the bogies due to them being exposed to the sea air over many years. Another of the six, 'Flora' was transported to Ewell in Surrey but has subsequently also moved to Petworth. Over the years subsequent owners have added to the facilities not least the previous owner Gudmund Olafsson who upon my recommendation purchased 'Montana' from Barnwell Junction near Cambridge. It was being used as a 'Granny Annexe' by the resident of the nearby house. The three other Marazion Pullmans, 'Aurora', 'Calais' and 'Juno' were all broken up on site following vandal attacks including the burning out of one of them. Some of the internal marquetry panels were however saved. Gudmund also had a plan to re-build the signal box that was situated opposite the platform but eventually decided to sell up prior to this idea being realised.

The current owners of Petworth Station, Blair Humphries and his partner Jenny, have subsequently added to the collection by purchasing 'Princess Ena', an American Pullman transported across the Atlantic in kit form in 1906 and assembled at Brighton prior to entering service. Upon withdrawal it was sold as a holiday home in Selsey, along with other Pullman cars and LBSCR Carriages where it was re-named St. Georges. Eventually the owner decided to sell it to Petworth Station and it was moved in April 2021. Unfortunately much restoration work was going on at the time of our visit so an internal tour was not possible for Health and Safety reasons. Viewing of the outside from track level was possible but the ground was uneven. The Car is now on 1930s four wheeled bogies provided by the Bluebell Railway as original six wheeled bogies are not easily obtainable any more.

A delayed visit to the next location, Coultershaw Pump, a short distance away on the River Rother was reached where Barry Flannigan was waiting to outline recent developments at this SIAS supported water powered beam pump installation.

Princess Ena and
building site



SIAS Lewes walk July 2nd 2022

Geoffrey Mead

A warm and sunny Saturday evening in July saw 15 members of SIAS assemble at Lewes Castle Barbican gateway for a walk guided by Dr Graham Mayhew. Graham has been several times mayor of Lewes, as indeed was his father, so as a genuine Lewesian he is more than suited to lead us through the industrial history of the town. As Graham is a professional historian and long associated with adult education he was the ideal person for the job. Hand-outs are always a bonus on a visit and we were presented with a double sided A4 OS map of the area from 1873, one side showing the riverside and its multitude of industrial sites and the other side showing the West End of the borough and its growing suburban character.

Lewes was until the 1960s a very industrial community with its several railway lines, cement works Phoenix foundry and Harvey's brewery. Graham pointed out that although many think of this county town as quite middle-class until recently 1/3rd of its housing stock was council housing. We were also given a breakdown of an 1860s trade directory listing the many and various occupations of the town...as this was in Graham's 'idiosyncratic' handwriting it was something of a challenge! But we had a distinct impression that Lewes in the 19th century was a hive of industrial activity some of a distinctly 'heavy' character. The party headed off through the magnificent castle grounds passing just outside the Barbican a very fine 19th century house that was the residence of the owner of the Castle Brewery, and one of the brewery buildings The Maltings, was our first stop. From 1984-2013 this was a familiar haunt of mine as it was the East Sussex Record Office and Graham, who I first met when he was working there, informed us that there were many brewery artefacts still located within it. At the foot of the steep slope opposite the lovely Lewes Arms pub of 1789 are another set of brewery buildings, now the Star Gallery and workshops, which were the premises of a rival operation the Star Brewery and where in 2012 I had my doctoral thesis bound... an industrial operation...but of a different nature!

Crossing Market Street we descended Market Lane to a fine set of industrial survivors 'The Needlemakers', or as one window has it 'The Old Needlemakers'; a composite structure with some parts from the 1850s but mostly late 19th century. Somewhat of a surprise for many of us to know that it only made needles in WWII, and that these were hypodermic needles for RAF medical teams! It was originally Broad's candle and tallow works. While in the carpark one member noted the brickwork on a low wall of an outbuilding that was curious in the extreme, as the line of bricks followed the slope downhill rather than on a horizontal plane, there seemed to be several phases of brickwork but we could make out no reason for it and lamented the absence of Ron Martin when you have a query such as this. Moving

