

# Sussex Industrial Archaeology Society Newsletter

Number 198

April 2023



A vehicle preserved and a building  
under threat

UF 4813 at Lewes Bus Station  
on the occasion of  
the Rally for Ukraine April 2022

See article on page 16

UF 4813 opposite Pool Valley, 1970s



# Newsletter 198

## Contents

April 2023

Editorial .....	2
SIAS Events .....	3
Events from other Societies .....	5
Chris Bryan 1947-2022 .....	9
Barcombe Mills Interpretation Board .....	11
William Clegram & Shoreham Harbour .....	12
SIAS Book review - ' <i>Sea Fever: a seaside companion</i> ' .....	14
Historic Bus for Amberley Museum .....	16
The Coultershaw Heritage Site .....	17
SIAS Book review - <i>Little book of Traction Engines</i> .....	18
“Kirkpatrick & Co.’s Splendid Brighton Bitter Ales... 10d-1/6d per gallon” ....	20

## Editorial

Welcome to *Newsletter 198*.

May I wish you an enjoyable Spring. There are many activities planned both by your Society and others, thanks to Malcolm for identifying these options.

## Subscriptions are now due

Unless you are paying by Banker’s Standing Order your Subscription became due on the 1st of April

The rates remain unchanged at £15 for full membership plus £5 for a Family membership, Junior and Full Time Student Membership  
Due to increasing bank charges could members who normally pay by cheque, pay where possible by bank transfer or set up a Standing Order.

Should you wish to pay by Bank Transfer our bank details are:-  
Sort Code 40-47-25 Account 61345680 Name SIAS

Where a “reference” is required - quote your surname and post code

If you pay by cheques, make payable to S.I.A.S.  
and sent to our new Membership Secretary :-

Ron Gordon, 52, Barons Down Road, Lewes, East Sussex. BN7 1ET

**Early payment would be appreciated.**

## **Forthcoming SIAS Events**

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

### **Saturday 13<sup>th</sup> May. 2 to 4pm. Pubs, Breweries & Maltings in Steyning**

An alcoholic history ramble with Dr Janet Pennington Meet by 1.45pm outside the Steyning Centre, opposite the church of St Andrew and St Cuthman, BN44 3XZ.

Pay for Parking near the Centre entrance - four hour stay should be sufficient. We can end with a tea shop or a pub!

Janet has a PhD in Sussex inn and tavern history, which will add much to this ramble around the streets and twittens of the old market town - and plenty of medieval buildings to see. Steyning only has three pubs now, the White Horse, the Chequer and the Star - the Norfolk Arms closed a couple of years ago. There were eleven pubs in 1900, two maltings and the two breweries had combined - writer, poet (and much more) Hilaire Belloc was particularly fond of the beer from Steyning Breweries. There are still clues in the buildings, house and street names.

Steyning is embraced by two streams, and one of two known water mills remains in the town, now a private house. The tanyard closed during WWII; but anyone interested in Scale Model Equipment might like to browse [sme.co.uk](http://sme.co.uk) and discover this amazing industrial company, busily and quietly working on two sites in Steyning - founded in 1946 but its history is a wonder to behold (nothing to do with pubs, sorry!).

### **Sunday 4<sup>th</sup> June. 10.30 to 4.30pm. Open Day at Coultershaw Heritage Site**

Station Road, Petworth. Stalls and displays by various museums, heritage sites and groups in the area. Refreshments available all day. No charge for entry. SIAS plans to have a stand, do come and see. [www.coultershaw.co.uk](http://www.coultershaw.co.uk)

### **Tuesday 6<sup>th</sup> June 7pm. Devil's Dyke Bombing Testing Range**

A joint walk by BHAS and SIAS led by Martin Snow. Starting at 7.00pm, meet in car park north of the Devil's Dyke Hotel, by 6.45pm.

Another chance to view the WWI requisition of the Dyke Estate to build a bomb testing facility, we will visit the various remains that are still to be found in the landscape.

Martin has researched in the National Archives to produce the facts of this 'lost' use of a Victorian Pleasure ground that is still a popular destination for tourists and local walkers. Not to mention the updating for use to launch modern hang gliders. If there is time then the artefacts of the Pleasure Grounds may also be visited.

Do come prepared for cool, windy conditions – it is mid summer after all!

If too wet/windy we will conduct a virtual tour in the bar in the hotel.

There is pay and display car parking, so please do consider car sharing.

**Saturday 17<sup>th</sup> June. Visit To Bluebell Railway** to see the latest progress of the 'Atlantic Project' a new build of D. E. Marsh's 4-4-2 H2 class locomotive *Beachy Head*. Meet at the entrance to Sheffield Park station at 10.30am for a guided tour with David Jones followed by lunch in the station's *Bessemer Arms* and/or a chance to visit the Museum. In the afternoon we board the 1.30pm train (fare chargeable) or proceed by car to Horsted Keynes for a conducted tour of the carriage and wagon works. There will be an admission charge to the station/museum totalling £5.50 unless travelling by train.

The reconstruction of No. 32424 is in its final stages following the lowering of the boiler into the frames last August. The main thrust is now on fitting all the pipework including the main steam pipes in the smokebox, the copper pipes in the cab and various runs along the outside of the boiler, together with final painting and lining out. At Horsted Keynes in June we will not know what will be on show in the carriage shed as most of the current overhauls such as Pullman Car 54, Maunsell 'Hastings Line' carriage 3687, LBSCR 4-wheeler 949 and the ex-Bicester Mark 1 should have entered traffic. However, there is a high demand for restoration of carriages so we should see plenty of other restorations in hand, the details of which will be a surprise!

