

50
1967



Years
2017

Sussex Industrial Archaeology Society

Newsletter

Number 173

January 2017

Littlehampton Gazette, Saturday, Oct. 28, 1967 7

Preserving monuments of Sussex industry

A RUSTINGTON resident has been elected secretary of the newly-formed Sussex Industrial Archaeological study group.

He is Mr Kim Leslie, of Little Broadmark, Sea-lane, Rustington, who was elected at the inaugural meeting at Brighton.

The purpose of the group is to record evidence of the economic and technological life of the county, especially with regard to the last two or three centuries.

The new study group will co-operate with the National Survey of Industrial Monuments, started in 1963 by the Ministry of Public Buildings and Works, in conjunction with the Council for British Archaeology.

Although not an industrial county in the usually accepted sense, Sussex possesses many examples of the type of monuments the survey means to record.

A systematic survey of Sussex will record an area of the past which has hitherto been largely untouched.

The recordings, and if possible preservation, of this evidence is considered to be particularly urgent in view of the rapid transformation of town and countryside and the technical developments making early equipment and machinery obsolete.

Perhaps the greatest single threat comes for a lack of appreciation for certain items, especially those of the 19th cen-

tury, with the result that a whole period of history, in some places intact and complete at present, is in danger of being lost without a satisfactory record.

Certain aspects of industrial archaeology have previously been studied in Sussex, the watermills and iron and glass industries, for example, having been surveyed already. The scope of recordings has, up to now, been limited and no overall plan on a co-ordinated basis throughout the county has existed for industrial archaeology.

The meeting agreed that the immediate aim of the newly-formed study group would be to organise a preliminary outline survey in order to determine the particular fields on which activity should concentrate. It is hoped to publish these findings and lay the foundations for future recordings and research.

All inquiries and suggestions for recording should be addressed to Mr Leslie.

Newsletter 173

Contents

January 2017

Editorial	2
Forthcoming SIAS Events	3
Events from Other Societies	4
The beginnings of SIAS	6
From the earliest <i>Newsletter</i>	7
Pullman Car <i>Iris</i> Ammeter Appears	9
John Foxley MBE (1940 – 2016).....	11
Products of the Phoenix Ironworks - Can You Help?	12
Early Omnibus Services in Brighton	14
Endangered sites and recording	15
Early promotion leaflet.....	16 & 17
Mystery Photo and Update	18

Editorial

Welcome to *Newsletter 173*.

2017 marks 50 years since the formation of the society.

Like many other such celebrations, we may by the year end all be fed up with being reminded, but it is quite a milestone for a county society. Our journal, *Sussex Industrial History* will have articles marking the event, as of course will this *Newsletter*. I have to thank Kim Leslie for allowing me to interview him for details of the origins of the ‘group’ as it started out. One example he kindly provided is the newspaper clipping on the cover, one of the earliest pieces of publicity.

The version of the logo used is at the top of the cover is from an early publicity leaflet, an earlier form is shown on the back cover.

Unfortunately it appears that much of the early documentation of the society was ‘archived’ in the dustbin - unless you know better!

Note the date of 13th February in the Other Societies Events. This is an opportunity to hear our Chairman’s talk about the Phoenix Foundry in Lewes.

Please note the SERIAC 2017 booking form is included with this mailing.

Forthcoming SIAS Events

Malcolm Dawes

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

Saturday 21st January, 7.30pm. Southdown Bus Garages

Paul Snelling will be sharing his researches into these distinctive structures. Bus garages are probably amongst the forgotten areas within IA. They have been in decline since the late 1960s due, in the main, to rationalisation of services. Paul will also show some of the other buildings allied to bus operations such as offices, bus stations and enquiry offices. Southdown was the largest provider of bus services in the country areas of Sussex and were noted not only for the high standards of maintenance but also for the provision of covered accommodation for their vehicles.