on to North Street, this was the main central working class district until clearance in the 1960s. Some of this was for an ill-thought out central urban relief road that was happily abandoned in favour of the present Lewes bypass; however one feature was constructed, the Phoenix Causeway bridge that carries a deal of traffic today. One property on the corner of West Street and North Street has been lovingly restored with the original lettering of the premises restored to show it was 'Urry, coal merchant'; the building is a rich mixture of materials, slate roof, beach cobble side walls and Mathematical Tiles frontage. Graham's grandma lived opposite and lost her front windows when a WWII bomb demolished the buildings opposite her house. Further up West Street the original Police Station now converted into housing sat above the main working class district. Along into Lancaster Street which as some surviving 19th century housing but importantly [sadly] one massive wall of the Naval Prison. This was the county gaol until the 'new' gaol was erected at the far west end of town; taken over by the Admiralty in 1853 just in time to take in some Russian PoWs from the Crimea, all Finns as Finland was part of the Russian empire then; in WWII it housed German PoWs who were marched out each day for land army work.

Now, I have known Lewes and its many twittens and streets for nigh on 60 years, but the 'native' Graham of course knows more and he took us along a stony path through a copse into the graveyard of St. John sub Castro church to see the tomb of a most important Lewes industrialist, John Every Senior. This is a modest low-lying tomb but is readily found as it is adjacent to the very large and ornate tomb for the Finnish military that died in the Admiralty gaol nearby. This tomb was paid for by the Czar and throughout the Cold War the Soviet embassy maintained the structure. Out of the graveyard and on down to river level and Every's Phoenix ironworks. Some surviving buildings in what is an urban wasteland awaiting redevelopment. One building has 1911 on the fascia in large lettering alongside cast iron window frames. Round to the Phoenix Causeway and a stop to admire the view of Harvey's, the riverside warehouses, the bridge, the timber yard and the site of the splendidly named Soap Factory Lane. Dropping down to the brewery yard we wound through a twitten and out into Cliffe High street to locate Foundry Lane, the site of not just Morris's Foundry but also the malt house of the Monk Brewery and nearby the site of the gas works.

This was a roller-coaster of a tour with so much to see and take in, but presented in Graham's unique style, much knowledge but with the lightest of touches; as he had been for decades a Lewes councillor on various committees we had first-hand information on a wide range of industrially related topics. All agreed that the evening and tour guide were exceptional.

Reason's Card Games and Toys

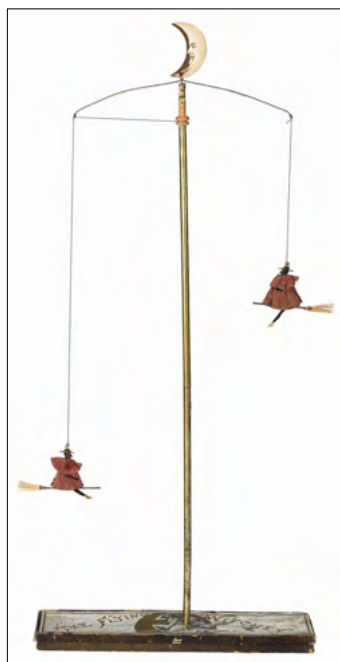
John Blackwell

Following my article about the Reason Manufacturing Company in the January 2021 newsletter 189, I saw a report of an American auction in December 2020 which contained the following information.

“A real surprise in the sale was a Reason Manufacturing Company's The Flying Witches Game. This unique item had no comparable examples to be found, so it was given a conservative estimate of \$400/600. (£300/450) Still in its original box, this sole example sported two crepe paper and painted tin witches riding brooms revolving around a tin pole topped with a crescent moon 35 inches high. The floor bidding started at \$550 (£400), but in less than two minutes had climbed to realize \$3,660 (£2,700).”

No details of how the game operated were given.

Subsequently I have researched the games and toys produced by firstly Henry Reason and later his company Reason Manufacturing. Henry Reason moved with his father, a gold, silver and brass engraver, to Brighton in 1878 and by 1881, then aged 17, he was assistant to his father at 150 Western Road, where Mitre House now stands between Hampton Place and Spring Street. The business was described as The Western Bazaar a fancy goods shop. They traded at these premises until 1887 with Henry moving to 9a Smith's Buildings a small alley of three workshops behind 42 North Street, just above Ship Street now the entrance to Wenlock House between 40a and 41-43. He is described in the street directories for 1888/9 as a manufacturer of fancy cards. In 1885 Henry 'entered' (copyrighted) at Stationers Hall London his first card game 'The Auction Game'. This proved to be big seller, presumably being marketed to his trade contacts and was certainly advertised widely. Others followed and their success led to the registration of the Reason Manufacturing Company in 1890 with workshops at 112 Gloucester Road for the manufacture of toys and games. These were produced in large numbers between 1890 and 1894 with premises in nearby Sydney street acquired for the production of cardboard boxes and items associated with the games. In 1894 the business diverted into the manufacture of consumer equipment for the embryonic electrical supply industry commencing with the patent for the domestic fuse box as previously recorded.



