

# Sussex Industrial Archaeology Society

## Newsletter

Number 206

April 2025



One of the cast iron supporting columns for the train-shed roof at Brighton Station. Dated 1882, installed in 1883. Pictured in 2001 after the extensive refurbishment of the station. See the article on the 'cab road underworld' that illustrates the 'under' support needed for some of these columns when they were added over the earlier cab road. See article page 14.  
(Martin Snow 2001)



# Newsletter 206

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## Editorial

Welcome to *Newsletter 206*. Bumper contents and Summer Events for you.

## Subscriptions are now due

Unfortunately subscriptions have had to rise, we hope you will renew for another year and thereby continue to receive the quarterly newsletters, annual journal and the opportunity to attend meetings and visits.

**Subscriptions are now £20 for full membership  
plus £5 for a family membership.**

Thank you if you pay by bank transfer; these save us  
bank charges and administrative time.

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

If you choose to pay by cheque, please send it to me at  
52 Barons Down Road, Lewes, BN7 1ET.

Cheques can be made payable to SIAS.

If I have your email address you will receive a confirmation of receipt.

**Ron Gordon. Membership Secretary**

## **Forthcoming SIAS Events**

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

**Saturday May 10th, 10.30am. Visit to Tunnel House above the entrance to Clayton Railway Tunnel and Jill Windmill on the Downs above Clayton**

***This visit has been rescheduled to start at 10.30am from a later time***

**Currently the visit is fully booked but in case we get any cancellations we have set up a waiting list for members to take over a booked place.**

If you are interested in adding your name to the list then email your name to [malcolm.dawes@btinternet.com](mailto:malcolm.dawes@btinternet.com).

The visit to Tunnel House is a rare opportunity to visit the building and its garden behind the castellated entrance to the tunnel. The owner has kindly offered to show us around the house and the grounds with the sound of the trains running beneath the building. The house and gardens are small so the group size has to be restricted.

Cars can be parked in Clayton Recreation Ground on the east side of the main road. Entrance to the Recreation Ground is in Underhill Lane just after Clayton Church. Meet at 10.20am at the entrance to the Recreation Ground and we will then walk to the security gate for access to Tunnel House.

The lunch break will occur after the visit and there will be time to purchase lunch at The South Downs Garden Centre, Hassocks – a short distance along the road towards Hassocks. The Garden Centre has a heritage centre with the Budding Foundation of Gardening, some small displays of Sussex Industries such as trug making and a live display of bee keeping.

In the afternoon we will have a visit to Jill Windmill on the Downs above Clayton at 2.00pm. The working post mill was originally constructed in 1821 in Brighton and in the 1850s was pulled up to the top of the Downs using Oxen. The visit will include access to the internal workings of the mill which have been extensively restored. And of course the views from the mill are spectacular.

**Tuesday June 10th, 7.00pm, Guided walk around Brighton's North Laine and Old Town led by Geoffrey Mead**

This is a follow up to Geoffrey's previous walk around North Laine in May 2024. The northern area was covered previously. This walk will concentrate on the southern area and will weave through the many small streets, passages and twittens to discover some of the lost industrial heritage in North Laine and the Old Town, taking in the seafront for some sites of coastal IA.

*Meet inside Brighton Station under the clock.* - plenty of buses, trains, and a car park. Walk will be about 2 hours and finish on the Old Steine where there are bus stops for services to the Station.

## 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)

**Saturday 26<sup>th</sup> April, 2.00pm. *Sussex Inn Signs and their history***

West Sussex Archives Society talk by Dr Janet Pennington. Non Members welcome. Billingshurst Centre. [www.wsas.co.uk](http://www.wsas.co.uk)

**Saturday 26<sup>th</sup> April. *Toy and Collectors Fair***

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

**Sunday 27<sup>th</sup> April, 10.00am. *Geoffrey Mead's "Ambles not Rambles"***

Slaugham in the High Weald. Meet Slaugham church 10am. [g.mead@sussex.ac.uk](mailto:g.mead@sussex.ac.uk)

**Sunday 27<sup>th</sup> April. *Spring Bus and Coach Show.***

View and ride on a variety of historic buses. Steam Train rides also operating. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Tuesday 29<sup>th</sup> April, 7.00pm. *Freeland's Fair Ground - the Curious History of Oaklands Park, Chichester.***

West Sussex Record Office talk by Alan Green.

West Sussex Record Office, Orchard Street, Chichester.

Phone WSRO 01243 753602 for in-person tickets.

**Saturday 3<sup>rd</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. <https://bredesteamgiants.co.uk>

**Weekend 3<sup>rd</sup>- 4<sup>th</sup> May. *Magnificent Motors Rally*** Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne. [www.magnificentmotors.co.uk](http://www.magnificentmotors.co.uk)

**Sunday 4<sup>th</sup> May, 10.00am. *Geoffrey Mead's "Ambles not Rambles". Brighton Old Town: twittens and lanes***

Meet at Brighton Museum. [g.mead@sussex.ac.uk](mailto:g.mead@sussex.ac.uk)

**Monday 5<sup>th</sup> May. *Classic Motorcycle Show***

Vintage motorcycles being ridden around the museum and on display throughout the day. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Monday 5<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. <https://bredesteamgiants.co.uk>

**Tuesday 6<sup>th</sup> May, 7.00pm. *Planes, Trains and Airships***

In an illustrative talk by Katherine Buckland exploring Eastbourne's ties to aviation dating back to 1909. Eastbourne Local History Society event.

St Andrews Parish Hall, 425 Seaside, Eastbourne. [www.eastbournehistory.org.uk](http://www.eastbournehistory.org.uk)

**Friday 9<sup>th</sup> May, 8.00pm. *Step back in time.*** Paul Green will entertain us with a vast array of Sussex Memorabilia including old Sussex Photographs and Rare Sussex Newspapers. Burgess Hill Heritage and History Society event. Cyprus Hall, Cyprus

Road, Burgess Hill. Small entrance fee. [www.burgesshillheritagehistory.org.uk](http://www.burgesshillheritagehistory.org.uk)

**Weekend 10<sup>th</sup>- 11<sup>th</sup> May. *National Mills weekend***

See *Mills Newsletter* for further details

**Sunday 11<sup>th</sup> May. *Historic Commercial Vehicles Run, between London and Brighton***

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

**Sunday 11<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)

**Sunday 11<sup>th</sup> May. *Southern Classics Car Show*.** Southern Classics is now one of the leading independent classic car clubs in the south east. A range of cars from a 1915 Model T Ford through to classic cars of 2000 will be on display. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Wednesday 14<sup>th</sup> May, 7.30pm. *The Story of Westgate***

Chichester Local Historical Society talk by Dr Richard Brownfield, Local Historian. Non-members £5. New Park Centre, New Park Road, Chichester. 01243 784915. <https://chichesterlocalhistory.org.uk>

