



Sussex Industrial Archaeology Society

Newsletter

Number 169

January 2016



Throwing the clay into the tile mould.

Society visit to Aldershaw Hand Made Tiles Ltd. in Sedlescombe see the report in this *Newsletter*.

(*Malcolm Dawes*)

Newsletter 169

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Editorial

Welcome to *Newsletter 169* and a New Year. A special feature this issue is the tour notes for a self guided tour of the IA and features of Brighton.

I have received an enquiry from Antony Hemans regarding - Nyewood Brick & Tile Co., Nyewood, Nr. Rogate, West Sussex

Does anyone hold any information about this company together with photographs. It had a railway siding from Rogate Station on the LSWR Midhurst to Petersfield Branch Line.

He is also interested to learn of any information on the Henty & Constable Railway Tavern also at Nyewood.

Please respond via myself.

Earlier publications available

Sussex Industrial History

Nos 2 to 5, 17 to 22, 24, to 28, 30, 32 to 43.

£1 Each plus £1.19 postage.

Brickmaking in Sussex £8 plus £2.05 postage.

Sussex Watermills £3 plus £1.19 postage.

Please make cheques made out to SIAS and send to the Treasurer
whose address appears at the back of the *Newsletter*

Forthcoming SIAS Events

Malcolm Dawes

All meetings are held at West Blatchington Mill Barn, Holmes Avenue, Hove

Saturday 23rd January, 7.30pm. *The Village Pumps of Sussex*

Talk by Paul Snelling

Possibly not that well known a subject within IA circles. Prior to the introduction of mains water supply householders would obtain their water from streams, wells or from a pump. Cholera epidemics in London in 1854 started the decline of the village pump as water mains came on line. Paul will outline their history and show images of most of the known remaining pumps in the county.

Saturday 13th February 7.30pm. *An evening of archive films and photos of Sussex Industrial Archaeology*

Following our successful previous archive evenings, we plan to delve into the archives again. Various IA related videos, films and animated images, both recent and from a dig in the archives, it may not be too late to something from you. An evening of nostalgia.

Saturday 19th March 7.30pm. *London Road to Eastbourne* with Mike Slamo

Mike makes a welcome return for another delve into his extensive archive, this time on the local East Coastway railway line. As a regular traveller he will illustrate the many changes he witnessed between 1972 and 2003 and bring us up to date.

Note: At 2.30pm approx. at the same venue there is a Brighton Circle talk, ***Penny Plain Tuppence Coloured*** (a reference to the price of railway postcards). SIAS members are welcome to attend.

SERIAC 2016, 23rd April, Kingston-on-Thames

Details and Booking form enclosed with this *Newsletter*

Please see the Mills Newsletter for Mills Group activities



Coultershaw Beam Pump

Why not blow away those winter cobwebs

Join the Coultershaw Working Party

to re-commission Beam Pump

on **Sunday 20th March 10.00am**

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 email to malcolm.dawes@btinternet.com

Monday 25th January, 7.30pm. *Sir Thomas Brassey - The Railway Builder*

Railway Correspondence and Travel Society talk by David Jones. £2.50.

Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Saturday 6th February, 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Tuesday 16th February, 6.30pm. *Ingenuity at Hastings Pier: Conserving the engineering of Eugenius Birch*

Newcomen Society lecture by Jackie Heath. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com To book places and confirm details contact robert.otter@btinternet.com

Sunday 21st February, 11.30am to 3.00pm. *Buildings in Petworth Park (Tom Dommett) and the use of local materials to build hearth and home (Dr. Geoffrey Mead)*

Part of Wealden Studies Group Programme of Winter Lectures. Further information on cost and arrangements for this study day can be obtained by email to visits@wealdenbuildings.org.uk or 01323 482215. The lectures take place at Wivelsfield.

Saturday 27th February, 2.30pm.

Brighton and Hove Archaeology Society, Local History Forum presentation by Maureen Morris. Ventnor Hall, Central United Reform Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Saturday 5th March, 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Wednesday 9th March, 7.30pm. *The little churches of Chichester*

The lost churches of St Peter the Less, St Martin, All Saints, St Olave and St Andrew. Chichester Local History Society talk by Alan Green. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Monday 14th March, 7.30pm. *Steam memories of a misspent youth*

Railway photos from 1947-1962. Southern Electric Group Sussex Branch presentation by Godfrey Gould. Deall Room, Southwick Community Centre, Southwick Road, Southwick. Close to Southwick Station. www.southernelectric.org

Tuesday 15th March, 6.30pm. *The Greenwich time ball, from 1833 to the present day*

Newcomen Society lecture by Douglas Bateman. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com
To book places and confirm details contact robert.otter@btinternet.com

Thursday 17th March, 8.00pm. *Social History of Wealden Villages*

Agriculture, iron working and ineffective law enforcement are some of the many aspects described by Dr. John Ray. Wivelsfield Historical Society event. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

Weekend 19th- 20th March. *Branch Line weekend*

Visiting locomotive LNWR Coal Tank No. 1054 is scheduled to take part in weekend activities. Bluebell Railway 01825 720800.

Sunday 20th March, 1.30pm to 3.00pm. *Secrets of the High Woods - latest techniques for mapping*

Presentation by Alice Thorne of LIDAR. Part of Wealden Studies Group Programme of Winter Lectures. Further information on cost and arrangements for this study day can be obtained by email to visits@wealdenbuildings.org.uk or 01323 482215. The lectures take place at Wivelsfield.