Saturday 11th February, 7.30pm. Film Nite

This years selection will follow the theme of the last 50 years! It's not too late to suggest items for inclusion, please contact Martin Snow

Saturday 18th March, 7.30pm. 50 years of Sussex IA

Our Chairman and Recording Co-ordinator look back over 50 years of restoration and recording with slides from the archive recalling what has been lost and what is now in working order. Ron will show some of his record drawings and recount his experiences with a glance to the future.

Please see the Mills Newsletter for Mills Group activities

SERIAC 2017

Saturday 22nd April

SIAS is hosting the annual event this year in Worthing

Please see the enclosed booking form for details

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 23rd January, 7.30pm. *Photos from the Bill Jackson Collection - Part 2*
Railway Correspondence and Travel Society talk by Brian Jackson. £2.50. Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Wednesday 25th January, 7.30pm. *Steam Tug Challenge*

Volk's Electric Railway Association talk by Clive Pursar. The story of the restoration of a Dunkirk *Little Ship* at Shoreham Harbour and its return to the River Thames. £2 for visitors. West Blatchington Mill, Barn, Holmes Avenue, Hove. www.volkselectricrailway.co.uk

Saturday 4th 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

Wednesday 8th February, 7.30pm. *West Sussex and the Great War: the Home Front*
Chichester Local History Society talk by Martin Hayes, West Sussex Library service. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Monday 13th February, 7pm. for 7.30pm. *John Every's Phoenix Ironworks*
Lewes History Group. Our Chairman John Blackwell reprises his presentation originally given at the Phoenix Gallery in the summer. £3 non members. Kings Church Building, Brooks Road, Lewes BN7 2BY (between Tesco car park and Homebase)

Saturday 18th February. 10am - 4.30pm. *Sussex Vintage Model Railway Collectors Spring Toy and Model Show*
Knogle Hall, Knogle Road, Brighton. Confirm details at www.sussex-transport.co.uk/svmrc

Sunday 19th February, 11.00am to 3.00pm. *Wealden Studies Group* at Wivelsfield
The history and development of the Wivelsfield area (Heather Warne) and Timber framed buildings of Wivelsfield (Jeremy Clarke). Part of Wealden Studies Group Programme of Winter Lectures. Further information on cost and arrangements for this study day can be obtained by accessing the web site www.wealdenbuildings.org.uk or email to visits@wealdenbuildings.org.uk or 01323 482215

Saturday 25th February, 2.30pm. *The Chalk and Lime Industry of the Adur*
Brighton and Hove Archaeology Society, Local History Forum presentation by Richard Howell. Ventnor Hall, Central United Reform Church, 102 Blatchington Road, Hove. £3 non-members. www.brightonarch.org.uk

Saturday 4th 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 8th March, 7.30pm. Chichester in the 1950s

The city seen through the archive of Chichester Photographic Services and the odd film. Chichester Local History Society presentation by Sue Millard, WSRO. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Monday 13th March, 7.30pm. A Railway Evening with Christian Wolmar

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

Thursday 16th March, 8.00pm. Find out more about Wivelsfield

An informal evening exploring the landscape and social history of Wivelsfield using maps, documents and photos, presented by Sheila Blair and Heather Warne. Wivelsfield Historical Society event. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

Saturday 18th March. Steam train excursion from Horsted Keynes to Worcester

Photographic opportunities in Sussex. www.railwaytouring.co.uk

Wednesday 29th March, 7.30pm. The Balcombe Tunnel Murder

Volk's Electric Railway Association talk by James Gardner. The gruesome event that happened in the Brighton Line tunnel in 1881. £2 visitors. West Blatchington Mill, Barn, Holmes Avenue, Hove. www.volkselectricrailway.co.uk

Weekend 31st March - 2nd April. Diesel Gala Bluebell Railway 01825 720800

Saturday 1st 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

Saturday 1st April, 2.30pm. Space and Status: how the Medieval house was used

Brighton and Hove Archaeology Society, Local History Forum presentation by Judie English. Ventnor Hall, Central United Reform Church, 102 Blatchington Road, Hove. £3 non-members. www.brightonarch.org.uk

Sunday 2nd April. Vintage Car Show. Classic motor vehicles and accessories

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

Sunday 9th April. Industrial trains and Commercial Vehicles

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

Wednesday 12th April, 7.30pm. The Somme

A local historian commemorates some local people who gave their lives in this incisive battle. Chichester Local History Society presentation by Prof Philip Robinson. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Thursday 21st April, 8.00pm. Life in 13th Century Lewes

Everyday life, clothing, buildings and beliefs. Wivelsfield Historical Society talk by Joanna Wilkins. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

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.