**Saturday 17<sup>th</sup> May. As part of Railway 200, Volks Electric Railway will be operating a special evening service to commemorate the opening of the Brighton to Shoreham Railway in May 1840**

**Weekend 17<sup>th</sup>- 18<sup>th</sup> May. *1940s Weekend*** Event at Kent and East Sussex Railway. Re-enactments, Music, displays at Tenterden and Bodiam Stations. [www.kesr.org.uk](http://www.kesr.org.uk)

**Weekend 17<sup>th</sup> - 18<sup>th</sup> May. *Home Front Weekend*** Exhibition of military vehicles with re-enactments, dioramas, and period trains. Also steam train rides operating. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Tuesday 20<sup>th</sup> May, 2.30pm. *Sacrifice and Remembrance – the story of the Commonwealth War Graves Commission*** West Sussex Archives Society talk by Jeremy Prescott. Non Members welcome. Lavant Centre. [www.wsas.co.uk](http://www.wsas.co.uk)

**Wednesday 21<sup>st</sup> May, 7.45pm *Brian Jackson with a further selection of photos from the Bill Jackson collection Part 2 1953*** Sussex Transport Interest Group event. London Road Station. Non-members £2.50

**Saturday 24<sup>th</sup> May, 10am to 4.30pm. *Sussex Vintage Model Railway Club Show*.** Working displays and rare model railway layouts. Plumpton Village Hall, 1 West Gate, Plumpton Green BN7 3BT

**Weekend 24<sup>th</sup> to 26<sup>th</sup> May. *Laughton Spring Fair***

Held on the Heritage Field. Many Steam engines on display. Many exhibitors and traders. [www.laughtonshowground.co.uk](http://www.laughtonshowground.co.uk)

**Sunday 25<sup>th</sup> May. *James Bond at Amberley*.**

The story of how the James Bond Film was made at Amberley Museum in 1984. Guided tours, displays, the Zoro Train used in the film and Aston Martin cars on display. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Monday 26<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. <https://bredesteamgiants.co.uk>

**Tuesday 27<sup>th</sup> May, 7.30pm. *World War Two at Sheffield Park***

Memories of the role played by Sheffield Park during the war. Presented by Alan Bradford and Malcolm Lille a volunteer. Alan spent his entire life at Sheffield Park. Danhill Parish Historical Society event. Danhill Memorial Hall.

Visitors £4 with tea/coffee and biscuit. [www.danehillhistory.org](http://www.danehillhistory.org)

**Wednesday 28<sup>th</sup> May, 7. 15pm. *Russian and Ukraine Steam***

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

**Weekend 31<sup>st</sup> May - 1<sup>st</sup> June. *Tinkers Park Steam Rally at Hadlow Down.*** Traction Engines in steam, vintage vehicles, narrow gauge railway and the famous collection of organs. [www.tinkerspark.com](http://www.tinkerspark.com)

**Sunday 1<sup>st</sup> June, 10.00am. *Geoffrey Mead's "Ambles not Rambles"*** Hove and Aldington: 19<sup>th</sup> Century change. Meet King Alfred carpark. [g.mead@sussex.ac.uk](mailto:g.mead@sussex.ac.uk)

**Tuesday 3<sup>rd</sup> June, 7.30pm. *A turbulent history in the pub life of Lewes*** This talk will take an intriguing look at the landlords, landladies, customers, and the highs and lows of the pub trade.. Newhaven Historical Society & Museum talk by Mathew Homewood. The 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)

**Saturday 7<sup>th</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>

**Sunday 8<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)

**Wednesday 11<sup>th</sup> June, 7.30pm. *The Battle of Birdham Bridge: the bare-knuckle All England Championship fight of 1824*** Chichester Local Historical Society talk by Roger Thomson, Local Historian. Non-members £5. New Park Centre, New Park Road, Chichester. 01243 784915. <https://chichesterlocalhistory.org.uk>

**Thursday 12<sup>th</sup> June, 2.00pm. *Behind the scenes visit to the Archive Room, Artefacts Store, and Library at the Weald & Downland Museum*** West Sussex Archives Society event. WSAS members and their guests only.

Booking essential. [www.wsas.co.uk](http://www.wsas.co.uk) email [contact@wsas.co.uk](mailto:contact@wsas.co.uk)

**Friday 13<sup>th</sup> June, 8.00pm. *Windmills of Sussex***

A member of the Sussex Mills Group will tell us about local mills. Burgess Hill Heritage and History Society event. Cyprus Hall, Cyprus Road, Burgess Hill.

Small entrance fee. [www.burgesshillheritagehistory.org.uk](http://www.burgesshillheritagehistory.org.uk)

**Weekend 14<sup>th</sup>–15<sup>th</sup> June. *Emergency Services and Father's Day***

A wide collection of emergency vehicles, both vintage and modern, on display. Demonstrations by Fire Brigade. If visiting on the Sunday bring Dad along for Free

on Father's Day. Also steam train rides operating. Amberley Museum.  
01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Weekend 14<sup>th</sup> – 15<sup>th</sup> June. 10am to 5 pm. *High Weald Steam Working weekend***  
Freshfield Mill Farm, Sloop Lane, Scaynes Hill. [www.highwealdsteam.co.uk](http://www.highwealdsteam.co.uk)

**Sunday 15<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)

**Wednesday 18<sup>th</sup> June, 7.45pm *Keith Goodsell travels in Switzerland in the 1960s***  
Sussex Transport Interest Group event. London Road Station. Non-members £2.50.

**Saturday 22<sup>nd</sup> June. *Sadcase Car Show*** Storrington and District Classic and Sportscar Enthusiasts is a nationally known award winning club with over 1650 members. They will be displaying sports and classic cars around the site. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Thursday 26<sup>th</sup> June. 2pm to 3.30pm. *Discovery Day - Roadside Signs***  
Examine the Museum's collection of roadside signs and find out about the processes involved in designing and creating the signs. Amberley Museum. 01798 831370.  
[www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Weekend 28<sup>th</sup> - 29<sup>th</sup> June. *Model Railway Weekend*** Variety of layouts across the railway stations. Bluebell Railway. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Friday 4<sup>th</sup> July, 6pm. *Geoffrey Mead's "Ambles not Rambles"*** Warminghurst; USA and Sussex. Meet at Warminghurst church. [g.mead@sussex.ac.uk](mailto:g.mead@sussex.ac.uk)

**Saturday 5<sup>th</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 5<sup>th</sup>- 6<sup>th</sup> July. *Large Steam Show*** Large scale and full-size working steam engines on display around the Museum. Also Steam train rides operating. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Sunday 6<sup>th</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 13<sup>th</sup> July. *Classic Car Show*** Classic motor vehicles from 1954 to 1994. Open to anyone to display their classic car Booking essential. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Weekend of 19<sup>th</sup>- 20<sup>th</sup> July. *Southern at War*** Re-enactors, displays, military vehicles and aircraft. Bluebell Railway. [www.bluebell-railway.com](http://www.bluebell-railway.com)