Flying Witches game

However the toys and games business continued before moving to the new factory in Lewes Road. The following card games were produced by Henry Reason.

1885. 'The Auction Game'. The pack consisted of 48 cards, each card represented half of an animal, vegetable or mineral subject and were dealt out evenly. The aim of the game is to collect matching pairs. Each player is issued with ten counters. The player to left of the dealer offers a card, for which he has no matching half, by reading aloud the description at the top of the card taking care not to mention the name of the article. He sells the card to the highest bidder and receives payment in counters. The game passes to the next player who offers



Auction Card Game

a card for auction and continues until all the cards are paired. The player with the most pairs wins the game.

1886. 'The Game of Parliament', caricatures of eminent politicians of the day, with humorous names. 42 cards (20 with blue backs Conservative and 22 with yellow backs Liberal).

1887. *The Penny Illustrated Paper* carried the following advertisement:-

"Home amusement is promoted by Mr. Henry Reason's diverting game's for little people - notably, 'Forty Thieves, and How to Catch Them', (A Pack of 48 cards, 24 of which are pictures of famous thieves, and 24 of constables) a capital card game; and also 'Heads and Tails,' an ingenious kindergarten 'Spelling-Bee' and new game of 'Picture Dominos'. These novelties, and others at a shilling each, may be had of Mr. Henry Reason, 150 Western Road, Brighton".

1888. 'Checks and Changes', a letter game with a board.

1889 'The Torpedo Game', described as a miniature naval battle between two fleets (similar to Battleships?).

1891 Verbum (from the Latin meaning word), a card version of Scrabble.

With the formation of the Reason Manufacturing Company games became more sophisticated and moved away from being made entirely of card. Advertisements for a tool maker and nickel plater appeared in the press.



Table Golf

1890. 'Table Golf' or more accurately Table (Clock) Golf, with clubs, balls and holes. Price three shillings. (15p)

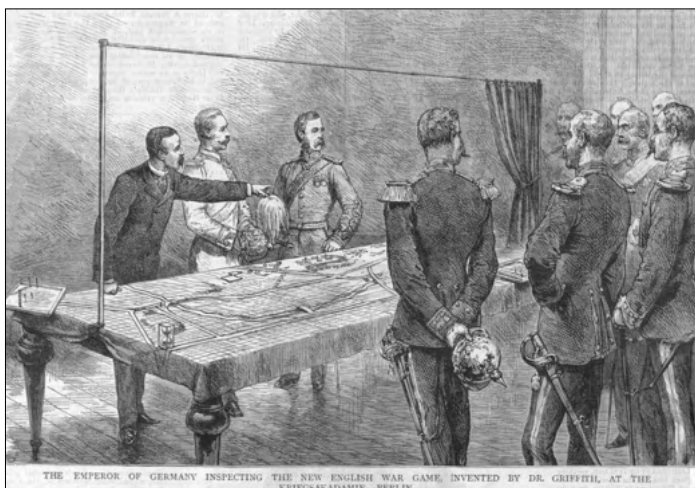
1891. 'The Mexican Six Shooter', see previously article and a patent for improvements for toy sailing boats.

1892. 'Trump Halma', played as the game of Halma but with opposing 'camps' occupying two 26 space corner triangles of diamonds-spades versus hearts-clubs.

1893. 'Volvo', a garden game, a cross between croquet and football played with mallets and goal hoops. Price one guinea. (105p). 'Scrimmage', "A new table game with a board and box of pieces. it is cleverly devised to imitate, as nearly as may be done on a board, the game of football, from which it takes its terminology. It is an ingenious and amusing game and a player need not necessarily break his collar bone at it" ran the advertising.