50th Anniversary

The Beginnings of SIAS

John Blackwell

This year marks 50 years of our Society and members may be interested in its formation and early years.

The loss of the Euston Arch in 1962 raised public awareness nationally, that important industrial buildings were being demolished without a proper record being made. In 1963, the then Ministry of Public Buildings and Works in conjunction with the Council for British Archaeology (CBA) began the National Survey of Industrial Monuments. This slowly encouraged local fieldwork which was undertaken almost entirely by individuals and voluntary groups and to the formation of local IA groups. Recognising that this important work could best be carried out by an organisation covering both the counties of East and West Sussex was the vision of Kim Leslie, of the West Sussex Record Office. He convened a meeting of representatives of local archaeological and historical societies under the chairmanship of G.P (Philip) Burstow an eminent member of the Sussex Archaeological Society. The meeting was held in the Royal Pavilion Brighton on Saturday 14th October 1967 and led to the formation of the Sussex Industrial Archaeology Study Group (SIASG) with Philip Burstow as Chairman and Kim Leslie as Hon. General Secretary. An attendee at this meeting was wind and water mill enthusiast and expert, the late Frank Gregory, who was to play a leading role in our Society for the next thirty years. Survey groups were formed including natural power, wind water and animal, led by Frank Gregory; Tollhouses and Milestones led by Brian Austen; Railway Architecture; and Breweries and Malthouses. CBA record cards (a forerunner of our own) were completed and forwarded for the National Survey.

Five Newsletters were produced between 1968 and 1970 edited by Kim Leslie (and currently viewable on the Society's website www.sussexias.co.uk) and a programme of visits organised. In 1970 *Sussex Industrial History No. 1* appeared, edited by John Farrant and published by Phillimores as a commercial venture This was published twice yearly until the end of 1973, a total of six issues when losses led Phillimore to withdraw. With the departure of Kim Leslie to pastures new and the ill health of Philip Burstow the Study Group appears to stutter (records are sparse) but re-named in 1973 as the Sussex Industrial Archaeology Society it revived in 1974 under the Chairmanship of Wilfred Beswick ably assisted by John Haselfoot as Hon. General Secretary and Newsletter Editor. In the spring of 1976 *Sussex Industrial History* (No 7) re-appeared under the editorship of Professor Eric Taylor, published by the Society for members as a yearly journal. Both publications have continued with an unbroken run.

In this 50th anniversary year of the Society an article from the *Newsletters* of the 60s, 70s, 80s, and 90s will be reprinted in each *Newsletter*

**The following is from the
very first Study Group *Newsletter* of April 1968**

Today industry Archaeology and Industrial History go hand in hand but other comments are as pertinent today as then. The author of the article is not named but was most likely Kim Leslie.

Industrial Archaeology and Sussex

The term 'industrial archaeology' was first used by Michael Rix in *The Amateur Historian* in 1955, although it is fair to say that long before the present popularity in the subject, writers such as John Betjeman were stressing the need for a greater awareness in the buildings and architecture of, and from, the Industrial Revolution. Similarly, the development of engineering has been studied by the Newcomen Society since 1919. Nevertheless, it has only been in the last ten years or so that substantial advances have been made by way of investigation and publication.