**Weekend of 19<sup>th</sup>- 20<sup>th</sup> July. *Rail 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)

**Thursday 24<sup>th</sup> July, 2pm to 3.30pm. *Discovery Day -The Railway at Amberley***  
Join the curator for a site tour looking at the impact of the standard gauge railway on the development of the site. A special event Celebrating Rail 200. Amberley.Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Sunday 27<sup>th</sup> July. *Worthing seafront bus rally.*** [www.worthingbusrally.co.uk](http://www.worthingbusrally.co.uk)

**Saturday 2<sup>nd</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 9<sup>th</sup> -10<sup>th</sup> August. *Tinkers Park Railway Gala at Hadlow Down*** Traction Engines, vintage vehicle, railway train rides all day, model railways. [www.tinkerspark.com](http://www.tinkerspark.com)

**Sunday 10<sup>th</sup> August, *Bus Rally at Tenderden Station***

More than twelve vintage buses with some offering free rides to a number of local destinations. [www.kesr.org.uk](http://www.kesr.org.uk)

**Sunday 23<sup>rd</sup> August, *Toy and Collectors Fair*** Horsted Keynes Station, Bluebell Railway. [www.bluebell-railway.com](http://www.bluebell-railway.com).

**Novium Museum, Tower Street, Chichester**

Small exhibition on the Selsey Tramway including some items loaned by Alan Green. Exhibition on until end of 2025.

**Festival of Chichester 14<sup>th</sup> June to 20<sup>th</sup> July**

Full programme will be available on the website.

To include 29<sup>th</sup> June, 2pm. Guided walk “Elegant Entertainment in Georgian Chichester” led by Alan Green, themed with the concert at St John’s Chapel  
“An Excursion to Vauxhall Gardens”, at 4.30pm.

**13th July, 10.30am A walk around Georgian Chichester** led by Alan Green.

**11<sup>th</sup> October, at Kings Church Lewes. *Day Conference “Change in Victorian & Edwardian Sussex 1840-1914”*** Study Day Tickets at Eventbrite.

<https://www.eventbrite.co.uk/e/change-in-victorian-edwardian-sussex-1840-1914-study-day-tickets-1260935565219>

**Hastings DMU’s. Opportunity for viewing the DMU train in action and booking a Sussex Tour**

Many members will have attended Jim Gibbons talk on the Preserved Hastings DMU a year ago and there is the opportunity of seeing the train in action in Sussex and also booking a tour on the train.

On 17<sup>th</sup> May there is a tour from Hastings to the Bluebell Railway and it is likely that the route will be via Eastbourne, Lewes and Brighton. Discussions are also taking place for the train to be used for Railway 200 on the Bluebell Railway during July and August. Details of the route, timings and booking procedures will be available on [www.hastingsdiesels.co.uk/railtours/](http://www.hastingsdiesels.co.uk/railtours/)

**RAILWAY 200 Events**

Little information available at time of going to press. Worth searching web sites during the summer.

One event currently detailed is the visit of the “200<sup>th</sup> Anniversary Touring Exhibition” to the Bluebell railway from 23<sup>rd</sup> to 29<sup>th</sup> July. This unique touring exhibition train will



be visiting locations throughout the rail network to promote the past, present and future of the railway. Further information will be available at [www.bluebell-railway.com](http://www.bluebell-railway.com)

### **Dates for Diary**

**Association of Industrial Archaeology Society Conference to be held at Bradford 6<sup>th</sup>- 10<sup>th</sup> September.**

*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.*



## **Robin Jones 1941-2025**

**John Blackwell**

SIAS members will remember Robin as the editor for many years of the Sussex Mills Group's Newsletter following the formation of the group and as a contributor to the SIAS Field Guide which was produced for the AIA Conference held at the University Of Sussex in 2015.

Born in Wannock near Polegate, he lived all his life in the Eastbourne area gaining a Certificate in Mechanical Engineering at Eastbourne Technical College, leading to a career that included spells with F. G. Miles at Shoreham, who made aircraft simulators, Creeds in Brighton working on the latest teleprinters and finally returning to Eastbourne as a draughtsman for Coldflow and Nobo designing whiteboard and other visual aids.

Travelling was another of Robin's passions and along with his twin brother David they travelled the world including Niagara Falls, Brisbane, Hong Kong, the Falkland Islands, Panama Canal, the USA, Scandinavia, Vietnam and China. I recall Robin reminiscing on a cruise where they had an upgrade to a suite which included a personal butler and on another occasion their trip to The Crimea and Sevastopol.

Robin's main interest was piers and paddle steamers on which he contributed many articles to journals and gave talks to interested groups. He was an early member of SIAS joining shortly after foundation in 1967 and for over 50 years he rarely missed a visit or talk. Despite failing health he came to the Bishopstone Station visit last summer and to SERIAC 24 at Chichester in October.

Always willing to share knowledge and help and support SIAS activities, he will be sadly missed.

## January Talk. Brighton Locomotive Works

### Report by John Blackwell

A large audience welcomed Guy Hall for the first presentation of 2025.

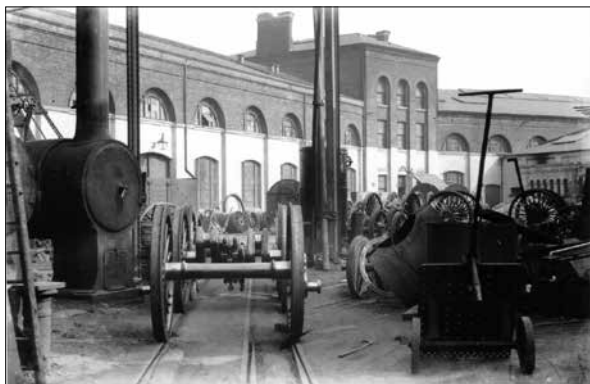
The first railway maintenance building in Brighton was an engine shed, built in 1840 by the London and Brighton Railway. It was sited north-west of the station on the Shoreham branch which had opened in May. Next year when the main line from London arrived the facilities expanded but major repairs were carried out at New Cross, where facilities were shared with the London and Croydon and the South Eastern Railways. With the formation of the London Brighton and South Coast Railway (LB&SCR) in 1846 and with lines being constructed to Hastings and Portsmouth the decision was taken to build a works at Brighton to the east

of the London lines. This slowly increased in size and capability especially after the arrival of John Chester Craven as Locomotive Superintendent in 1847 resulting in the first locomotive to be constructed there in 1852. By the 1870s with route miles and passenger numbers increasing, the cramped site on which the works had been constructed needed to be reorganised. The motive power