Monday 21st March, 7.30pm. *Pullman in Britain 1874 to date*

Railway Correspondence and Travel Society talk by Phil Evans and Mike Hudson. £2.50. Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Saturday 2nd April, 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Sunday 3rd April. *Vintage Car Show*

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

Weekend 9th - 10th April. *Shepherding and Shepherd's Huts*

Examples of Shepherd's Huts on display. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Monday 11th April, 7.30pm. *The Network SouthEast story*

Southern Electric Group Sussex Branch presentation by Chris Green. Deall Room, Southwick Community Centre, Southwick Road, Southwick. Close to Southwick Station. www.southernelectric.org.

Wednesday 13th April, 7.30pm. *The secrets of the High Woods*

The use of new technology to reveal the hidden archaeology of the South Downs. Chichester Local History Society presentation by the LIDAR team. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Sunday 17th April. *Industrial trains and Commercial Vehicles*

Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Tuesday 19th April, 6.30pm. *Paddle Steamers for Leisure in the South of England*

Newcomen Society lecture by Mike Riley. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com To book places and confirm details contact robert.otter@btinternet.com

Thursday 21st April, 8.00pm. *Old Sussex Shepherds*

Their lives and times. Wivelsfield Historical Society Talk by Ian Everest. Visitors £2.50. Wivelsfield Village Hall. 01444 451568.

Monday 25th April, 7.30pm. *Photos from the Bill Jackson Collection - Part 1*

Railway Correspondence and Travel Society presentation by Brian Jackson. £2.50. Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Do please always 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.

Coultershaw Trust News

Two new Trustees have been appointed

Dave Davison has a mechanical engineering background and joined the Volunteers in July 2010 to look after our various hand pumps (he took over from Alan Brown); he played a major role in the rebuild of the Boardwalk and initiated the Pump Dribble emails.

Tony Sneller is a long standing resident of Petworth; he was on the Town Council for 16 years. He is Chairman of the Petworth & District Community Association (the Association provides the gazebos and PA system for the Coultershaw Open Evenings). Tony has an interest in local history and is a part-time University lecturer in History and Social Policy. He is Chairman of Voluntary Action Arun & Chichester, an organisation providing information and news to local voluntary and community groups.

Society visit to Aldershaw Hand Made Tiles

Malcolm Dawes

A small group of members braved the torrential rain on a day in September to visit Aldershaw Hand Made Tiles Ltd. in Sedlescombe near Battle in East Sussex. Roof tiles are the main product but numerous other items are made including mathematical tiles, terracotta floor tiles, special sized bricks, glazed internal wall tiles and a wide variety of finials including the classic Victorian dragon.

We had a detailed tour of the works all housed in a series of small sheds which thankfully kept us away from the rain. It was certainly useful that we were a small group as the tour necessitated squeezing through narrow gaps between a series of workshops and threading our way through the tightly packed trolleys holding hundreds of newly made tiles.

Peg tiles were being produced on the day of our visit so we were able to watch the complete process. Clay excavated from a pit within the site entered the production shed where the clay was thrown into a timber mould held within a timber frame. Surplus clay was then removed using a bow with cutting wire. The frame was removed and the tile turned over onto a board which was then transferred to a tray on the trolley shelves. This whole process took about 10 seconds. We were all mesmerised by the speed and skill of the process.

The trolleys with the freshly made tiles were placed within the drying room for two days and the tiles then re-stacked onto larger trolleys ready for rolling into the furnace for a firing of 35 hours; followed by a cooling off period of half a day. All this is powered by timber chippings from timber taken from the surrounding wood; a very “Green” operation.

A fascinating tour and many thanks to the owner Tony Kindell who spent much time showing us around and answering all our questions.



October Evening Meeting

Pottery, Bricks and Tiles in and Around Burgess Hill

talk by Fred Avery

Report by John Blackwell with much assistance from Fred Avery

A large audience for the first of this season's winter lectures welcomed Fred Avery, SIAS member, and curator of Burgess Hill Heritage Centre.

Brickmaking at Burgess Hill, formerly known as St. John's Common, was first recorded in the late fifteenth century. By the middle of the nineteenth century it was centred within the area bounded by Station Road (once known as Pottery Lane), London Road and Church Road as can be seen on the 1874 OS map. (See *Sussex Industrial History* No. 40, 2010, page 2.)

These works produced bricks, tiles, chimney pots, terra-cotta finials, ridge crestings, other decorative garden ornaments and flower pots mainly destined for the tomato growers in Worthing and local smallholdings. Bricks were both kiln and clamp fired with the terra-cotta products being fired in up-draught "beehive" kilns similar to that surviving at Piddinghoe.

The principal family owners were Meed's with works on both sides of Station Road from c.1850- c.1940. Gravett's on both corners of Station Road and London Road from c.1853 - 1909. Norman's on the eastern side of London Road from 1812-1930, and on the site, formerly occupied by Richard Berry, on the corner of London Road and Royal George Road from c.1875-1930. After the Norman family sold the site on the eastern side of London Road in 1930 to Burgess Hill UDC, it remained derelict until the *Martlets* town centre shopping precinct was completed in 1972.

In 1873 a wealthy merchant banker Sampson Copestake bought Cant's and Inholme's farms in the parish of Keymer and let part of the land to Henry Johnson (then owner of the Ditchling Terra-Cotta Works) to start making bricks. Soon after the works were established, as Johnson & Co, a railway siding from the Keymer junction to Lewes line ran into the works facilitating the delivery of coal for firing the kilns and the distribution of products to developing towns further afield. After 1884, the works were renamed Keymer Brick and Tile Works by new owners who installed steam powered machinery, large drying sheds and Hoffmann kilns capable of continuous brick production, which ceased in 1978 in favour of quality hand-made tiles. When the works closed in December 2014 more than 100 million tiles had been made in the last 35 years. The site, originally five acres, increased considerably to 70 acres (bounded by the railway line to Lewes and Cants Lane) but 20 acres has been recently developed with 50 houses and land set aside for

a nature reserve, leaving 50 acres which is now being developed in stages to accommodate 450 new houses overall.