Stress should be made that industrial archaeology concerns itself primarily with the study of physical remains. This is as distinct from 'industrial history' which is based on literary evidence - on manuscripts and books. In the past records have been examined, and conclusions drawn, quite often inaccurately, and with significant omissions of fact, because there has been little regard for surviving evidence on the ground. Up until a few years ago the Industrial Revolution was being treated very much from the literary point of view. In the case of machinery this has meant that the machines described and publicised by so many economic history writers have been the products of inventors who took out patent rights, the relevant documents serving as the basis for study. With this approach there has been small account of the countless craftsmen and engineers manufacturing for a localised market, often on highly individualistic lines. The only evidence of their work, and about which we need to know more than we do, can only be located by field work.

The work of recording these physical remains is in many cases of great urgency in view of re-development and road-widening schemes, and the technical changes that are making early equipment and machinery obsolete. These changes are so rapid that it is quite possible a whole period of history, in some places intact and complete at present, is in danger of being destroyed without a trace.

In Sussex, attention has already been paid to the iron and glass industries by Messrs. Straker, Winbolt and Kenyon, and a study of the windmills of the county has been made by the Rev. Peter Hemming. Extensive reports on the watermills of the county have been made by Mr. Frank Gregory. It is therefore incorrect to

claim that no work has taken place in industrial archaeology in the county; it is correct, however, to claim that, firstly, the scope of recording has been limited, and secondly, that no overall plan on a co-ordinated basis throughout the county has existed for industrial archaeology.

Although Sussex is not an 'Industrial' county in the usually accepted sense, the county does possess many examples of the type of monument the National Survey is trying to record. This is for two reasons; firstly, the scope of the Survey is wide. Secondly, the agricultural counties, being more slow to change than urban industrial areas, still possess buildings and equipment - still operating in some cases - of an early industrial nature. To mention one example; at Ashburnham there is a small brickyard where rapidly vanishing hand-methods can still be seen. Up until a few years ago the pug-machine was horse-operated, and the kiln, said to date from 1836, is wood-fired, a fuel rarely used today. Soon this too will be closed.

Ed. *Links to view or download the early Newsletters and Circulars are here:-*
www.sussexias.co.uk/news_siasg.htm



**SUSSEX INDUSTRIAL ARCHAEOLOGY
STUDY GROUP**

PROGRAMME FOR 1969

March 29th. 2.30 p.m. "Railway Architecture". John Hoare M.A. The Teachers' Centre, Eastern Terrace, Brighton. Tea 4/6 April 13th. 11.00 a.m. Visit to Ashburnham Brickyard, Furnace & Forge. Meet at Brickyard (TQ 684161). Picnic lunch. May 17th. 2.30 p.m. East Sussex Meeting: "Watermills in Sussex". Mr. Frank Gregory. The Lecture Hall, Central Library, Grove Road, Eastbourne. Tea 4/6 (Following tea, members may visit Polegate Windmill, led by Mr. Gregory). June 7th. 11.00 a.m. Tour of St. Pancras Hotel & Station, London. Meet at the Main Booking Office, St.Pancras. (Some members will be meeting under the Clock at Brighton Station at 9.00 a.m. for the 9.12 to Victoria). June 28th. 2.30 p.m. "The Open Air Museum, West Dean". Mr. J. R. Armstrong M.A. College of Further Education, Westgate, Chichester. (Members may then journey to West Dean to see the site, led by Mr. Armstrong. A picnic tea can then be had in West Dean Park).	July 12th. 11.00 a.m. Visit to Punnetts Town Windmill, Nr. Heathfield. Led by Mr. Frank Gregory. Picnic lunch. At 2.30 p.m. visit the new Wealden Ironmasters Exhibition at Batemans, Burwash. Tea 3/6 September 13th. 2.00 p.m. Visit to the Chart Gunpowder Mills, Faversham, Kent. (According to the response, a coach could be arranged from Brighton, via Lewes, Uckfield and Crowborough). Picnic lunch. Tea to be arranged. September 20th. 2.30 p.m. West Sussex Meeting: "Watermills in Sussex". Mr. Frank Gregory. The Adult Education Centre, Union Place, Worthing. Tea 3/6 October 18th 2.30 p.m. Annual General Meeting. Followed by lecture, "Why should we preserve industrial monuments?" Mr. Peter White, B.A., Inspectorate of Ancient Monuments. The University of Sussex, Falmer, Brighton. Tea. (Further details to be circulated nearer the date.) November 15th. 2.30 p.m. "The Industrial Monuments Survey". Mr. Rex Wallis FSA, FIMech E. Consultant on industrial monuments to the Ministry of Public Buildings and Works. The Teachers' Centre, Eastern Terrace, Brighton. Tea 4/6
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Before each meeting you are asked to return the appropriate coupon to indicate your proposed attendance, to help with catering, etc. A sheet of coupons is distributed with this programme, and further copies may be had from the Secretary.