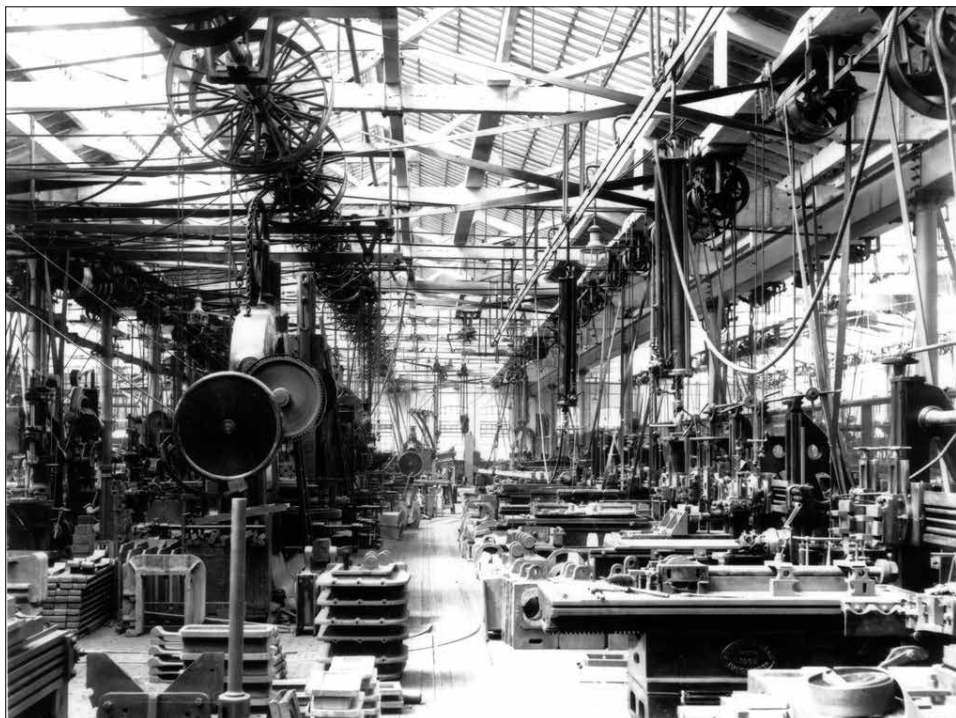
View from Preston Circus Showing the work shops built over the goods line. Note the house in the foreground was occupied by Henry Longhurst Snr. See Page 17

depot (engine sheds) was transferred to new sheds built between the main and Portsmouth lines and carriage and wagon construction shops formed on the original site. A new paint shop was built on the north side of New England Road, away from the works. Guy then showed a selection of images of the works including the boiler, machine, smith's, wheel, and paint shops. These showed locomotives under repair or overhaul, steam hammers, a tangle of overhead line shafting and belt drives and we learned that women were employed to mix paints, a tiny presence in a male workforce numbering over 1,000. By the 1890s additional space was needed and a range of shops were built over the goods line from the upper to the lower goods yard, which was situated to the east of and at a lower level than the station and works. These shops were supported on tall brick columns a few of which still remain as does the bridge which carried the goods line over New England Road both and can be viewed from the Greenway which extends from the station to the bridge. With the works again at capacity and many locomotives stored awaiting overhaul the decision was made in the early 1900s to relocate carriage and wagon building to a new site in Lancing and a partial rebuilding of the Brighton



Wheel Shop Yard

works which would then concentrate on locomotive construction. Following the establishment of the Southern Railway in 1923 much of the new locomotive building was transferred to the more modern works at Eastleigh and Brighton being restricted to overhauls began to run down. With the advent of WWII the works



Machine Shop

were re-equipped to build locomotives and anti aircraft guns. Following the War locomotive construction of the West Country and Battle of Britain classes, and after the formation of British Railways in 1948 the Standard Class tank engines. The last locomotive completed was Class 4 tank 80154 in 1958 making a total of over 1,200 locomotives in just over 100 years. In 1952, the workforce numbered some 650. Between 1957 and 1962 Isetta bubble cars were fabricated in part of the

works. Components were brought in by rail and the completed vehicles shipped out by rail. The works closed in 1958 and was completely demolished in 1966.

The second part of Guy's presentation looked at the locomotives built at the Works under various Locomotive Engineers (dates of tenure in brackets)

John Chester Craven (1847-1860). The first locomotive constructed at the works was a six wheeled 2-2-2 well tank in 1852. During his time a total of 72 different types of locomotives were built.

William Stroudley (1870-1889) Rationalised the building of locomotives into different classes and standardised components for use on different classes. Best known for his A1 class "Terrier" small tank engines, of which several survive in preservation, and the B1 class tender engine of which the first of the class "Gladstone" is on display at the National Railway Museum in York. He also designed engines and machinery for the LB&SCR's cross channel vessels which were serviced at the newly built (1878) Marine Workshops at Newhaven. The engines although designed by Stroudley were not constructed at Newhaven, as stated, but by the ship's builders, John Elder & Co of Govan Glasgow.

Robert Billinton (1890-1904) continued Stroudley's principles but with increasing length and weight of trains more powerful locomotives with eight wheels were needed, notably the E class 0-6-2 Radial Tanks (the rear axle under the bunker was designed to move laterally when negotiating a curve) and the B4 class 0-4-4 tender express engines. Radial Tank "Birch Grove" survives on the Bluebell Railway.

Douglas Earle Marsh (1904-1911) introduced ten wheeled locomotives with superheating, including the famed 'Atlantic' 4-4-2 class H1 and H2 (superheated). These were used to haul the all Pullman "Southern Belle", from Victoria to Brighton, billed as the "Most Luxurious Train in the World". Although the entire class were scrapped a new build H2, "Beachy Head", has recently been completed and can be seen on the Bluebell Railway. By 1910 thirty percent of the locomotive fleet was unusable and Marsh took the blame and resigned.

L B Billinton (1912-1923) son of R J, built the final locomotives constructed for the LBSCR including the massive "Baltic" 4-6-4 tank engine designated as a war memorial engine and named "Remembrance".

Richard Maunsell (1923-1937) Chief Mechanical Engineer Southern Railway. This was a period where the works handled repairs and overhauls as new locomotive construction was transferred to more modern works and third rail electric traction was introduced. The only new locomotives built were eight Z class 0-8-0 heavy shunters in 1929/30.

Oliver Bulleid (1937-1948) CME Southern Railway. During WWII the works were re-equipped and locomotive construction restarted in 1942 with 20 of the Q1 class 0-6-0 wartime austerity heavy freight engines, an ugly but effective machine. In



Leader locomotive

1945 construction began on the “West Country” and “Battle of Britain” class of light Pacific 4-6-2 locomotives. These Bulleid designed locomotives featured streamlined boiler casings and innovative design features including chain driven valve gear enclosed in an oil bath, which caused problems due to the chain stretching and oil leaking. In 1946 Bulleid started the design of an experimental steam locomotive with a driving cab at each end, the firebox and cab for the fireman in the centre, and 0-6-0 bogies under each end. Only one of the five “Leader” class was completed and this emerged from Brighton works in June 1949. Test running soon showed a multitude of problems including a very hot fireman’s cab (50° C) but allegedly it also had “outstanding steaming characteristics and total traction from the two power bogies”. However the newly created British Railways soon scrapped all five. Guy’s opinion was that it was an attempt to prolong steam engine design, a good idea but rushed development.