Fred has studied and researched this site for almost 50 years and amassed a fine collection of photographs of all the local works and a large collection of terra-cotta products which will go on display at the Hassocks Garden and Heritage Centre later this year, enabling much of the history to be enjoyed by future generations.

Of particular interest were photos of Sampson Copestake's fine mansion, constructed in 1876 and situated in Keymer Road, Burgess Hill. Built of smooth faced terra-cotta blocks for which the moulders were paid a farthing per block. Lintels, with decorative lizards and entwined grape vines, were above the windows and doors and several wyverns (two legged dragons) appeared on the rooftop. The building was sadly demolished in 1973. Demolition of historic buildings seems somewhat prevalent in Burgess Hill as Fred constantly reminded us. Thanks to Fred for a thoroughly informative and well researched presentation.

Further Reading

F. Avery. *Keymer Brick & Tile Works*. Sussex Industrial History No 30. 2000.

M. Beswick. *Brickmaking in Sussex*. Now available from Hon. Treasurer at the bargain price of £10 including postage



Sampson Copestake's mansion, then named *Wynnstay* in use as a Health Hydro c.1907.

A superb example of Edwardian architecture, c.1904, at the corner of De Courcel Road and Arundel Street, Brighton. Built using the products of Meed's brick and terra-cotta works.

Sadly the brickwork is now painted over. Note the tiles, chimney pots, ridge crestings, terra-cotta urns, surmounting the pillar caps, and wyvern or dragon finials.

IA Notes for a Tour of Brighton

These notes, suitable for a self guided motor tour, were prepared by Ron Martin for the recent AIA visit to Sussex. A shortened version was printed for the delegates, but it is a shame for them not to be available in full.

So they are presented here for members

On leaving the University the coach goes over the A27, which when widened in the 1970s effectively cut the village of Falmer into two halves. On the right is the Amex Stadium the home of Brighton and Hove Albion Football Club, built in 2011. There are covered stands on all four sides supported by steel lattice girders. It was built rather lavishly on the hopes that the club would one day be promoted to the Premier League. On the left Lewes is just visible with its castle which was built following the Norman conquest as the seat of William de Warrenne and was the chief town of the Rape of Lewes. Today Lewes is the County Town of East Sussex. Views of the suburbs of Brighton can be seen to the right on the approach to Woodingdean. At the cross roads is an imposing pub the *Downs Hotel*, with its name on the roof for passing pilots to see. Woodingdean has some pre-war development but most it is of the 1950s uninspiring suburban development.

After about a mile on the left behind a flint wall and just before one enters the next built-up area, Ovingdean, is the red brick building, St. Mary's Convent of 1912 built as St. Mary's Home for Female Penitents (i.e. prostitutes) now turned into residential apartments. On the right is Longhill High School, built in the 1963 as a Secondary Modern School. Next on the left are some flint farm buildings with rounded external angles done to avoid using brick or freestone as quoins. We now are entering Rottingdean, whose origins go back to the Domesday Book. It was a small farming and fishing village and a parish in its own right. It was raided by the French in 1377, when the church was burnt down. It became a base for smuggling in the eighteenth and early nineteenth century, even the vicar was an accomplice, led by 'Captain' Dunk the local butcher. Later it became a favourite place for visitors to come to from Brighton. It was incorporated into the County Borough of Brighton in 1922 and is now part of the City of Brighton & Hove. Entering the village on the left is the house called *Challoners* founded in 1456 but largely late sixteenth century faced with knapped flints and opposite, behind the wall on the right is *The Elms* where Rudyard Kipling lived 1897 – 1903 before moving to *Batemans*, an ironmaster's house in Burwash, as he did not like the sightseers and autograph hunters from Brighton disturbing his privacy. To the left is St. Margaret's Church with Norman nave and Early English north aisle and tower, much restored by Sir George Gilbert Scott in 1856. To the right beyond the pond is North End House faced with a black mathematical tiles and occupied by Burne-Jones, 1880 – 1898, the pre-Raphaelite painter, whilst on the left is *The Grange*, originally the Vicarage of 1740, now the public library. Just beyond the pond is the *Plough Inn*, dated from the 1840s but refaced in 1937 and immediately beyond this is

Whipping Post Lane; the Whipping Post was where the tree now stands. At the sharp left turn the building opposite was the Reading Room of 1885/6 and further down on the right is the *Black Horse Inn* of 1513. A hundred yards down on the left the three storey flint faced building is the former Custom House of 1780 and beyond that is the former St. Aubyns School of 1882, with mathematical tiled bays now unoccupied.

At the cross roads at the bottom of the High Street the road straight ahead leads down to Rottingdean Gap, handy for smugglers landing their contraband. On the southwest corner of the crossroads is the White Horse Hotel, rebuilt in the 1930s and once the terminus for buses from Brighton. As we leave Rottingdean, to the right is Beacon Windmill of 1802, restored and looked after “as a landmark” but not working. It is supposed to be the inspiration for the colophon on Heinemann’s books. Looking seaward, if the tide is out, will be seen a double line of concrete blocks which carried the tracks of the Brighton and Rottingdean Seashore Electric Railway which ran from 1896-1901, the brainchild of electrical pioneer Magnus Volk. Traction current was drawn from an overhead cable. The cars which resembled a cross between a tramcar and a seaside pier were raised on 24 feet high stilt-like legs, attached to four bogies; hence the nickname “Daddy Long Legs”. It operated at both high and low tides winter and summer. At Rottingdean there was a steel jetty for passengers to land. The road we are now on was built in 1933, the earlier road being further south was built as the Newhaven Turnpike road in 1824 and suffered from coastal erosion. The following year the Undercliff Walk, a coastal protection scheme stretching from Black Rock to Rottingdean, was built with an extension to Saltdean a year later.