No arrangements are being made for transport for these meetings, although a coach will probably be booked for the Faversham visit in September, depending on the numbers.

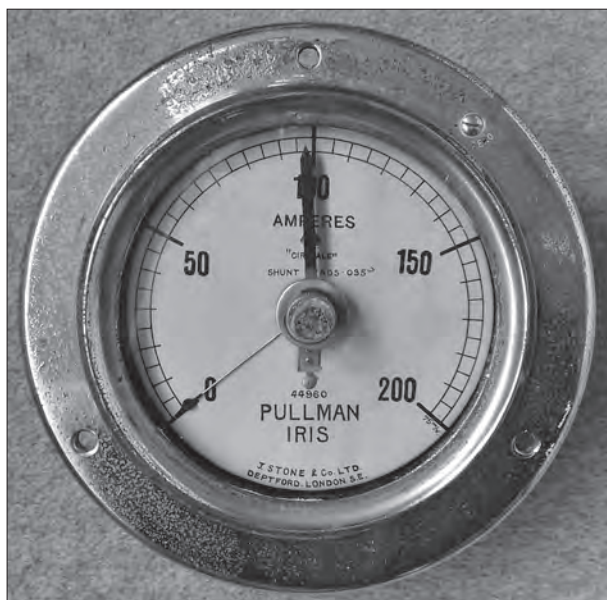
The Secretary, K. C. Leslie, B.A., F.R.S.A., Little Broadmark, Sea Lane, Rustington, Sussex.

Programme card for 1969

Pullman Car *Iris* Ammeter Appears

David Jones

SIAS members will probably be aware that I am involved with the 'New Build' Brighton Atlantic Steam Locomotive Project at the Bluebell Railway where we are well on the way to completing the reconstruction of LB&SCR Class H2 *Beachy Head*. Fundraising for this project is a mix of donations from the Bluebell membership, sponsorship of components and sales at the occasional Open Days, mainly of secondhand books and railway models. These are donated by supporters and sometimes include railwayana collected over the years. At the Open Weekend for supporters in June, we were given one or two items including a Megger tester and an ammeter which the donor's late father had acquired many years ago. I was able to immediately identify the ammeter as from 6-PUL Car *Iris*, as not only did it have the name on the dial but was identical to the one in 5-BEL Car *Doris*, which in fact was from *Daisy*, as these meters were interchangeable. They were located in the kitchen high up on the wooden wall and showed how much power was being used by the cooker and other electrical items, and supplied by J. Stone & Co. Ltd. of Deptford, London S.E.



The ammeter was in reasonable condition except that the glass was broken. I therefore removed the bezel, which was a tight fit in the meter body, so that the remains of the glass could be taken out and measured up for a new one to be acquired. The glass was 3mm thick and 103mm diameter with a 4 mm hole in

the middle which took the adjustable hand-operated needle for setting previous readings. Due to the tight fit of the bezel which might cause some problems when fitting the new glass, I decided to order two new discs in case one broke whilst fitting. Local glass firm K. Billiness, a long established Eastbourne company, were able to supply these circular discs, but in fact supplied an additional two at no extra charge in case one got broken!