BR Days (1948-1958) These are best described as a golden sunset for the works with 106 of the West Country and Battle of Britain class being constructed between 1945 and 1951 and 130 of the BR Standard Class 4, 4-6-4 tank engines, between 1951 and 1957 when locomotive construction ceased with repairs following in 1958. Several of these later locomotives survive in preservation.

Many thanks Guy for a most informative and excellent presentation followed by a variety of questions and comments from the floor.

## **The Tunnels Beneath Brighton Station**

**John Blackwell**

An interesting project has just been completed, investigating the tunnels under Brighton's railway station at the top of Trafalgar Street. The inspiration was a light festival held in the former cab road, under the station, in 2023 attracting some 10,000 visitors. A interest group was formed to study the tunnels which included Jackie Marsh-Hobbs, who members will recall led guided tours both above and below the station. Funding was obtained from the National Lottery Heritage Fund and volunteers carried out in depth research into the station and its tunnel's history and what now survives. SIAS was contacted by one of the volunteers, Mike Anson, seeking if Ron Martin, who had written the definitive history of the station in *Sussex Industrial History* No 28 in 1998 could help, sadly this was not possible but the article no doubt founded much of the research.

Volunteers focused on three research areas, which are the themes of the website they produced [www.underworld-brighton.com](http://www.underworld-brighton.com)

**Who** explores the society and people who worked in, used and built the railway station and its underworld.

**How** reveals some of the methods used to design and create these.

**Why** shows why the tunnels and underground areas were created and the new uses they have had over the years.

The website is a mine of information and images and is well worth a visit although I found navigation somewhat tricky and repetitive. I suggest one should start with a short film traversing the cab road to be found under the Why heading:- The Cab Road - a film by Annis Joslin. An exhibition was held at the Phoenix Gallery in Brighton for a short time in February which repeated the information on the website and displayed most of the images. Congratulations to all those involved in the project which reveals a largely unknown area of Brighton's railway heritage. It is intended to keep the website active and hopefully add too as new research is revealed.

### **The Cab Road - some queries and theories.**

The cab road was needed because horse drawn cabs could not negotiate the steep gradient at the top of Trafalgar Street. When the station opened in 1840 an open sloping ramp was constructed against the side of the station to allow cabs a means of access to the station. Maps of the time show there was no direct access from The Steine, Kemp Town and Brunswick Town until Queens Road and the bridge across Trafalgar Street were constructed in 1845. Horse buses are known to have run from these points picking up passengers from hotels from 1840 but I have found no route described and assumed they used Trafalgar Street and being drawn by two horses could negotiate the top end, or did they too use the cab road? I also



Exit of cab road into station. Note the horse cabs on one side and their motor replacement opposite which could not negotiate the hairpin bend. One of the columns on the right was supported by the box girder in the tunnel roof.  
See front cover  
(G F Burt)

assumed that both cabs and carriages used the ramp depositing their occupants in the station forecourt.

Since Ron's article was published I have found some additional information which would appear to challenge some of his information.

In 1861-2 a major expansion of the station was undertaken with a new easternmost platform being created. A document at The Keep ACC 8894/5/75 describes the work to be undertaken including construction of a new cab incline with an iron and timber superstructure to carry a line of rails on top with approaches and a wall to carry the roof of the (new) passenger shed on the south and east side thereof. This I believe to be the present cab road, certainly the southern part and this is supported by a report in the Brighton Guardian dated 12<sup>th</sup> March 1862 which gives details of the works when completed. From which date only empty cabs would use the new tunnel to pick up fares from incoming trains.

*"Under the new line of rails on the eastern side of the station is a tunnel leading from the upper station to the lower (the goods station). The new tunnel 300yds in length and commencing in Trafalgar Street just near the goods entrance with a width of about 30 feet decreasing to 23 feet and narrowing to 13 feet which width it keeps for the remainder of the distance. It is lofty and waterproof throughout and forms an admirable shelter for horses and vehicles. It has an exit at the end of the arrival platforms and by it all cabs seeking fares must enter the station".*

The plan obtained from Network Rail by the Underworld team supports most of the measurements i.e. the total length including the hairpin bend is 284 yards the initial width of 30 feet narrowing to 13 feet but not the final hairpin ascent of 8 feet in width (which images confirm is correct). Further evidence that the cab road was constructed in 1861 and not in 1883 are that the blocked windows in

the lower half, are so because of the later 1883 buildings on the west side of the goods yard and secondly there is an enormous box girder bridging the cab road and supporting one of the 1883 roof columns situated on the east side of the cab road in the station train-shed. This again supports the 1862 date as if the cab tunnel was built in 1883 a better arrangement would surely have been made. This leaves the unanswered problem with the hairpin bend, was this constructed or altered in 1883 although the exit into the station appears to be in the same position. The entrance to the cab road would have been slightly further into the tunnel, where the elliptical arch is (as shown on the 1874 O.S. map), than the present doors. Any further information would be appreciated.

Box Girder support for one of the (1883) Train Shed roof support columns, this spanned the earlier Cab Road.  
(Martin Snow 2001)



Final ascent to platform level (at extreme right), after negotiating the hairpin bend (behind camera).

Note the grooves worn in the brickwork, this is where the cabs would rest against the wall while waiting to exit to the platform road to pick up arriving passengers.  
(Martin Snow 2001)



## Brighton Pubs and Breweries

John Blackwell

### 2. Henry Longhurst's Amber Ale Brewery

On Thursday 20<sup>th</sup> May 1852 the following notice appeared in the Brighton Gazette. *Henry Longhurst (who for the last 21 years has had the management of, and conducted the brewing at, the Black Lion Street Brewery) begs to inform his friends and the Public generally that he has taken the VIADUCT BREWERY, LONDON ROAD, which he now proposes to call the AMBER ALE BREWERY, and from whence he assures that he shall be enabled to supply an article equal in quality to any Beer brewed in Brighton.*

The first reference to this Brewery appears on the Preston Tithe Map surveyed in 1838 where the brewery is situated at the southernmost extent where now is Preston Circus. The apportionment states it is owned and occupied by William Stanford. No commercial brewing appears to have been carried out, however a George Shuckard is shown in Pigot's 1839 directory as a brewer in London Road, he was bankrupt by the end of the year. In 1845 a William Hardwick was in occupation when it was named as the Viaduct Brewery, after the huge viaduct being constructed, in green fields, 100 yards to the north of the brewery, for the Lewes and Hastings Railway Company.