Numbers will be limited to 24, first come first served. Please register with David Jones Tel. 01323 760595, or e-mail davidjones@southdown.myzen.co.uk

~~~~~

### ***Subscription Renewals***

*Could members who normally pay by cheque and have access to internet banking kindly consider paying by bank transfer via online banking.*

*The Society has to pay for each cheque processed and members will save on their postage cost.*

*Thank you for your help.*

### ***E-Mail Addresses***

*Members who are not currently receiving e-mails, giving details of our upcoming talks and visits etc. and who wish to receive such, please forward your e-mail details to the Membership Secretary (ron.gordon@myphone.coop)*

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

## 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)

**Thursday 20<sup>th</sup> April 8.00pm. *Travel in the Past: the problems and pleasures of the Journey*** - Wivelsfield Historical Society talk by Janet Pennington. Visitors £4. Wivelsfield Village Hall. [www.wivelsfield-historical-society.co.uk](http://www.wivelsfield-historical-society.co.uk)

**Weekend 21<sup>st</sup> April - 23<sup>rd</sup> April. *Branch Line Weekend*** - Vintage Branch Line Trains running all weekend. Visiting locomotive will be Lancashire & Yorkshire 'Pug' No 19. Bluebell Railway [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Tuesday 25<sup>th</sup> April, 7.00pm. *Buildings-by-the-Sea. An architectural history of the West Sussex seaside*** - West Sussex Record Office event. Presentation by Dr Kathryn Ferry. Talk will be given in person and simultaneously on Zoom. Phone WSRO 01243 753602 to book a place or book zoom ticket via Eventbrite.

**Wednesday 26<sup>th</sup> April, 7. 15pm. *An evening with my father's (Derek Cross) slides*** RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rts.org.uk/branches/branch-chr-chichester>

**Weekend 29<sup>th</sup>- 30<sup>th</sup> April. *Magnificent Motors Rally*** - Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne. [www.magnificentmotors.co.uk](http://www.magnificentmotors.co.uk)

**Sunday 30<sup>th</sup> April. *Toy and Collectors Fair***

Horsted Keynes Station, Bluebell Railway. [www.bluebell-railway.com](http://www.bluebell-railway.com)

**Sunday 30<sup>th</sup> April. *Spring Bus and Coach Show*** - View and ride on a variety of historic buses. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Monday 1<sup>st</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](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310.

**Tuesday 2<sup>nd</sup> May, 7.00pm. *The History of Caffyns*** - Founded in 1856 and with many garages across Kent and Sussex. Eastbourne Local History Society talk by Robert Caffyn. St Andrews Parish Hall, 425 Seaside, Eastbourne. [www.eastbournehistory.org.uk](http://www.eastbournehistory.org.uk)

**Saturday 6<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](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310.

**Wednesday 10<sup>th</sup> May, 7.30pm. *Georgian Sussex by the Sea 1750-1830***

The influence of fashion, wealth and the presence of the army. Local Historical Society talk by historian and author Dr Sue Berry Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915.

**Sunday 12<sup>th</sup> May 2024. *The 2023 Historic Commercial Vehicles Run, between London and Brighton has been cancelled due to clash of dates with the Coronation.***  
[www.hcvs.co.uk](http://www.hcvs.co.uk)

**Weekend 13<sup>th</sup>- 14<sup>th</sup> May. *National Mills weekend***

See *Mills Newsletter* for further details.

**Weekend 13<sup>th</sup>-14<sup>th</sup> May. *Home Front Weekend***

Exhibition of military vehicles with re-enactments, dioramas, and period trains. Amberley Museum. 01798 831370 [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk).

**Sunday 14<sup>th</sup> May. *Open Afternoon at Chichester Model Engineers*** - Trains running during afternoon. Blackberry Lane, Chichester. [www.cdsme.co.uk](http://www.cdsme.co.uk)

**Monday 15<sup>th</sup> May, 7.30 pm. *The Atlantic Project - The final phase***

Southern Electric Group presentation by David Jones. £3 non-members. Deall Room, Southwick Community Centre, Southwick. [www.southernelectric.org.uk](http://www.southernelectric.org.uk)

**Wednesday 17<sup>th</sup> May, 7.45pm. *Cardiff Valley***

Sussex Transport Interest Group talk by Peter Jones. Visitors £2,50. Brighton Model Railway Clubrooms, London Road Station, Brighton. 07769 294408

**Saturday 20<sup>th</sup> May, 12 noon to 4pm. *Open Day at Crawley Signal Box***

Brighton Road, Crawley. [www.facebook.com/CrawleySignalBox](http://www.facebook.com/CrawleySignalBox)

**Weekend 20<sup>th</sup>- 21<sup>st</sup> May. *Road meets Rail*** - Traditional steam fair featuring working traction engines displays, miniature engines, goods trains and a steam driven children's fair. Bluebell Railway. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Wednesday 24<sup>th</sup> May, 7. 15pm. *Lynton and Barnstable Railway***

RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rcts.org.uk/branches/branch-chr-chichester>

**Sunday 28<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](http://www.amberleymuseum.co.uk)

**Monday 29<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](mailto:bsesgiantsofbrede@btinternet.com) or phone 01323 8976310

**Saturday 3<sup>rd</sup> June, 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 3<sup>rd</sup>- 4<sup>th</sup> June. *Tinkers Park Steam Rally at Hadlow Down***

[www.tinkerspark.com](http://www.tinkerspark.com)