Having polished up the chrome of the meter parts and reassembled the bezel with the new glass, I then made up a box to mount it in so that it could join other railway items in my garage, which acts as a small museum. I already have the plaque from another 6-PUL Car *Peggy*, mentioned in the 1953 Coronation Review of the Fleet in the last Pullman Society magazine, *Golden Way* as being used for Princess Margaret. This wooden plaque was spotted in a junk shop in the Ocklynge part of Eastbourne about 30 years ago with a price tag of £25, but I offered £20 and bought it. I am still on the look-out for other 6-PUL artefacts as I regularly saw these trains from the drawing office window of the British Syphon Company at Hampden Park during my apprenticeship years from 1957, as mentioned in my talk after the recent AGM.



Barcombe Tin Tabernacle soon to be converted to housing - June 2016 (*Martin Snow*)

John Foxley MBE (1940 – 2016)

Ron Martin

My first contact with John was early in 1994 and the first words he said to be on the phone were to the effect that he would like to get the Brede Pumping Station open to the public as a water heritage site. In the past twenty three years that is exactly what he has achieved. He was born in 1940 and followed several members of his family into the railway engineering business, starting in the drawing office at King's Cross Station and eventually becoming a Member of the Institution of Civil Engineers. It was during this period that he became interested in all aspects of railway operation included several illegal footplate excursions. He was a member of the Ffestiniog Railway Society and worked on the permanent way there. Following the Beeching Reports of 1963 and 1965, work in British Rail drawing offices virtually ceased and John decided to leave the railways and in May 1966 joined the Sussex River Authority. At about this time he also met Diane Priestly whom he married in 1971. They shared many interests together and for the past eight years they have gone annually to Poland to drive steam engines on the Poland State Railway system, with both Diane and John sharing the driving and firing. Their first home in Sussex was in Patcham before their move to Seaford where they developed their interests in gardening and home improvements and John carried out some very ambitious and well finished extensions to their house.

On leaving the River Authority John moved to Southern Water in 1985, where he became the Drainage Manager and later in 1993, the Sussex Water Supply Manager. When he retired in 1997, he was appointed an MBE in the News Year's Honours list, for his services to the water industry.

He was instrumental in setting up the Brede Steam Engine Society in 1994 and served as Chairman throughout this time. In the past 23 years it has been converted from and unloved and neglected set of buildings into a vibrant museum of water heritage, with the two original triple-expansion steam pumping engines and numerous smaller artefacts, all now working under compressed air at public open days. The Society has become a registered charity and more recently a public Company. One of John's attributes is to encourage volunteers to help with the running of the Society and his engineering knowledge, contacts with Southern Water and his persuasive qualities have all contributed to the success of the site, which received high praise when it was visited by delegates from the Association for Industrial Archaeology Society's Annual Conference in 2014. The smooth running of the Society has in no small part been due to John's widow who has supported him throughout and has for the several years past been the Company Secretary and Treasurer.

All who knew him will miss his cheerful and helpful presence at all open days. He was taken ill some ten years ago and made a relatively full recovery but the after effects finally caught up with him. His legacy is that he is leaving a well organised and established Society that will keep going well into the future.

Products of the Phoenix Ironworks

Can You Help?

John Blackwell

Members will recall my interest in John Every's Phoenix Ironworks in North Street Lewes. A couple of years ago an organisation Artemis Arts who were using part of the old works as an arts exhibition and performance centre obtained Heritage Lottery Funding to record the oral history from the people who had once worked there before closure in the 1980s and for schoolchildren to make a film using old photographs and the workers' words to give an impression of their working lives and their place of work. The film is complete and has been successfully screened at various locations in Lewes and puts a feather in the caps of today's much maligned youth. The oral histories have been edited and we await publication of a selection of them in due course.