By 1851 Longhurst had acquired the *Black Lion Inn* in Mighell Street and set about finding other outlets for his products. A common practice at the time was to obtain property used as a beer shop and 'tie' it to their brewery so that only their products could be sold there, i.e. a tied house. The process is not easy to track as third parties were normally involved but it is likely the *Gardeners Arms* (closed 1894) at 16 Church Street and the *Fountain Inn* in Upper Russell Street (demolished 1930) was obtained this way. Longhurst also converted a stable at his brewery and opened a beer house called the *Fountain Head* in about 1857. Five years later he



applied to Hove magistrates for a full license (to be able to sell wine and spirits as well as beer) the bench was told it had been well run and the only objection was from the licensee of the *Hare and Hounds* situated on the opposite corner 10 yards, but in a different parish. Application granted! The license was transferred when the *Stanford Arms* received a license in 1870.



Bridge Inn.c1960. Note boundary marker.



Bridge Inn Boundary Marker 2024

The business prospered and in 1862 Longhurst built a spacious (public) house immediately west of the railway bridges in New England Road at the junction with Old Shoreham Road, the building was said to have cost a £1,000. His application for a license stated he had secured an agreement from the railway company (LBSCR) for a triangular piece of land sufficient for allowing carriages to draw up without inconveniencing the road. The house was called the *Bridge Inn* and was demolished in 1971 but the boundary marker survives. Other Public Houses followed the *Argyle Arms* in Argyle Road (1875) the *Railway Hotel* in Ditchling Rise (1878), on land purchased from the Stanford Estate, the *Stanford Arms* at Preston Circus (1870) built by Stanford Estate and purchased by Longhurst in 1886, the *Marquess of Exeter* Upper Hamilton Road/Exeter Street (1895), formed by conjoining two separate houses.

Originally the Brewery was leased but was subsequently purchased with additional land from the Trustees of the Stanford Estate. A malt-house was built and is shown on the 1874 O.S. map. Complete remodelling of the brewery commenced soon after (with the date 1876 shown above the entrance to the brewery yard in Viaduct Road) and completed in the early 1880s. The architect was Henry J Lanchester who had previously undertaken work for the Stanford Estate and the builder Messrs Webber & Son of Brighton. A note in *The Architect* for August 6<sup>th</sup> 1881 gives details, ‘*The materials are chiefly stock and red bricks from St John’s Common (Burgess Hill), the stonework used throughout is Portland and the Floors are laid with Seyssel asphalt. The principle feature is a clock tower, which contains a water*



Marquess of Exeter Exeter Street Brighton c1960

A note in *The Architect* for August 6<sup>th</sup> 1881 gives details, ‘*The materials are chiefly stock and red bricks from St John’s Common (Burgess Hill), the stonework used throughout is Portland and the Floors are laid with Seyssel asphalt. The principle feature is a clock tower, which contains a water*

*tank at a level commanding the whole of the buildings’.*

Henry Bollen Longhurst Snr had died in 1888, aged 86, and the business was taken over by his son Henry Braddock Longhurst who had worked with his father from when the Brewery was first acquired. In 1899 the Brewery was put up for sale, the business and tied houses were previously sold to Abbey & Sons of the Bristol Brewery, later the Kemp Town Brewery, in St George’s Road. The advertisement for the Brewery sale stated it to have a capacity of 15 quarters i.e. 12,000 barrels per year, (a barrel is 36 gallons). Significantly the Brewery was said to be suitable for other purposes such as a tramway or omnibus depot (Brighton at the time was looking for a depot for the proposed tramway system). More column inches were written on the fate of the brewery site than of its existence during the previous 50 years. It was never used as a tramway depot, having being eventually purchased for £26,462 by Brighton Corporation, then demolished and used for a fire station, as it still is. The malt-house was later leased and became the Duke of York’s Picture House in 1910 (now Cinema) reputedly the oldest cinema in continuous use in Britain. Its origins as a malt-house can be seen at the rear and from the fire station’s yard. So ends this tale, H B Longhurst moved to Eaton Gardens in Hove and was one of the 1,300 prominent townspeople attending the wedding of the Mayor of Brighton’s daughter in January 1900. He died in 1919 leaving an estate of £55,000.

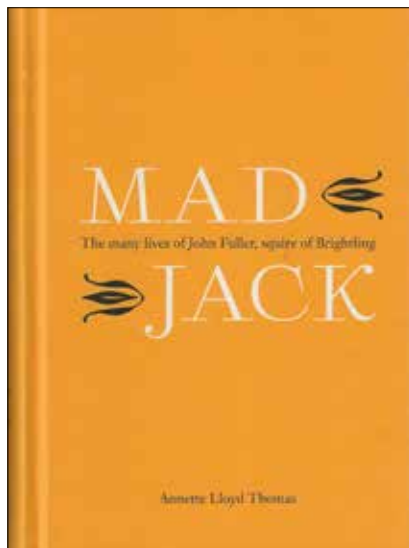
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**Book Review - Alan H J Green**

***Mad Jack – The many lives of John Fuller, Squire of Brightling***

by Annette Lloyd Thomas

There can’t be many SIAS members who have not come across John ‘Mad Jack’ Fuller (1757-1834), whether from seeing his follies at Brightling or “knowing” of his reputation as a Georgian Sussex eccentric. I put knowing in inverted commas as until now comparatively little was really known about Mad Jack, but in this book Annette Lloyd Thomas gives a full, and very detailed account of his life and achievements. Those achievements go way beyond follies.

He was born over the border in Hampshire in 1757 in North Stoneham, where his father was rector. This sounds like a modest entry into the world, but the Fullers were a wealthy



family and when he was twenty Jack inherited the family fortune. This inheritance brought him to Sussex where the family had had a long association with Brightling and owned, inter alia, a foundry at Heathfield and a forge at Burwash.

His reputation for extravagant living via passions for excessive gambling, drinking and eating was well deserved, but there was much more to him than that. In his colourful life, as well as being Squire of Brightling Jack Fuller was an MP first for Southampton then as one of the two for Sussex, a Captain in the Sussex Militia, an absentee Jamaican plantation owner, a patron of both the arts and sciences and a great philanthropist.

He put his wealth to good use and his philanthropic ventures including supporting the founding of the Eastbourne Lifeboat, the original Belle Tout lighthouse, enhancements to Brightling church, and the restoration of Bodiam Castle which he had bought and saved from ruin. As patron of the arts he bought paintings from J M W Turner, commissioned landscape designs from Humphrey Repton and consulted Sir Robert Smirke over his building projects. On the science side, one of his passions was astronomy and he built a substantial and well-equipped observatory at Brightling and became a member of the Astronomical Society. He was also elected an early member of the new Royal Institution where he established the eponymous Fullerian professorships and a gold medal to be awarded for advances in chemistry. The list goes on.

So did he deserve the epithet 'Mad'? There is no evidence of when the term was first coined, but 'eccentric' would be much nearer the mark. But did this eccentricity really extend to his being entombed upon his demise in the Brightling pyramid, sitting in full dinner dress at a feast on an iron table? Well, I'm not going to tell you - you'll have to read the book to find out!