**Tuesday 6<sup>th</sup> June, 7.30pm. *Brighton Tramways*** - Newhaven Historical Society and Museum talk by Ian Gledhill. Hillcrest Centre, Bay Vue Road, Newhaven. Free parking next to the Hillcrest Centre. Non members £5. [www.newhavenhistoricalsociety.org.uk](http://www.newhavenhistoricalsociety.org.uk)

**Weekend 9<sup>th</sup>- 11<sup>th</sup> June. *Summer Steam Gala***

Many locomotives in steam. Bluebell Railway. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk).

**Monday 12<sup>th</sup> June, 7.30 pm. *More steam in action.*** Southern Electric Group talk by Derek Osborne. Deall Room, Southwick Community Centre, Southwick. £3 non-members. [www.southernelectric.org.uk](http://www.southernelectric.org.uk)

**Wednesday 14<sup>th</sup> June 7.30pm. *Medieval life in Chichester's Cathedral Close***  
Chichester Local Historical Society talk by local historian Hill Sloane. Visitors £5.  
New Park Centre, New Park Road, Chichester. 01243 784915.

**Saturday 17<sup>th</sup> June, 12 noon to 4pm. *Open Day at Crawley Signal Box***  
Brighton Road, Crawley. [www.facebook.com/CrawleySignalBox](http://www.facebook.com/CrawleySignalBox)

**Weekend 17<sup>th</sup>-18<sup>th</sup> June. *Emergency Services Weekend***

Fire Engines from the Museum's own collection together with visiting fire engines and exhibits. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Sunday 25<sup>th</sup> June. *Open Afternoon at Chichester Model Engineers***

Trains running during afternoon. Blackberry Lane, Chichester. [www.cdsme.co.uk](http://www.cdsme.co.uk)

**Tuesday 27<sup>th</sup> June, 7.30pm. *The story of electricity in the three parish churches of Danehill, Fletching and Horsted Keynes*** - Danehill Parish Historical Society talk by Sue Ray. Danehill Memorial Hall. Visitors £4.50. [www.danehillhistory.org/programme](http://www.danehillhistory.org/programme)

**Saturday 1<sup>st</sup> July, 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 1<sup>st</sup>- 2<sup>nd</sup> July. *Model Railway Weekend*.** Variety of layouts across the railway and access to non-public areas such as the Maintenance Shed and locomotive Workshop. Bluebell Railway. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Weekend 1<sup>st</sup>- 2<sup>nd</sup> July. *Mid-Summer Steam Show*.** Large scale and full-size working steam engines on display around the Museum. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Sunday 2<sup>nd</sup> July. *Eastbourne Bus Rally*.** Services running from Eastbourne Railway station during the day. [www.eastbourne-classicbus.co.uk](http://www.eastbourne-classicbus.co.uk)

**Sunday 9<sup>th</sup> July. *Open Afternoon at Chichester Model Engineers***

Trains running during afternoon. Blackberry Lane, Chichester. [www.cdsme.co.uk](http://www.cdsme.co.uk)

**Monday 10<sup>th</sup> July, 7.30 pm. *A photographic trip around the BR regions - part 2***  
Southern Electric Group presentation by Colin Burnham. £3 non-members. Deall Room, Southwick Community Centre, Southwick. [www.southernelectric.org.uk](http://www.southernelectric.org.uk)

**Saturday 15<sup>th</sup> July, 12 noon to 4pm. *Open Day at Crawley Signal Box***

Brighton Road, Crawley. [www.facebook.com/CrawleySignalBox](http://www.facebook.com/CrawleySignalBox)

**Saturday 15<sup>th</sup> 1200 - 1600 and Sunday 16<sup>th</sup> July 1000 - 1400. *Cuckfield Royal Observer Corps Nuclear Bunker open for visits*.** Newbury Lane, Cuckfield.

[www.facebook.com/Cuckfieldnuclearbunker](http://www.facebook.com/Cuckfieldnuclearbunker)

**Sunday 16<sup>th</sup> July. *Classic Car Summer Show***

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Wednesday 19<sup>th</sup> July, 7.45pm. *North Wales and Borders***

Sussex Transport Interest Group talk by Terry Cole. Visitors £2.50. Brighton Model Railway Clubrooms, London Road Station, Brighton. 07769 294408

**Weekend 22<sup>nd</sup>- 23<sup>rd</sup> July. *Steam Fair Weekend***

Steam driven fairground rides. Bluebell Railway. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Weekend of 22<sup>nd</sup> - 23<sup>rd</sup> July. *Railway Gala Weekend***

Steam, diesel, petrol and electric locomotives on display with rides on the trains all weekend. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Sunday 30<sup>th</sup> July. *Worthing seafront bus rally*** - [www.worthingbusrally.co.uk](http://www.worthingbusrally.co.uk)

**Sunday 30<sup>th</sup> July. *Toy and Collectors Fair***

Horsted Keynes Station, Bluebell Railway. [www.bluebell-railway.com](http://www.bluebell-railway.com)

**Saturday 5<sup>th</sup> 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 5<sup>th</sup> - 6<sup>th</sup> August. *Retro Wheels*** - Vintage bicycles of all shapes and sizes.

Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk).

**Weekend 5<sup>th</sup>- 6<sup>th</sup> August. *Tinkers Park Model Railways*** - Model Railway Show and

Southdown Bus Event on the 7<sup>th</sup> at Hadlow Down. [www.tinkerspark.com](http://www.tinkerspark.com)

**Saturday 12<sup>th</sup> 12.00 to 16.00 and Sunday 13<sup>th</sup> August 10.00 to**

**14.00 *Cuckfield Royal Observer Corps Nuclear Bunker open for visits***

Newbury Lane, Cuckfield. [www.facebook.com/Cuckfieldnuclearbunker](http://www.facebook.com/Cuckfieldnuclearbunker)

**Sunday 13<sup>th</sup> August. *Open Afternoon at Chichester Model Engineers***

Trains running during afternoon. Blackberry Lane, Chichester. [www.cdsme.co.uk](http://www.cdsme.co.uk)