In the next valley to the right is St. Dunstan’s Institute for the Blind (now Blind Veterans UK) which was built in the plan of an airplane in 1937-9 and extended at the south end in 1975. It is still used for training, holidays and convalescence for blind veterans. A short distance further on the right is Roedean Girls School. The main block was opened in 1899 with many additions since then. There is a tunnel of 1910, no longer used, with a flight of stairs to enable the girls to reach the sea easily. During the war the school was occupied by the Navy as part of *HMS Vernon* and the bells in the dormitories were much in use, as there was a notice there saying “Ring for a Mistress”! Shortly will be seen, in the centre of the road, a strange hedgehog like building; it is actually the first of three pumping stations for the recently built drainage system taking all of Brighton and Hove’s sewage. The wastewater treatment plant and outlet to the sea for the treated water is further east at Peacehaven and to get an adequate fall the sewage has to be lifted three times.

On the left at the bottom of the cliff is Brighton Marina. This was built between 1975 and 1979. The outer wall is constructed of concrete caissons filled with concrete and it covers an area of 127 acres. The central spine is mainly fill and separates the outer tidal area from the inner locked basin, being connected by locks at the east end. Jutting out from the spine are two floating concrete piers with moorings for boats. The whole

complex contains apartments, a supermarket, shops, a pub, a lifeboat station, a 2,200 seat multi-screen cinema and a hotel. On the right of the road the open area was the site of the Brighton Gas works. It was located here at Black Rock out of the jurisdiction of the Brighton Town Commissioners, who would have charged custom dues on any coal landed on the town beaches. Here the coal was carried up to the gas works through a tunnel (now lost) under the road. A gas holder frame can still be seen.

On the upper road, Marine Parade, is the Regency development of Sussex Square, which was built by Thomas Cubitt to the design of Charles Augustin Busby and his short term partner Henry Henry Wilds in 1827 as facades only; the rest of the building being carried out by individual occupiers. The whole area is known as Kemp Town as it was conceived by Thomas Read Kemp as a speculative development.

We now turn off the upper road down Dukes Mound onto Madeira Drive. The cliff wall on our right was erected in 1830-38 partly built of Ranger's concrete using hydraulic lime and aggregates mixed with hot or boiling water. Madeira Drive was built in 1872 and became very popular as a promenade, particularly after Madeira Terrace was constructed Between 1890 and 1897, supported on cast iron columns with latticed arches manufactured by the Phoenix Ironworks of Lewes, and now called the *Max Miller Walk*. The Madeira Lift gave access from the lower level up to the Marine Parade was built at the same time. It was originally hydraulic powered. An annual event which takes place on Madeira Drive is the Brighton Speed Trials, which were first run there in 1905. Westwards from the Black Rock is the Volk's Railway. This was built by Magnus Volk as a 2 foot gauge demonstration line, a quarter of a mile in length in 1883. The following year the gauge was changed to 2 ft 8½ in and the line extended along the seafront to the Banjo Groyne opposite the foot of Dukes Mound where can be seen a wooden building which housed the power supply with Volk's office above, still in use as the Railway's workshop. It is the oldest public operating electric railway in the world. It now runs for a distance of 1.10 miles being extended to Black Rock in 1902, with the oldest operational carriages being dated 1892. We pass the carriage sheds and Halfway Station on the left. On the pavement is the statue of Steve Ovett the Brighton athlete who won the Gold Medal for the 800m at the 1990 Olympics. Also there is the anchor of the *Athina B* a Greek cargo ship which ran aground in 1979 and provided a great tourist attraction. Nearby is the present Aquarium Station of Volk's Railway which was the site of the Chain Pier, Brighton's first pier. Built in 1822/3 to the design of Captain Samuel Brown and comprised one pier head and three intermediate cast iron towers. Eight wrought iron chains were fixed fifty feet into the cliff and then were strung through the top of each tower and anchored into the sea bed. The wooden decking was hung from these chains using iron suspension rods. The total length was 1,154 feet. It was destroyed in a storm of 1896. Limited remains of the supporting piles can be seen, on the seabed, at very low tides. At the end of the Madeira Terrace is a Penfold letter box – needless to say not an original one but a replica. On the edge

of the beach there is the Brighton Wheel erected in 2011 and trying to emulate the London Eye, without the views. At the end of the road to the right is the Aquarium, now trading as the Sealife Centre, it was built in 1872 to the design of Eugenius Birch. On the left is Brighton Pier, properly called the Palace Pier, built in 1899, designed by R. St. George Moore and supported on patent screw piles. Attractions on the pier were a landing stage, a theatre, a bandstand and the usual entertainments.

In front of one is the Royal Albion Hotel built in 1826 to the design of A. H. Wilds. This is on the site of Russell House where Dr. Richard Russell, who was instrumental in making Brighton popular after publishing in 1750, his *Dissertation on the use of Sea Water in the Affectations of the Glands*.

The next opening on the right is Pool Valley with the Casino, the former Savoy Cinema of 1930, faced with cream faience tiles. This was built on the site of Brill's Baths of 1823, the first baths in Brighton open for public swimming.

The next building of interest, set back slightly, is the Old Ship Hotel. This is the oldest inn in Brighton dating back to the sixteenth century and became the most important Assembly Rooms in the town. In 1651 Nicholas Tettersell, was instrumental in helping King Charles II to escape to France in his small coal brig *The Surprise following the King's* defeat at the battle of Worcester. Tettersell later became the proprietor of The Old Ship Hotel and renamed his ship *The Royal Escape* and was given the honorary rank of captain in the Navy with a pension for life.