Without doubt the most interesting and expensive of all Reason's games was the war game 'Polemos'. price £4 15s (£4.75) (In Greek mythology Polemos was a minor deity representing the embodiment of war). The game was designed and patented by Dr David Charles Ballinger Griffith who resided at 3 Lansdowne Place Brighton and was first published in 1883 by Thomas Roles, engraver of 14 Duke Street with a second edition in 1886. By 1890 Roles had ceased trading and Griffith and Reason collaborated for the third edition described as an "immense improvement on the former editions and the best War Game of the present day."

The game was played was played on a cloth that was marked with a 44 x 22 square grid, with each square representing an area of 400 square yards (i.e. the cloth represented an area of countryside that was 10 miles x 5 miles) and was placed on a dining table. Any particular tract of country real or imagined could be replicated with all its features, cardboard hills in different sizes (were included in the game), and placed under the cloth, rivers, roads, buildings, fences, woods, entrenchments, redoubts, and other accessories, all of which were depicted by various paraphernalia. The playing pieces, little coloured lead blocks, represented



Polemos war game

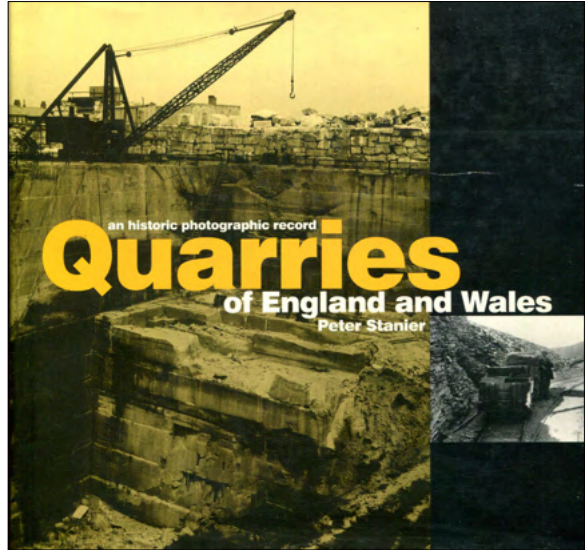
regiments of infantry, cavalry, and artillery as well as one called 'The Staff'. Destroying or capturing the latter was one of the objectives of the game. With the exception of artillery, which occupied two squares, each regiment was mounted on a movement tray that filled a single square. The rules concealed the strength of regiments from one's opponent. Each game turn represented 15 minutes of real time, Regiments moved at pre-set rates, infantry 3 squares, cavalry 6, artillery 6, and staff 5, representing how far each type of regiment could move in this time. A curtain or screen obscured one side of the base cloth from the 'officer' commanding the opposing side. 'He makes his dispositions in secrecy, but is allowed to see a mile and a-half into his enemy's lines, unless he gains the top of a hill, when he may see three miles'. When the opponents came into contact gains or losses are claimed by each side with 'standard numbers of casualties being caused by each type of regiment at a given range'. Information regarding how many more losses each enemy unit can take before being eliminated was contained in the (complicated?) rules.

The game was apparently very popular with serving staff officers at home and abroad. A report in *The Graphic* of January 1891 states that Dr. Griffith, travelled to the war academy in Berlin and explained in detail the game, which the Kaiser and several high ranking officers (including a General Schieffen) followed for two hours. Could this have been a misprint for General Schlieffen? It is intriguing to speculate if one of history's most notorious war plans was inspired by a medical practitioner and toy maker from Brighton.

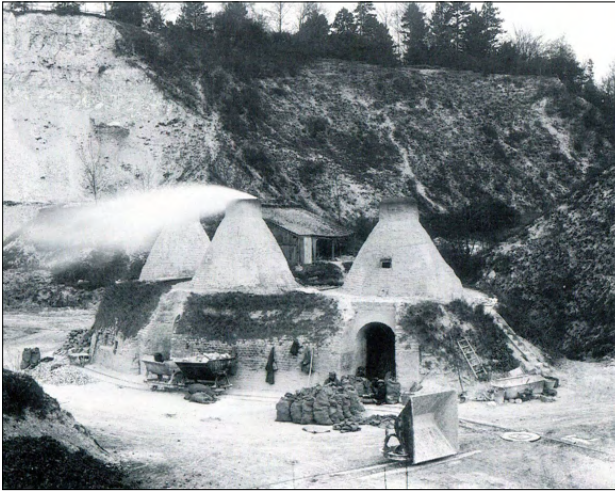
The list is only of known games and there are probably more which have disappeared in the mists of time and further information would be welcome.