**Sunday 13<sup>th</sup> August. *Bus Rally at Tenterden Station*** - Services running all day to

local destinations and railway stations. [www.kesr.org.uk/bus-rally-2023](http://www.kesr.org.uk/bus-rally-2023)

**Saturday 19<sup>th</sup> August, 12 noon to 4pm. *Open Day at Crawley Signal Box***

Brighton Road, Crawley. [www.facebook.com/CrawleySignalB](http://www.facebook.com/CrawleySignalB)

**23<sup>rd</sup> August - 3<sup>rd</sup> September. *Visit of Flying Scotsman to Bluebell Railway***

Booking essential. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Weekend 26<sup>th</sup>- 28<sup>th</sup> August. *Hellingly Festival of Transport*** - [www.ehvc.biz](http://www.ehvc.biz)

**Sunday 10<sup>th</sup> September. *Steam Excursion to Chichester and Goodwood***

Photographic opportunities in Sussex. [www.steamdreams.co.uk](http://www.steamdreams.co.uk)

**Sunday 10<sup>th</sup> September. *Steam Excursion from Chichester to Littlehampton and***

***Brighton to Chichester*** - Photographic opportunities in Sussex.

[www.steamdreams.co.uk](http://www.steamdreams.co.uk)

**Pallant House Gallery, Chichester**

- *Sussex Landscape, Chalk, Wood and Water*. On until 23<sup>rd</sup> April.  
Recommended, includes Turner's painting of Chichester Canal  
on loan from Tate Britain.

***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.*



## Chris Bryan 1947-2022

Alan Green



*Chris Bryan posing proudly on Poyntz Bridge over Chichester Canal, a bridge whose restoration to working order was completed by him in 1997, (Author)*

Members will be saddened to learn of the death of long-standing Society Member Chris Bryan who collapsed and died in a Chichester car park on Tuesday 20<sup>th</sup> December.

Although born in Chichester, Chris was brought up and educated in London but was a regular visitor to the city during the school holidays, staying with his grandparents in Fishbourne. In September 1959 he started at Ebury Secondary Technical School which overlooked the South Eastern side of Victoria station, sparking a life-long interest in railways. Unfortunately two months before he started at Ebury the Kent Coast Electrification had been commissioned so the trains to Ramsgate and Dover had passed from the hands of King Arthurs to less-appealing 4Cep's. The Golden Arrow, though, remained steam hauled for a while, headed by a Bullied pacific, always immaculately turned out by Stewarts Lane. Being on an inner-city site, the school had no playing fields so once a fortnight the boys were bussed to Anerley to use fields there. These fields were conveniently sited in the vee of the junction between the East Croydon to London Bridge main line and the Crystal Palace lines,

offering plenty of spotting opportunities - an essential extra piece of kit being a notebook and pencil in the pocket of the shorts!

On leaving school he served an apprenticeship with Dennis Motors at Guildford, studying on day release for an OND at Portsmouth College of Technology. Full employment followed at Wingards in Chichester, a firm that manufactured car accessories including seat belts, whence he moved on to Marconi in Portsmouth (soon to be taken over by BAE systems) where he worked as a detail-draughtsman on aerospace projects until he retired.

On joining SIAS he got involved with Alan Alnutt on the restoration of the last remaining swing bridge on the Chichester Canal, bringing the derelict superstructure of Poyntz Bridge from Hunston Junction in 1982 and restoring it to working order on the substructure of Padwick Bridge near the Chichester Basin. When Alan Alnutt died Chris took over the project and brought it to completion in 1997. He was also one of the pioneers in the restoration to working order of Coultershaw Beam Pump near Petworth and remained closely associated with it - indeed he had been working at Coultershaw the morning of the day he died.

He served on the SIAS committee until 2009 and was also for many years a member of Adge Roberts' Canal Group, excavating and conserving engineering features of the Portsmouth and Arundel Navigation between Ford and Hunston, the largest project being the consolidation of the semi-derelict brick arch overbridge at Merston where the group had to learn how to use lime mortar.

He married Rosemary Gilmore, then Curator of Chichester District Museum in 1990, and they bought a large detached house in Brandy Hole Lane Chichester whose third-of-an-acre garden enabled him to engage in another passion - organic gardening. The garden also housed a 4½ inch-gauge ride-on railway which he built; he being an active member of Chichester Model Engineers Society and a regular exhibitor at their shows. Sadly Rosemary died on 12 December 2012, so the tenth anniversary of this would have been very much in Chris's mind at the time of his own death. He is survived by his daughter Rosalind and son Samuel.

A regular attender of SIAS meetings he acted as one of the chauffeurs to the 'Chichester Mob' on their monthly pilgrimage to West Blatchington. He will be sorely missed in so many ways.

### ***E-Mail Addresses***

*Members who are not currently receiving e-mails, giving details of our upcoming talks and visits etc. and who wish to receive such, please forward your e-mail details to the Membership Secretary (ron.gordon@myphone.coop)*