A few hundred yards further on is the Grand Hotel, of 1862-4 by J. H. Whichcord and was the first tall building along the front. It is set back as the West Battery was located just in front of the Hotel. It was the place where the attempt on the life of Margaret Thatcher and her Cabinet was made by the IRA in 1984. Next door is the Hotel Metropole of 1888-90 by Alfred Waterhouse who used much red brick and terra-cotta; it was considerably larger than the Grand.

Regency Square is next, built between 1817 and 1830, it is considered to be one of the best seaward facing squares. On the seaward side are the remains of the West Pier. This was built in 1863-6 to the designs of Eugenius Birch. Like the Palace Pier is was supported on patent screw-piles and was intended to attract the upper class of people using the hotels and apartments at this end of the town. At one time it had a Pavilion and a Concert Hall but is now a sad skeleton destroyed in 2000 by storm and fire whilst attempts were being made to restore it. Its replacement, the 500 feet high tower of the i360, which when complete in 2016 will have an annular rising observation platform giving spectacular views of the coastal area. It was designed by the architects David Marks and Julia Barfield, who conceived the London Eye. The fine tall decorative lamp standards lining the promenade were erected in 1893 and each carried a single arc lamp with luminosity recorded at 1,000 candle power. Their design has an octagonal base, decorated with elaborate foliage ornament and surmounted by a ribbed column. The present twin pendant lanterns and brackets were not added until the mid 1930s.

Bedford Square is next of 1814 and on the sea front opposite there is the Bandstand of 1884, a cast iron structure recently restored.

At the boundary between Brighton and Hove is *Embassy Court* a block of flats built in 1934-35 to the design of Wells Coates, a fine example of inter-war Modernism. Opposite on the seaward side is the Peace Memorial of 1912 built as a memorial to Edward VII. This leads straight on to the two parts of Brunswick Terrace with Brunswick Square between them. This is all of one design by Charles Augustin Busby in 1825 -30. The Brunswick cream colour is due to a covenant requirement. The next major construction is Adelaide Crescent with its ramped entrance started in 1830 to the overall design of Decimus Burton but not finished until 1860. The large yellow brick building next on the right was built as *Princes Hotel* of 1874. During WWII it was taken over by the Navy as *HMS Lizard*. It was bought by the South Eastern Electricity Board for their headquarters in 1947 and is now occupied by Brighton & Hove City Council as offices and is now known as *King's House*. The northern part is a later extension. Immediately to the West of King's House is Grand Avenue which was not built as a coherent group of buildings but does have several very grand ones. Several of the houses here had a piped supply of sea water from a 29,000 gallon tank powered by a hydraulic pump which was located in Hove Lawns. At the South end of Grand Avenue there is a bronze statue of Queen Victoria erected in 1901. On the left before we turn right there is the King Alfred Leisure Centre. This was built in 1938 – 39, to replace the earlier Hove Baths but before it opened for use as Hove Marina, it was requisitioned by the Navy as *HMS King Alfred*, a training station for RNVR officers. During the war the Germans claimed to have sunk HMS King Alfred!!! It was finally opened for business in 1946 but still kept its wartime appellation with permission.

Turning right is Hove Street which was the centre of the old village of Hove but of which there are no remains. On the right is the old Hove Fire Station which was opened in 1926. Turning right into Church Road, the first important building on the right is Hove Library which was opened in 1908, having received a donation from Andrew Carnegie. It is a stone faced building in *Renaissance* style. On the left is St. Andrew's Church, the original Hove Parish Church and the reason for the name of this road. It is of the thirteenth century but rebuilt by George Basevi in 1836. Next is the imposing Hove Town Hall. The previous building on the site, red brick and terra cotta by Alfred Waterstone, was completely burnt down in 1966. The new one was designed by John Wells-Thorpe, a local architect, and was formally opened in 1974. It is a late example of Brutalism with exposed, ribbed concrete and glass. The upper storeys of the buildings on the left just beyond the Town Hall are in yellow brick in stretcher bond, but these are not cavity walls as one might assume. In fact these are faced with brick slips. On the right at the west end of Church Street is St. John the Baptist Church built 1852-4, an imposing flint building with stone dressings with tower added in 1870.