This well researched and fully referenced book is highly readable and well illustrated in colour, including many charming watercolours specially commissioned from Simon Darley.

It is published by the author,

Annette Lloyd Thomas,

288 pages hardback,

ISBN 978 1 99992223 8,

and available to order from her distributor, York Books ([yorkbookshop.com/history/192-mad-jack-the-many-lives-of-john-fuller-squire-of-brightling.html](http://yorkbookshop.com/history/192-mad-jack-the-many-lives-of-john-fuller-squire-of-brightling.html)) or online from Waterstones.

It is also stocked by Rother Books in Battle and the Green Finch Shop in Wadhurst. For more details visit the author's website - [www.madjackfuller.net](http://www.madjackfuller.net)

## February 2025 Talk , Industrial Archaeology in Lewes

### Report by Alan Green

For our February talk we were pleased to welcome Dr. Sue Berry who gave a superb talk on the industrial history of Lewes, her hometown. In introducing her, our Chairman, John Blackwell, pointed out that Sue is a long-standing member of the Society of even longer standing than himself!

Lewes, the county town of Sussex, is situated on the River Ouse which, thanks to the Lower Ouse Navigation, had been fully navigable up from Newhaven since 1795. The river south of the bridge was also host to some small boatyards building vessels such as barges and small brigs, but with the introduction of iron hulls shipbuilding moved to Newhaven. Lewes was well connected to the turnpike network and, along with the River Ouse, provided the conduits for trade until the coming of the railway in 1846.

Prior to that there is evidence of industry in the 16<sup>th</sup> century. For example, Southover, lime pits and quarrying. One 17<sup>th</sup> century blacksmiths business in Southover High Street stayed in the Hillman family until 1899.

The economy of Georgian Lewes was supported locally within the town and also from the outlying estates of Firle and Glynde. Its trade also spread farther afield including cannon that were being smuggled out to the enemy in France despite all ordnance manufactures having to be registered with the Government. Smuggling was an important 'industry' along the Sussex coast in both directions! Lewes trades at this time included paper, smithies, cabinet makers, clock makers and the all important brewing.

Politically Lewes was served by two MPs and was something of a rotten borough until the Reform Act of 1832 which reduced the MPs to one and introduced secret ballots eliminating opportunities for corrupt influence and thus reduced the interest in the town by local gentry. Lewes though was in the vanguard in getting public utilities gaining a gasworks and street lighting in 1822 and a piped water supply in 1833.

Ironfounding was a longstanding industry, and an early foundry was situated in Foundry Lane, Cliffe. Although enlarged by the splendidly named Ebenezer Morris in the early 19<sup>th</sup> century it could not compete with the picturesquely called *Etna* foundry now under redevelopment on the south side of the shopping precinct nor with the Every family's much larger Phoenix



Lewes Cliffe railway bridge (SAS)

Iron Foundry on the north-west bank of the river above the bridge, and so closed. Phoenix meanwhile, under successive generations, diversified into making street furniture, seaside railings and columns for LBSCR station canopies and thus managed to keep going into the late 20<sup>th</sup> century.

Lewes was famous for its breweries and in the mid-19<sup>th</sup> century there were at least six, but many sold out to large Croydon or Brighton breweries who closed them down and redeveloped the sites or sold them for that purpose, supplying the acquired tied houses instead with their own brew brought in by rail. Fortunately Harvey's, situated on the river, escaped all that and still is in business today, the only large independent brewery in Sussex.



Lewes Brewery in 1909 flood (SAS)

By 1801 Lewes had been outsized by Brighton, only eight miles away, and did not foresee the coming effect of the railway which would bring about a decline in industry. The railway, which arrived from Brighton in 1846, firstly killed off the coaching inns and then enabled tradesmen to travel easily to Brighton, and the rapidly developing settlements of Haywards Heath and Eastbourne where some opened up new branches of their businesses.

Sue cited Anthony Trollope who, in his *Barchester Towers* of 1857, describes most provincial Victorian towns as being dull and adding nothing to the county unless it is an assize town which is also a cathedral city; i.e. his fictional Barchester. In Sussex the cathedral city was Chichester so, in Trollope's eyes Lewes fell into the former category and possibly lost out socially and economically as a result.

This was a most informative talk, well researched and, as always with Sue delivered entirely without notes, something that those of us who can't do that so - envy!

SIAS members will be interested in a conference that Sue is organising for the Sussex School of Archaeology and History on the subject *Living in Victorian and Edwardian Sussex* on 11 October this year. It is based around the effects the arrival of the railways had on the county, and, as well as Sue herself, speakers include John Minnis and our own Geoffrey Mead and Alan Green. It will be held at the King's Church in Lewes (the 'industrial church' near Homebase) commencing at 10.00. Details will be posted on the SSA&H website later this month.



***‘... various conveyances for public use’***

**A tale of the Brighton Aquarium bus station...that might have been**

**Geoffrey Mead**

Brighton's Sea Life Centre on the Madeira Drive, adjacent to the Palace Pier, has been in existence since 1872 when it opened as the Aquarium, at the time the largest in the world and designed by the doyen of marine pier builders, Eugenius Birch. The Brighton Aquarium was established by a private company in 1869 and the site chosen was the original entranceway to the Chain Pier, which by that date was over 40 years old and being seen as outdated with the erection of the new design West Pier in 1866. The initial cost was £130,000 and Prince Arthur was at the inauguration ceremony at Easter 1872 but it was formally opened on August 10<sup>th</sup> by the Mayor Cordy Burrows, whose statue is nearby in the Old Steine gardens. There is an item of IA interest at this location later in the century as a street directory advert of 1885 shows a manufacturer of bicycle and tricycles here.



Aquarium 1910

In 1901 Brighton Corporation acquired the premises, but the building's popularity waned and in 1914 a scheme was put forward to remodel the premises at a cost of £22,000, however the outbreak of war that year put paid to all such plans. Now, as a rule aquarium [aquaria...?] do not usually come into the remit of IA, but this building had, for a brief period in the 1920s, the potential to be the site of a decidedly mainstream IA interest, a coach and bus station. The Peacehaven Post in July 1922 had in its section *'Brighton Brevities'* the following notice:

“Once again the sore problem of what to do with the Aquarium is exercising the minds of Brighton Councillors. An offer has been received from the Southdown Motor Services to take a sixty years lease of the building and part of the existing road at the eastern end at a rental of £3,250 per annum. The company's object is



Seafront & Aquarium 1932-33

to reconstruct the building and convert a part of it into a motor coach and omnibus terminus. On this work of conversion they are prepared to spend immediately, not less than £40,000. An ornamental frontage would be erected with a promenade on the top, and it is also proposed to construct a handsome colonnade along the Madeira Road, which, while greatly improving the front elevation of the buildings, would provide shelter for the public in bad weather, which is much needed at this spot. Electric lifts and a turntable near the centre of the building would lower the coaches to the basement and place them in position for running to the eastern end, where they would leave the building by an inclined road. The company submit that their proposal would prevent congestion of traffic in Madeira Road and afford safety and shelter for cars entering the town, the western portion would be converted into a large and handsome restaurant, including tearooms, with ample cloakroom accommodation. It is proposed to reserve a portion of the site for medical baths and electrical treatment.”