## Barcombe Mills Interpretation Board

### Martin Snow

*I was contacted last year regarding use of information from Sussex Industrial History and provided a QR code to go on a new interpretation board to be installed at the site of the former mill building at Barcombe Mills.*

*It is now installed, here are a few notes from Richard Wells. (Ed.)*

The Barcombe Mills Interpretation board was finally completed after several alterations as it seemed to evolve with the arrangement of text and pictures to get as much information as possible in the space allowed, having had to condense the amount of text drastically from my first effort. In the end it has nearly two thousand years of history and twenty pictures printed on an aluminium panel almost one metre square. It was erected in a prominent position near the old toll bridge in July 2022 by my son and daughter from the environment agency, and has been of great interest to the many visitors to the area. I went to check it a few days ago and it seems to be in perfect condition after a quick wipe with a damp tissue. See the board on the back cover, or better still visit the site.

*The Mill building was located on the left, where the grass bank is now*



*Richard Wells standing beside the new board*

## William Clegram & Shoreham Harbour

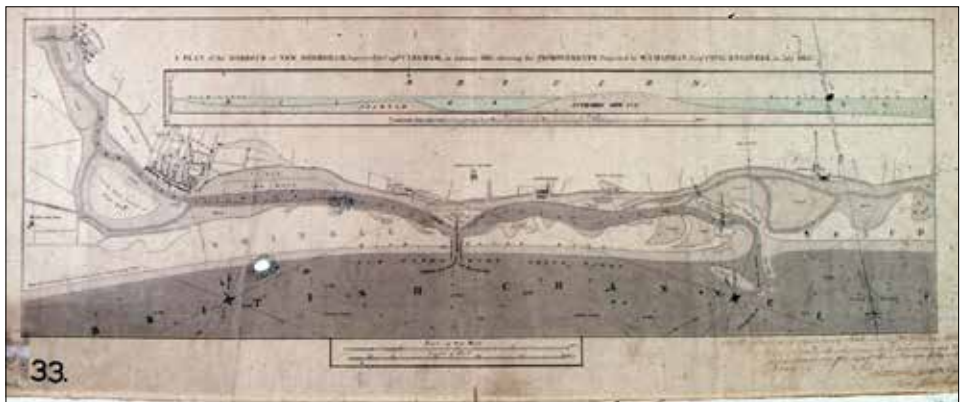
Geoffrey Mead

Shoreham Harbour is the largest port in Sussex and has been home to a cluster of industries which have developed here over several centuries. Giving access to the Weald of Sussex along the lower course of the River Adur it was a conduit for trade long before the building of Bramber Castle post the Conquest. The gap in the Channel coast created by the river saw a range of trades established along the foreshore with imports and export vessels vying for landing space. The vagaries of the shingle bar that forms the south side of the Adur at this point meant that the river mouth, the access to the quays and yards on the soft Coombe Deposit cliff line, was subject to much change. The effect of the Channel longshore drift is to move sand, gravel and flint shingle in a predominantly easterly direction. The river mouth would block, and although river water could escape through the shingle, new mouths giving entry to the river had to be physically opened up. It is presumed at low tides all available ox-plough teams were employed loosening the silts and shingle, thus allowing tidal scour to open the new mouth. This hit and miss approach was more efficiently improved by the creation of a fixed mouth near Kingston Buci in 1760-62; this in turn also blocked and it was left to the early years of the 19<sup>th</sup> century before the present harbour entrance was established. This was largely due to the work of the man whose obituary follows -

*Brighton Herald October 31<sup>st</sup> 1863*

The late W.Clegram Esq

“Died on the 20<sup>th</sup> inst. at Fretherne Lodge, Gloucestershire, in his 80<sup>th</sup> year, William Clegram Esq. civil engineer. Mr Clegram, in 1815, was called on to make a general survey of Shoreham Harbour, and to give plans and report his views as to the best means to be employed for its improvement. The Harbour at that time would admit



*Clegram's 1815 Shoreham harbour map*

vessels only of very small draught of water, and was in general disrepute with the marine insurance societies. The result was the erection of piers and other works under his direction and superintendence, and the opening of the present harbour in 1819. The great advantages of this undertaking may now be seen in the trade of the port and the facilities to ships of from 600 to 700 tons burthen entering it, without any of the former obnoxious and restrictive rules of insurance. Mr Clegram was much consulted and advised with by Sir Samuel Brown in laying the foundations of the Brighton Chain Pier; and in 1826 was called on by Government to complete the extensive and important works of the Gloucester and Berkely canal, which he superintended as resident engineer to within a short period of his decease.”

Clegram was a local captain and his report opposed the previous recommendation of the engineers William Jessop and John Rennie that the entrance should be established at the far eastern end of the present canal at The Wish, now Hove Lagoon. A colleague of Clegram, William Chapman, produced a detailed report that the original site of the entrance at Kingston Buci was best and recommended a deep entrance there with retaining piers all costed at £36,432 a considerable sum at the time. The Shoreham Harbour Act 1816 was passed and construction started with the new cut opening in 1819 but £22,000 over budget. Damage to the entrance after a brig collided with it in 1821 resulted in Capt. Clegram recommended strengthening the arms, support for this came from no less an engineer than Thomas Telford. This was deemed a success and trade boomed as 198 vessels were arriving in 1817 but after the improvements rising to 718 in 1823.<sup>1</sup>

1

Shoreham Harbour Insights: Shoreham Port 1760-2010 ed. Prof Fred Gray



1857 Shoreham Adur



1724 Lower Adur

## SIAS Book review

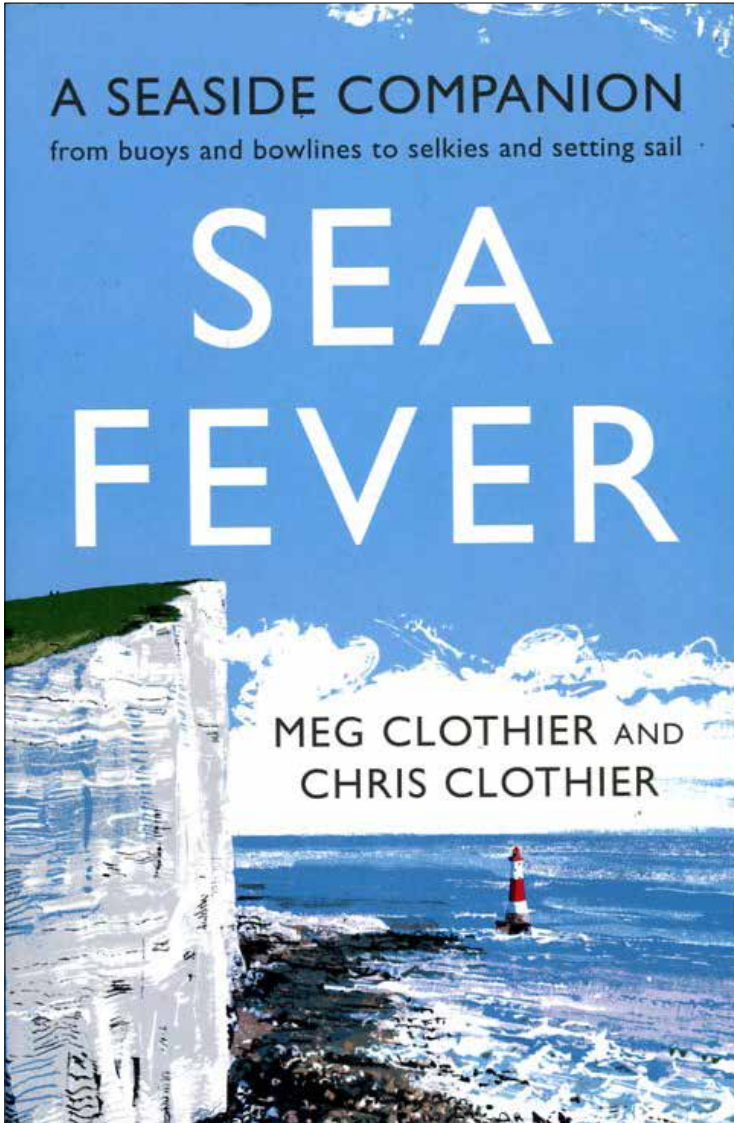
### *'Sea Fever: a seaside companion'*

Meg & Chris Clothier - Profile Books 2022

Geoffrey Mead