We now enter Western Road. This was not called Western because it goes westward (which it does) but after the Western family, who owned Preston Manor. Up to the 1920s this road was very narrow and was progressively widened on the north side with many large stores. On the right is the *Freemasons'* Restaurant with a striking elevation with mosaics by John Denman built in 1928. At the next crossroads on the right there is a First National Standard pillar box of 1860. On the right is a store built in 1823 as the Gothic House, now broken up into separate shops. Immediately to the left of this is a small building Western Pavilion with a dome in Oriental style built in 1827 by Amon Henry Wilds for his own occupation. The next block of six storeys offices, flats and shops on the left is Mitre House of 1935 built by the International Stores. Some distance further on the buildings on the right give way to Churchill Square, created from 1959 onwards after the demolition of all of the buildings down to the Seafront. At the next crossroads on the left there is the Jubilee Clock Tower built in 1888 to commemorate Queen Victoria's golden jubilee. It is of Portland stone above a red granite plinth. Above the cupola there is a mast with a gilt copper ball, which, as originally built, lifted and fell on the hour, controlled by a land-line from Greenwich Observatory. This was designed by Magnus Volk but was taken out of use shortly afterwards because of complaints about the noise. At the south-west corner there is Waterstones bookshop, which was built in the 1930s by Burton's the tailors. The road to the right is West Street and straight on is North Street, these being the western and northern boundaries of the Old Town. The North Street is the financial hub of Brighton with no less than eleven banks or similar establishments in the next 700m and a lot of re-building on the north side of the road. Immediately on the left is Boots Store of 1979 on the site of the former Regent Cinema of 1921. Shortly, on the left is Barclays Bank of 1959 a sombre Portland stone by John Denman & Son. Opposite is the former red brick offices of The Argus newspaper, also by Denman's of 1934. Next, on the left is Prudential House of 1969. On the south side of the road is the former department store of Leeson and Vokins, rebuilt in 1935. Next to that is Clarence House, a former coaching inn of 1783 built with 3in bricks and some mathematical tiles over the carriage entrance. The next turning on the left is New Road. This was given to the town in 1805 in exchange for part of East Street, which ran right in front of the Royal Pavilion entrance. The first part of this had a colonnade, which originally was built in 1806 in front of the Theatre Royal. From, here you can see the Corn Exchange and Dome. On the right hand side of New Road is the Edwardian Baroque of the Royal Assurance Society's offices faced in pink granite of 1904 by Clayton and Black with a clock tower, cupola and weather vane on top. Next to that is the Chapel Royal of 1793-5 and subsequently much altered with the present red brick facades and clock tower being added by Sir Arthur Blomfield in 1876. On the east elevation of which there is a fine Coade Stone royal coat of arms in the pediment. You need to look back to see this. Another glance to the left, you see the Pavilion Gardens and on the right is Norwich Union House built in 1935-6 by H. S. Goodhart-Rendel. The upper storeys

are of red brick in panels with blue mosaic inserts. On the opposite (south) side of the road is the former Hanningtons department store and comprised several large buildings of different dates. The oldest is at the west end where there is a small three-storey shop faced with mathematical tiles, currently under threat of demolition to provide an entrance to the famous Lanes, originally an area known as the hemphshires, the oldest part of the town of Brighthelmstone. On the left is the entrance to the Royal Pavilion which was originally the continuation to East Street, with the South Gate of 1921 in an Indian Style, to reflecting the Pavilion's use during WWI as hospital for wounded Indian soldiers.

At the bottom of North Road is Castle Square, named after the Castle Inn which was a very important inn and assembly rooms in the 18th century. It was demolished in 1823, apart from the assembly rooms which were converted into the King's private chapel. Castle Square was the commercial hub of the town in the eighteenth century and the terminus of many coaches and horse bus routes. The last building on the left, is the Royal Bank of Scotland which was built in 1933 as Electric House, the offices and showroom of the Corporation's electricity department.

We now make a circuit of Old Steine. For centuries it was an ill drained area where the fishermen dried their nets. It became fashionable the 18th century with many large houses around the southern and western edges. We drive straight ahead with the War Memorial on our left and then the Victoria Fountain on the right. This cast iron structure was designed by Amon Henry Wilds and erected in 1846. The base is of sarsen stones, large sandstone blocks; the post glacial remains of hard rock created from sand bound with silica cement. Those of the AIA who were at the conference in Wiltshire would recollect that sarsens are used as dry stone walling but generally they are too hard to cut. Along the south side is the Royal Albion Hotel mentioned previously. To the right of this is the Royal York Buildings converted from three earlier houses in 1819 as the Royal York Hotel; the first of the large hotels in the town. In 1929 the corporation bought it and converted it into offices, which use continued until 2003, now used as a YHA hostel. The southern facade is in Pool Valley at times used as the coach station. Next on the right beyond the entry to Pool Valley is a small three storey office building, originally eighteenth century. This is the ultimate sham, as it is faced with black wall tiles simulating mathematical tiles which are in their turn simulating brickwork. The building behind the front wall has been rebuilt. Coming round to the west side the most important building is Marlborough House. This was built in 1765 and in 1786 was remodelled inside and out by Robert Adam. It was used by the Corporation's education department for some years but is now unoccupied. It is Grade II* listed. Next on the right is Steine House, of 1804 designed by William Porden the Prince Regent's architect for Mrs. Fitzherbert, his mistress and morganatic wife. It has been occupied by the YMCA since 1884.

Continuing northward we pass the Royal Pavilion, the seaside palace of the Prince

Regent, later George IV. This started life as a modest farmhouse which was leased by the Prince of Wales in 1787, who employed the architect Henry Holland to convert and extend it to create the Marine Pavilion, a two-storey villa with a domed central feature. It was faced with cream mathematical tiles. In 1803 the Royal Stables were built to the design of William Porden with the Riding School to the west. These were later used as a cavalry barracks and converted into a concert hall known as the Dome in 1867. The riding school became the corn market in 1868 now known as the Corn Exchange. In 1815 the Prince Regent employed John Nash to convert his Marine Pavilion into a Hindu Pavilion of the most magnificent style both internally and externally. The Music Room and the Dining Room are particularly fine and the Great Kitchen of 1816 is of Greek Doric style. Please note that the alleged “minarets” on the roof should be called “chattri” which is a Hindu term whereas minaret is a Muslim one. The Prince, now King George IV moved in 1821 but used it rarely. His brother William IV stayed there often but Victoria was not interested in it. It was sold to the town in 1855 for £53,000, less most of the furniture, although a lot has since been returned. During WWI the Pavilion estate was used to house wounded Indian soldiers – they presumably assumed that the decor would make them feel at home. We drive around the north end of the Pavilion, past the North Gate, in Indian style with a copper dome. Just before that is a bronze statue of George IV. Opposite this in Victoria Gardens is a marble statue of Queen Victoria. Straight ahead into Church Street, passing the north elevations of the Dome and Corn Exchange. Opposite this on the right is the five-bay brick former County Court House of 1869 and then a three bay classical building which was built as the office and showroom of the Brighton & Hove General Gas company of 1925, later used as the Music Library now a restaurant. Further up on the left are the Model Dwellings, a five storey block of flats built by a charitable trust c.1852 to house the poor of the town. After we turn right into Spring Gardens, on the right is an electricity sub-station formerly the site of the Corporation supply inaugurated in 1891. On the left side there is the former drill hall of the Royal Sussex Regiment, which later became a GPO sorting office. In front of us at the far end of this road before we turn left is the GPO sorting office of 1926 which was built on the site of the Regent Foundry, which supplied much of the town’s ironwork until it closed in 1912 and which housed in a yard to the rear the towns first public electricity supply in December 1881.