The following month Peacehaven Post continued the story with a new statement “There has been but one topic of real interest during the past month, the future of the Aquarium. At its last meeting, four weeks ago, the Brighton Town Council closed with the offer of the Southdown Motor Services Ltd to rent the site at £2,870 a year for sixty years, and to reconstruct the present shabby building, providing accommodation for a large number of ‘buses and various conveyances for public use’. The offer was accepted by a small majority, and caused such a clamour in the town that a special meeting of the Council was called on July 20<sup>th</sup> to reconsider the original decision, but the meeting this time by a majority of one, only confirmed its original decision. No doubt more will be heard of the matter at the Council Meeting, which coincides with our Press day.”

Sure enough on September 1<sup>st</sup> a short notice appeared in the Peacehaven Post





Brighton Aquarium poster 1930

“The inquiry by the Ministry of Health into the application of the Brighton corporation to lease the Aquarium for sixty years to the Southdown Motor Services has been fixed for Tuesday September 5[sic] next. It will be held at the Brighton Town Hall at 10.30am. The Inspector will be Mr H. Ross Hooper OBE M.Inst.C.E.”

As it was a monthly periodical, Peacehaven Post had to wait until its October issue on the 2<sup>nd</sup> to conclude the tale: “The opposition to the scheme for converting the Brighton Aquarium into a motor garage won the day, and now, among alternative schemes in the air, is one brought forward in the name of Mr WH Linn, and is certainly a highly ambitious one. It would leave nothing of the existing Aquarium except, perhaps the stairway leading from the entrance hall. It provides a new and handsome entrance. The chief feature is the provision of a theatre, capable of seating 2,200 persons, with a stage which would certainly be the largest in Brighton. Our information, says the Brighton Herald, is that it would be a stage of Drury Lane Theatre dimensions. Concert halls, a dancing hall and restaurants provided. The picturesque rockery waterfall and pools are to be retained and made a feature of the new arrangements. The extensive roof is to be treated as a roof garden. A well-known firm of London architects has been engaged in drawing up the plans and an expenditure of something like £100,000 is foreshadowed.” The Peacehaven Post falls silent on the topic after this, but in 1925 the Council agreed to improve the Aquarium, and the work was eventually carried out along Mr Linn’s ideas, but not until 1927-29 and by David Edwards, the Brighton Borough Surveyor; described by the Pevsner guide 2013 as, “...in a Louis XVI style faced in white artificial stone”, it opened at Whitsun 1929, the total cost being £117,000. The Duke of York [later King George VI] re-opened it on June 12<sup>th</sup> 1929.

#### References

- Brighton Aquarium 1872-1972
- Peacehaven Post 1922
- Strangers Guide: Brighton 1885
- Sussex: East. N.Antram & N. Pevsner 2013



Strangers Guide 1885

## The Coultershaw Heritage Site

### March 2025 - Report

The 2024 Coultershaw season maintained the momentum built up over the last few years and saw a small increase in the number of visitors to give a new record. Income was considerably up owing to the event day pop-up coffee shop and an increase in the admission charge to £4.00.

We are fortunate to have recruited new maintenance volunteers which has already made a huge impact on the site. However we rely on a much smaller pool of volunteers for guiding visitors and organising events. Volunteers have enjoyed two exchange visits (with Petworth House and The Weald & Downland Museum) plus an outing to Whitchurch Silk Mill.

The conversion of the old workshop into a study room and the collection store is complete. The store now houses the 'Coultershaw Collection' of many thousands of documents and artefacts relating to the history of Petworth and the surrounding area. Anyone wishing to explore the archive is welcome to visit on a Tuesday morning. Our research team is busy cataloging the archive and using the contents to create stories for exhibitions. On Easter Sunday there will be an exhibition on the history of Terwick Mill, near Rogate.

I am pleased to report that the SIAS funded repair to the waterwheel worked perfectly throughout the season. However with all the flooding many of the wheel boards will need attention before we open.

Our Tuesday maintenance team have now completed the renovation of the South Warehouse workshop area and will continue with the exhibition space. Although we do not yet have funding for the creation of an exhibition on the history of the River Rother, we should be able to fund the renovation of the building's fabric.

As a charity we do rely on the income from the turbine and despite the volunteers having to replace the generator in March last year it has otherwise worked well. Rather oddly for a hydro it generates more power in Summer than Winter - due to the Rother so readily flooding even after moderate rain.

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

Barry Flannaghan



#### 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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Please send contributions for the next *Newsletter* to the Editor by the 7<sup>th</sup> June 2025

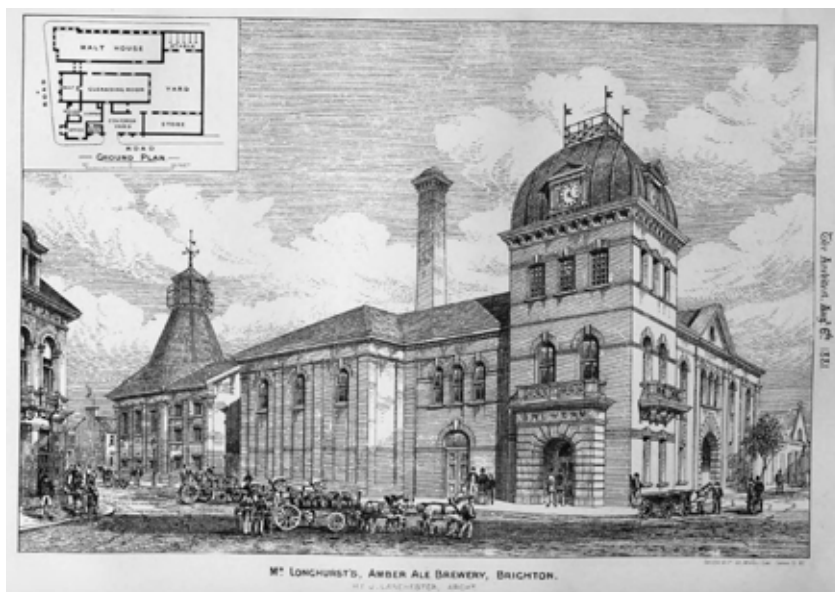
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Subscribing to the Sussex Industrial Archaeology Society gives automatic membership to the Sussex Mills Group

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



Brewery c1865. Note the Fountain Head Brewery Tap and the sign to the Tivoli Gardens, just north of Clermont Road Preston. Image: Royal Pavilion & Museums Brighton & Hove



Brewery 1881. Image The Architect August 6th 1881