Considering Sussex has a 90+ mile coastline there is limited content in SIH or the Newsletter that deals with the industrial history of that particular landscape feature. We certainly deal with piers and harbours and in a previous Newsletter I reviewed 'The History of the seaside in 100 objects' by Dr Kathryn Ferry. Recently I found in a garden centre book shelf a rather nice little volume, *Sea Fever*. This has as its title's second line – '*From buoys and bowlines to selkies and setting sail*'. As I do some of my adult ed classes on the coast and its economy, I was pleased to purchase this volume for the princely sum of £9.99. Certainly the wide diversity of topics within the book mean that many sections are not of much interest to lovers of IA – 'the and science of skimming stones', 'the words to the sea shanty *'Spanish Ladies'* or 'seaside food'; however what caught my eye were the many things they had a definite link to IA; seaside resorts, 'what's the difference between a boat and a ship?' 'Wreck & salvage', 'types of rig', 'types of boat', the Sealand forts'. Historians amongst us might warm to 'The Cod Wars', 'Grace Darling' 'The

North Sea flood' or the 'Scuttling of ships at Scapa Flow'. Generally written in a light hearted style rather than a 'scholarly tone' there was much in here that was of interest, as many of the sections were items I had had peripheral vision of. On a purely local interest I was pleased to see that the Beachy Head lighthouse and its neighbouring sea-cliff form the cover illustration.



## **Historic Bus for Amberley Museum**

**John Blackwell**

The Southdown Omnibus Trust, based at Amberley, has acquired the unique Leyland Titan TD1 double-decker UF 4813 from the Stagecoach Group.

Purchased new by Southdown Motor Services early in 1929, one of 23 such vehicles, UF 4813 had an open top and staircase body by Brush of Loughborough and seated a total of 51 passengers. The 6.8 litre 6 cylinder overhead cam shaft petrol engine gave a performance comparable to a standard single-decker of the period together with six cylinder smoothness and formed the basis of Leyland engines up to 1942. The extra power and reliability moved Southdown away from their previous supplier Tilling Stevens. The TD1 was one of the first buses built with a low chassis design enabling passengers to board more easily than previously. The open top bodywork was a strange option for Southdown as Leyland were already building a covered top version. However when Leyland introduced their side gangway lowbridge (of which there were many on Southdown routes) version, complete with enclosed staircase, the era of the Titan and Southdown arrived. Six were delivered in October 1929 with a further 12 at the end of 1929 followed by another 24 in early 1930.

Southdown was incorporated into the National Bus Company in January 1969 and the standardised livery of drab green and white started being introduced in 1973. Almost as if they had seen this coming Southdown's management pulled UF 4813 out of retirement, it had remained with Southdown throughout its life, and restored it in traditional apple green and primrose yellow livery with the ornate gold SOUTHDOWN fleet name. On 5<sup>th</sup> July 1971 it entered service on the Brighton seafront. I recall it running between the Palace Pier and Rottingdean as service 100. Southdown and UF 4813 were acquired by Stagecoach Group in 1989 and they have to their credit maintained the vehicle which has regularly appeared at bus rallies and events.

Its first appearance under the trust's ownership will be at Amberley's Spring Bus Show on Sunday April 30.

See the front cover for an image.

With the local High Street Banks disappearing rapidly, payment by cheque is becoming ever more problematic.

Please consider paying your subscription by Bank Transfer or Standing Order

Our bank details are:- Sort Code 40-47-25 Account 61345680 Name SIAS

Where a "reference" is required - quote your surname and post code



## **The Coultershaw Heritage Site**

**February 2023**

**SIAS report**

We are now over half way through our Heritage Lottery funded community engagement project and its impact on the 2022 season was fantastic. With all the additional events and activities we saw an increase in site visitors of about 50% compared to the 2016-19 average!

There is already quite a full programme of events planned for the 2023 season so we hope to do as well this year. All the extra activity, particularly that aimed at children & schools, is raising the profile of Coultershaw which should lead to a more sustainable future. As ever, our main weakness is a shortage of volunteers for stewarding and maintenance so we are holding a volunteer recruitment day in March which, with luck, will bring in a new (and younger?) group to ensure Coultershaw continues to be so well looked after.

It is with great sadness that we received news that Chris Bryan had passed away in December - just a few hours after he attended a Tuesday volunteer morning. Chris had been connected to Coultershaw way back to the original restoration of the pump and his knowledge of the history and workings of the pump was unsurpassed. He will be very much missed by all his friends at Coultershaw.

Volunteer work is progressing well on the conversion of the old workshop to a study room and document store, with the workshop now relocated to the South Warehouse. Further renovation work on the South Warehouse will continue this year with contractors raising the floor above flood level before the volunteers get to work on setting out the new workshop and creating a future exhibition space. Another change for the 2023 season is to open on every Sunday between April and September. This will simplify our opening times messaging but of course is dependent on willing volunteers.