We now turn right in Queens Road. This was created in 1845 to provide direct access to the newly built station. Just in front of the station it crossed over the top of Trafalgar Street on a cast iron bridge.

Brighton Station was built in 1840. It was built on an artificial plateau just clear of the main town that existed at that date. The first line was the west coast line opened in May 1840 followed by the London line in September 1841 and the east coast line in 1846. The building at the front is the 1840-41 station house, designed by David Mocatta in an Italianate style and incorporated the head office of the London and Brighton Railway. It has two storeys with an extra storey at each end. As built there

was a colonnade surrounding the ground storey. The first train shed was built by the line's engineer, John Urpeth Rastrick, and consisted of four pitched roofs. At the east side of the station (where there is now a new residential and commercial development) was the goods yard reached by a line branching off the west coast line and descending diagonally under the station through a tunnel. The trucks were initially rope hauled but this unsatisfactory arrangement was changed in 1852 when a goods-only line diverged from the London line and descended on a long shallow gradient to the goods yard. There was a carriage ramp from Trafalgar Street running northward up into the station. An additional roofed platform was added in 1861 on the east side of the station. The present magnificent curving roof was designed by H. E. Wallis with ironwork by the Patent Shaft and Axletree Company of Wednesbury Staffordshire in 1882. Additional buildings were built along the west and east sides of the concourse. The colonnade surrounding the Mocatta building was removed and a porte-cochère built obscuring much of the facade. The gradient of the carriage ramp was reduced resulting in a longer ramp which now had a 180 degree turn to end in the cab road.

From the rear of the station we travel through a recent development on the site of the extensive railway works with a view of the brick London Road viaduct, of 1846, which carries the line to Lewes and Hastings. This was bombed in 1943 and one pier and two arches were destroyed but these were repaired within one month. When we turn right, on our left is the iron bridge cast at the Regent Foundry which carried the line down to the goods yard. At the next crossroads, at Preston Circus, in front of us is the Duke of York's Cinema the oldest working cinema built in 1910. The auditorium walls being the former malthouse of the Amber Ale Brewery. Adjacent to it is the Fire Station of 1938 built of Portland Stone and brick. At the next set of traffic lights on the left is the Brighton Business Centre, with knapped flint and Gothic dressings it was built in 1854 as the Diocesan Training College for schoolmistresses. In 1939 it was requisitioned by the Royal Engineers as the RE Records Office which was its use until 1987 when it reverted to its present use. Turning right and then left is The Level, which was once a marshy area. It became enclosed in 1817 and was used for cricket matches from the mid eighteenth century. It was formally laid out in 1833 and is still used for recreation. Facing us as we turn left into Lewes Road are the Percy and Wagner Almshouses. They were built in 1795 to the memory of Dorothy and Philadelphia Percy and were the first Gothic Revival buildings in Brighton. They were extended in 1859 by the Rev. Henry Wagner, who with his son Arthur was responsible for many of the churches in Brighton. On the left is St. Martin's Church, built in 1872-5 in memory of Henry Wagner. It is of red and yellow brick in Early English style. At the end of this straight stretch we go round the Vogue Gyratory, named after the Vogue Cinema which stood on this site together with Cox's Pill Factory until 1985 which were demolished and when the Sainsbury's store was built. Back on Lewes Road proper, which from 1770 was maintained as Turnpike Trust, we see on the right the Bear Inn, so called because it was the site of a bear baiting pit. Close by stood the toll house of the Brighton to

Lewes Turnpike Trust of 1770.

Next on the right is the Brighton & Hove Bus Depot. This was built in 1901 for Brighton Corporation Tramways, replaced with trolley buses in 1939. The building on the left of the entrance to the yard is the original tramway offices which retains one widow displaying the Corporation coat of arms and the words Brighton Corporation Tramways. On the opposite side of the road where the retail park is now, was the site of the Preston Barracks. This was created in 1795 and has been largely demolished apart from some buildings at the north-east end.

On the right there are two large factory buildings, set back behind the buildings in Lewes Road. They were both built by Oppenheimer, the diamond merchant, the south one in 1917 and the northern one in 1918 for the employment of disabled ex-service men. The southern one was subsequently occupied by the Hove machine tool manufacturer CVA and later by Tyreco Ltd. and is now the Big Yellow Self Storage Company. The northern one was later occupied by Dentsply, the false teeth manufacturers and is now residential.

Most of the buildings on both sides of the road are part of the University of Brighton. This was formally set up in 1992 (previously Brighton Polytechnic, a merger of the colleges of Art and Technology in 1970). The long four-storey brick building on the right set back from the road is Mithras House. This was built in 1966 by Allen West the electrical switchgear company, whose factory, demolished 1972, fronted this building, as its design and administrative office. Shortly after in 1968 it was sold to a property company but occupied by Brighton Polytechnic since 1977. On the left side of the road there is first the Watts Building of 1976, next the Cockcroft Building of 1963 and the Aldrich Library of 1996. Just beyond is Moulsecoomb Place; possibly 11th century but the present facade was built in 1790. It is now owned by the University.