Book Review by Geoffrey Mead
Quarries of England & Wales
an historic photographic record - Peter Stanier
Twelveheads Press. Truro 1995

Now as you can discern from the title page date...this is not a new book. However I bought my copy in mint condition at a charity shop for the princely sum of...one pound! The volume is a collection of excellent B&W images collected between 1904-1935 by the then Geological Survey of Gt Britain, the body that eventually today we know as the British Geological Survey, based at Keyworth, Notts. The photographs were recorded in meticulous detail, the location being indicated by latitude and



longitude in degrees minutes and seconds! As Stanier notes 'The photographs contribution to the study of industrial archaeology is that they record many quarrying and stone-working methods which are no longer practiced'. There is a substantial block of 10 pages at the outset outlining various quarrying processes, accompanied by some excellent period adverts for a range of equipment the '*Daw Rock Drill to be had on a deferred payment system*', made, as might be expected in Sheffield; '*Broadbent's Patent Improved Stone-Breakers*' at the Phoenix Works Stalybridge, and to please the many SIAS railway interest members '*Arthur Koppel manufacturer of portable railways...and all accessories*', no manufacturing site given just the office in Lombard Street London EC. As the contents page starts almost immediately with 'brick clays' followed by chalk, I was very pleased as these would provide some local content to us in SIAS, and even more was going to follow as sand and gravel and sandstone, all of which we have in some abundance here in Sussex came towards the end; china clay, granites and limestones filled the intervening pages. With some anticipation I started on Brick Clays and there was a map with some locations... but sadly nothing in the South East nearer than Lee More in Devon or Doulton Basin, Worcestershire. Moving on to Chalk I was sure we were on safer ground and there was a map...but with Dorking, Merstham and Swanscombe...nothing in Sussex. Maybe better luck with sandstone as we have major outcrops here along



Dorking lime works May 1929

the Lower Greensand and in the High Weald... heigh-ho...Hurtmore and Shackstead Lane, both near Goldalming, Surrey. The explanation that the author provides is that the photographs were taken to accompany Geological Surveys and at that time Sussex was not in the process of being recorded and we are not alone; the vast granite quarries of NW Wales, an area that

is close to my heart, are also absent from the book. ' There is a long and detailed bibliography, a good index and overall worth seeking out if you are at all interested in either the stone or the machinery.

So why am I bothering to review this for SIAS? I like to think that I am not parochial in these affairs and it is a very well presented and well-illustrated hardback volume

with excellent B&W images of all manner of stone extraction, transportation and processing; some excellent detailed maps both large scale OS and works plans, not to mention the period industrial advertising ...who could resist that of- '*Coulter & Co Bank Foot Foundry, Batley, sole inventors and makers of the ONLY successful patent Stone & Marble Dressing & Moulding Machine*'

COULTER & CO., ❖❖❖
BANK FOOT FOUNDRY, BATLEY,
* * * * *
Sole Inventors and Makers of the **ONLY** Successful Patent
Stone & Marble Dressing & Moulding Machine.

The Simplest and most useful machine yet offered to Quarry Owners, Masons, or Contractors. Each Machine will do the WORK OF 10 MEN SAVING 75 PER CENT. of the simple cost of working the stone, or will save its whole COST in 12 MONTHS, or even less.

Considerably over 500 Machines at Work.

Dressing all kinds of stone from the hardest to the softest, working shaly stones to full length, and not only leaving sharp edges, and run all kinds of plain mouldings. Guaranteed to work ordinary hand pit stones at 1 1/2 per hour, not 180 super feet per day of 8 hours. An Ashlar 24 in. by 12 in. by 8 in. can be dressed in one hour on all four sides ready for raising.

—- ILLUSTRATED CIRCULAR, WITH FULL PARTICULARS, ON APPLICATION. —-

MAKERS OF PATENT STONE-SCABBLING MACHINES.



The editor had only seen a drawing of the former draw bridge at Newhaven before.



Many details in this postcard view of Pycombe - somewhat different today!

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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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*



Members visiting Burton Mill - See article page 8 (Martin Snow)



Members at Princess Ena, Petworth Station - See article page 8