I usually report on the hydro generator and probably for the first time there is some good news. After replacing a motor bearing in April last year it has worked fairly reliably. I think we have just about ironed out or worked around the many system design problems. The only issues we can do little about are the silting up of the river and the more extreme weather. Anyway, it is now providing us with essential revenue and gradually paying back the installation cost to the Leconfield Estates.

<https://coultershaw.co.uk>

Barry Flannaghan

## SIAS Book review

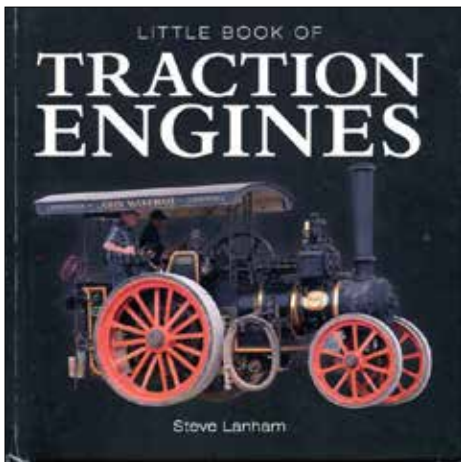
### *Little book of Traction Engines*

Steve Lanham - G2 Entertainment Ltd - 2012

Geoffrey Mead

Recently I seem to have been blessed by the patron saint of IA (obscure) books and I have managed to secure from a range of mainly charity shops some curious items of IA literature, the histories of dustcarts and lawnmowers being but two. Recently I found lurking low down on the bookshelves of Portslade's Emmaus charity shop the above volume. Now, being a less than competent industrialist in any form, I am always impressed by what seems to me incomprehensible machinery, and there is a lot of that here. Being an historical geographer I always work to the maxim of the renowned Professor WG Hoskins; his opinion was that '*everything in the landscape is older than you think it is*' and so it is with traction engines. A patent for a machine that could plough fields without the aid of horses was taken out by David Ramsey and Thomas Wildgoose in 1630, but there seems no evidence that it was ever put into practice. In 1672 a Flemish Jesuit Missionary, Fr. Ferdinand Verbiest designed a steam trolley in a toy form for the Emperor Kangxi of China (I am not making this up...) but it was not until 1712 that a steam driven engine was put into practical use and this was Thomas Newcomen's atmospheric beam engine at Dudley Castle mine, at Tipton in the Black Country. In 1763 James Watt, while working on a scale model of Newcomen's engine, worked out how to make it run more efficiently. Events moved on as the UK was moving through both an industrial and an agricultural revolution and a Scotsman Andrew Meikle endeavoured to perfect a steam driven threshing drum and this was fulfilled when in 1798 a business associate of James Watt, a Wrexham factory owner purchased a number of Watts engines and one was later transferred to his farm. A Cornishman, Richard Trevithick working at the Ding Dong Mine, Penzance, demonstrated the possibilities of a carriage powered by a high pressure steam engine and on Christmas Eve 1801 it appeared on a steep hill at Camborne, Cornwall. Development was however slow and it was not until Walter Hancock, originally from Marlborough, Wiltshire built a small ten-seat bus called '*The Infant*' which operated as steam transport between Stratford, East London and central London. Of much interest to SIAS members and completely unknown to me was the statement that on October 31<sup>st</sup> 1832 '*The Infant*' made an experimental trip to Brighton. '*The Infant*' could ascend frozen slopes of 5 degrees when horse drawn teams struggled. Three years earlier it had travelled to Bath at 14mph but was set upon in Melksham, Wiltshire by fearful people who threw stones at it! The Rainhill trials for steam locomotion in 1829 further increased the engineering research into all steam driven traction and transport, and by the 1840s

a firm we have encountered before in the lawn mower story (J R & A Ransome) had created what was termed the 'Farmers Engine' that bore much resemblance to the later standard traction engine layout. In 1850 The Royal Agricultural Society ran a competition in Chester for anyone who could introduce a system to replace the horse plough, this was won by the now famous John fowler of Leeds, a £500 prize. By 1857 William Bray of Folkestone constructed his first road locomotive and from then on a succession of improvements that gave us the traction engine form that we are familiar with today. Many of the manufacturers were based in rural locations and agriculture was the major market for these powerful machines; areas not usually associated with heavy industry manufacturing such as Thetford (Charles Burrell), Rochester (Thomas Aveling) and Andover (W.Tasker) became established names in the world of traction engines. The author is based in Hampshire, but there is scant mention of Sussex in this volume, however thankfully Amberley does feature at the end as having a fine collection of examples. There is a single shot of a 1923 Foden steam driven bus arriving in Brighton on the Commercial Vehicles Run and of a 1926 Aveling & Porter slide valve tractor at a Bluebell Railway 50<sup>th</sup> birthday celebration. To those of us (me...) whose knowledge of traction engines is limited to watching 40 year old TV films of Fred Dibnah this was an interesting introduction to the topic; the book is lavishly illustrated with the only drawback being a lack of any index or references, but it is a work of love by the author and is one I am glad I discovered.



1926 Aveling Porter at Bluebell Line 2010

***“Kirkpatrick & Co.’s Splendid Brighton Bitter Ales...  
10d-1/6d per gallon”***