On the right hand side of the road is the pre-war council estate of Moulsecoomb, the first council estate in Brighton, which was developed from 1923 to the 1950s. The skew railway bridge, on the Brighton to Hastings line known as the Hodshrove Viaduct, was built by the London, Brighton and South Coast Railway in 1846. It is a three arch structure, two being used for the road traffic and the third bolstered with concrete.

On the left shortly before the next set of traffic light is the 1950s Bate's Estate with another Corporation housing estate, North Moulsecoomb, opposite built between 1926-30.

As we return to the University note the rather elegant eighteenth century lodges at the entrance to Stanmer Park. Stanmer House was built in 1722 to the designs of Nickolas Dubois for Henry Pelham. It is a handsome Palladian seven-bay two-storey structure faced in pale yellow sandstone. The centre three bays set projecting. In 1947 the House and estate was purchased by Brighton Corporation and the west kitchen wing was demolished. It was occupied by the University of Sussex administration until 1980. It has now been fully restored and listed Grade I.

Guide to the Industrial Archaeology of Sussex

The following letter reflects a number of communications that John Blackwell and I have received regarding the guide that was included in the last mailing to members

Dear Martin,

I feel that I must write and congratulate the editors and all who have contributed to the recent publication of the *Guide to the Industrial Archaeology of Sussex*. It is a beautifully presented booklet with excellent photographs and readily accessible entries for every aspect of the wide range of industrial heritage within our county. The tremendous amount of research and effort that has gone into this production has at last come to fruition and SIAS can be proud of such a superb work of reference.

Regards Peter Hill



A Mid-Nineteenth Century Corrugated Iron Building

M. J. Leppard

Ahead of potential demolition, a Statement of Significance was commissioned from Dr. Kathryn Ferry, an architectural historian, on a corrugated iron clad outbuilding off Church Lane, East Grinstead, which had served at various times as a wash-house, a school, a laundry, a family home and as storage for a solicitors' practice. Documentary evidence suggests it was in existence by 1856, though looking some two decades later. It may be viewed on the Mid Sussex District Council website.

Independently I was investigating its use along with that of several nearby buildings by one of the first Anglican Sisterhoods, the Society of St. Margaret, and published my findings in the Autumn 2015 *Bulletin* of the East Grinstead Society (No. 114), copies of which may be obtained from me at the address below for three second-class stamps.

Dr. Ferry's work and mine are complementary, with some common sources and some unique to one of us alone.

20 St George's Court, East Grinstead, RH19 1QP

Another challenging Mystery Image

This image was taken some years ago by a well known enthusiast and forms part of a collection of images taken at the same time. You would be unlikely to be able to see this location in this form today, so it is also of historic interest.

Any ideas as to what is shown, where is it, when was it taken.



Report on Recording and Endangered Sites

Ron Martin

At the Saltdean Lido, there has been a set back in that the electricity substation that was mentioned in the lease has been found not to exist. A new one will cost £70,000 which the Company do not have and a request to the City for a loan, has been offered £10,000. Work to the renovation of the building has now started. Madeira Terrace in Brighton has now been closed to the public because of safety. Its future is as yet unknown.

There is a Planning Application for demolishing all the school buildings at the former St. Aubyns School in Rottingdean. Despite telephone and written request access has not yet been granted for recording.

Mystery Photo

Do you know your IA?



Some clues as to the what, but just where did member Mike Parrott spot this?
So any ideas where this is? Maybe you can provide more information on the what.
(M Parrott)

Update

The mystery image in *Newsletter 168* foxed some readers, it was in fact works in 1931 at Flimwell where the A21 crosses the A268 and the B2087. The visible works are on the north-east corner, providing for improved visibility towards Hawkhurst. The A21 to the south was also widened as evidenced in comparing the 1909 and 1937 OS 1:10,560 maps. The image was taken facing north, as evidenced by the buildings and chimneys that appear left of the excavator.

Newsletter 159 reported the listing of the former garage on the A21 just north of the crossways. Today the busy junction is controlled by traffic lights.

Please keep you eyes open for unusual features on your travels, or it may be something you pass every day, but the rest of us are unfamiliar with. I am always looking for examples of our IA heritage. If possible, let me have a picture, either for this feature or to provide inspiration for a future article(s).

Sussex Industrial Archaeology Society

- President : Air Marshal Sir Frederick Sowrey,
Home Farm, Heron's Ghyll, Uckfield
- 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, Membership Secretary and Archivist : Peter J. Holtham,
E-mail pandjholtham@virginmedia.com
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)
- Chief Editor : Dr. Brian Austen, E-mail brian.austen@zen.co.uk
1 Mercedes Cottages, St. Johns Road,
Haywards Heath RH16 4EH (01444 413845)
- Programme Co-ordinator : M. H. Dawes, E-mail malcolm.dawes@btinternet.com
52 Rugby Road, Brighton BN1 6EB (01273 561867)
- Recording Co-ordinator : R. G. Martin, E-mail martin.ronald@ntlworld.com
42 Falmer Avenue, Saltdean, Brighton BN2 8FG
(01273 271330)
- Committee : M. H. Dawes Mrs. Diana Durden A. H. J. Green
C. C. Hawkins P. S. Hicks Miss J. O'Hara
T. P. A. Ralph Dr. Claire Seymour R. Taylor
R. L. Wilson

Website : www.sussexias.co.uk

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Published quarterly in January, April, July and October

Contributions for the next *Newsletter* should be sent to the Editor by the 5th March 2016

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*



Society visit to
Aldershaw Hand Made Tiles Ltd.
in Sedlescombe
See report in this *Newsletter*

left: Congested interior of the works.

below: Stacked tiles ready for loading
into the furnace.

(*Malcolm Dawes*)