**Geoffrey Mead**

This intriguing title accompanied an illustrated advert for 1854 as seen below. Twelve years later the Brighton Herald for September 1866 contained a small notice of sale for a Brighton brewery in Chapel Street, a side road running north from St. James Street into Edward Street. It was of interest as I had in my slides folder that image from 1854 for that same brewery and was able to merge the two sets of information. The place to go to find out about Brighton breweries is of course *SIH* 38, where our late friend Peter Holtham had compiled a gazetteer of the Brighton brewers. Chapel Street Brewery was located on the east side near the St. James Street corner and as the advertisement of 1854 shows it is a functioning enterprise but we have no documentary evidence for when it was established. Peter Holtham shows the 1854 date with a minus before and a plus sign after followed by the name Robert Read Kirkpatrick. The 1866 sale particulars give no brewers name but do indicate the link with two Brighton beer houses, one the superbly named ‘Pig & Whistle’ was very near to Chapel Street as it was in Lavender street a few hundred yards to the east, but the other was the more prosaically, but very IA named, ‘Gas Fitters Arms’ however that was some distance away to the north west in Tidy Street in the North Laine. By the 1920s neither of these are listed as in 1866, but Tidy Street has ‘The Rising Sun’ and Lavender Street two beer retailers; these may be the successors to the earlier named establishments. The *SIH* article shows AJ Embling as the owner of Chapel Street Brewery from 1864/65-1869. By 1874 H&G Simmonds wine and spirit store is listed in *SIH* with the additional information that it survived as a building under other uses until demolition in 1992. However Kelly’s Directory for Brighton 1927, lists H&G Simmonds as simply ‘brewers’

As an aside to the above factual information on an aspect of the Brighton brewing industry, an article elsewhere in the Herald for that same year of 1866 noted a situation we are all too familiar with at the present...rising prices-

*“In the year 1860 we were compelled from the high price of Malt and Hops to advance our Ales Six Shillings per barrel and in the subsequent year we were able to reduce them to their usual rate We are now unfortunately obliged, owing to the additional cost of Barley and Hops, very reluctantly to inform our friends that on this date (October 1st) the price of east India Pale Ale will be advanced Three Shillings per Barrel, subject to re-arrangement on 1<sup>st</sup> October 1867. Samuel Allsopp & Sons”.*



~ ~ ~ ~ ~

**KIRKPATRICK & CO'S**  
**SPLENDID**  
**BRIGHTON BITTER ALES,**  
**IN CASKS OF 9, 18, & 36 GALLONS.**  
**CHAPEL ST BREWERY.**  
**ST JAMES' ST**  
**BRIGHTON.**  
**PRICES 10<sup>d</sup> 1/2 & 1/6 PER GALLON.**  
**LIGHT ALES OF ALL DESCRIPTIONS.**

~ ~ ~ ~ ~

*By Order of Trustees.*

**CHAPEL STREET BREWERY, BRIGHTON.**

On Monday, Sept. 24th, 1866, at Twelve for One o'clock,

**MR CHRISTOPHER WREN** will Sell by  
Auction, upon the Premises,

The whole of the **FIXED and ROLLING BREWERY PLANT**, comprising a seven-and-a-half barrel copper and fittings, slate liquor back, copper wort pump, a three-quarter mash tub with iron bottom, hop back, three coolers, malt mill, large metal taps, pipes, shoots, refrigerator, underback, liquor copper, gas fittings, about 200 casks (various sizes), 2 vats, 3 tuns, 54ft. of 2-in. gutta percha tubing and unions, patent bottling machine, bottle flats, 5 stillions, water butts, brass taps, a 4-wheel van, 2-wheel truck, bottle racks, a saccharometer by *Long*, office desk and fittings, 8-day dial, &c., &c. Malt, beer, 4 pockets of hops, &c.

Also (if not previously disposed of by private contract), the **LEASES** of the **BREWERY** and **TWO BEERHOUSES**, situate and known as

**"THE GAS FITTERS' ARMS," TIDY STREET.**

**"THE PIG AND WHISTLE," 11, LAVENDER STREET.**

May be viewed and catalogues with particulars obtained of **W. F. Gutteridge, Esq.**, Solicitor, 72, Ship Street; and at the place of sale; at the offices of **Mr Christopher Wren**, Auctioneer and Valuer, 2, Duke Street, Brighton.

**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.*

## Sussex Industrial Archaeology Society

Chairman : John S. F. Blackwell, e-mail johnblackwell@ntlworld.com  
21 Hythe Road, Brighton BN1 6JR (01273 557674)

General Secretary and Newsletter Editor : Martin B. Snow,  
e-mail martin@snowing.co.uk  
32 Orchard Avenue, Worthing BN14 7PY  
(01903 208975 & 07836 675472)

Treasurer: Mike Slamo, e-mail m.slamo171@btinternet.com  
112 Poplar Avenue, Hove BN3 8 PS (01273 732956)

Membership Secretary: Ron Gordon, e-mail ron.gordon@myphone.coop  
52 Barons Down Road, Lewes BN7 1ET (01273 474305)

Chief Editor : Dr. Geoffrey Mead, e-mail g.mead@sussex.ac.uk  
47 Hartfield Avenue, Brighton BN1 8AD (01273 501590)

Programme Co-ordinator : M. H. Dawes, e-mail malcolm.dawes@btinternet.com  
52 Rugby Road, Brighton BN1 6EB (01273 561867)

Recording Co-ordinator : Vacancy

Committee : A. H. J. Green P. S. Hicks Miss. J. O'Hara  
T. P. A. Ralph R. Vernon

Website : [www.sussexias.co.uk](http://www.sussexias.co.uk)

© 2023 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October

Please send contributions for the next *Newsletter* to the Editor by the 3<sup>rd</sup> June 2023

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*



Barcombe Mills Interpretation Board - See page 11



Changing times - lost transport routes, Rail Excursion on line to Beeding cement works, passing under a Southdown service bus on the 1970 A27 Flyover. Taken from the old Toll Bridge that was superseded by the flyover. (Mike Parrott)