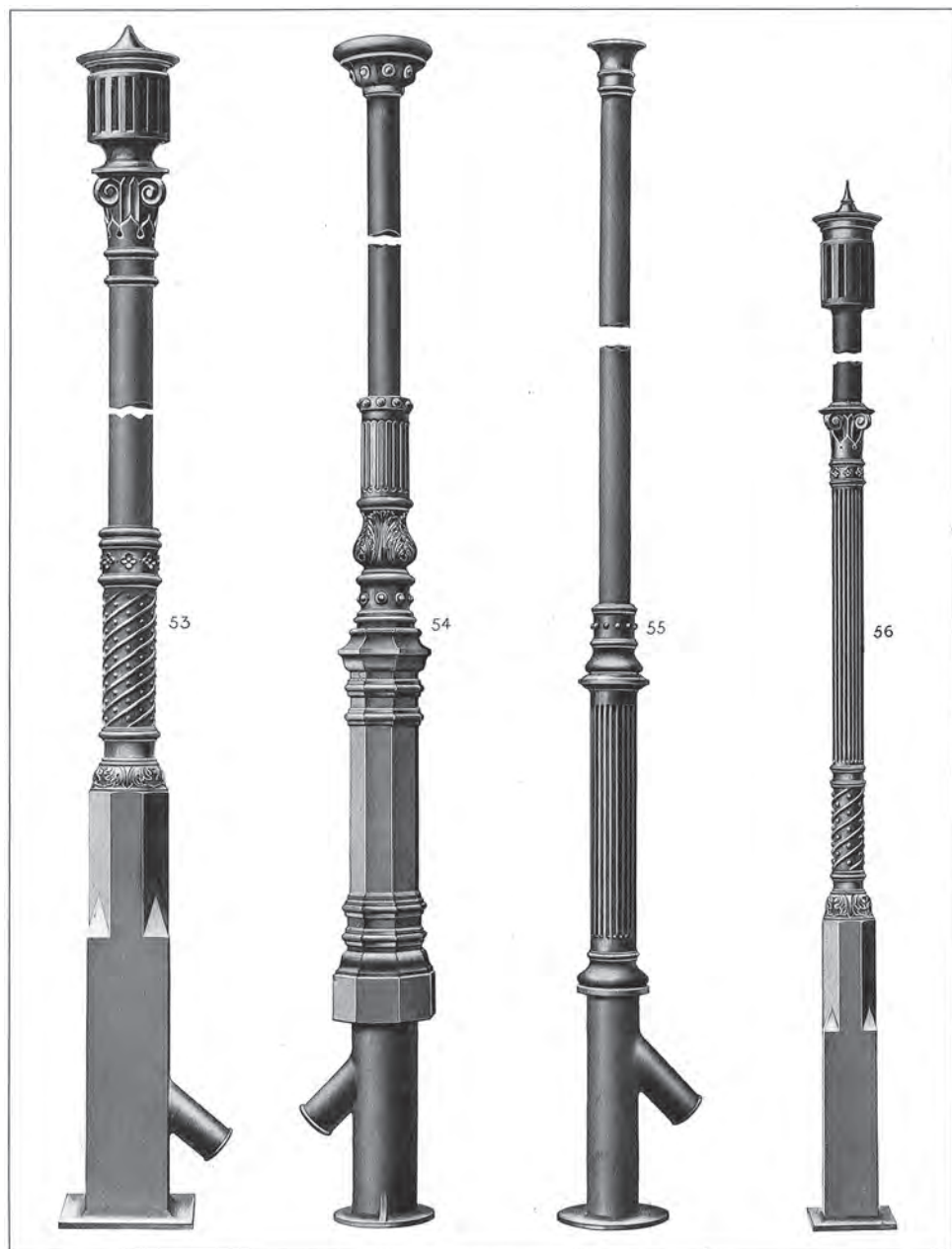
The workers who were interviewed became very enthusiastic about the project and one of them Mick Norris during the course of a summer visited most of our seaside towns and photographed any ironwork that bore the name John or J. Every (Phoenix) Ironworks Lewes or latterly East Sussex Engineering, E S E Lewes. These included items on piers, seafront railings, and lamp posts. The Society has obtained copies of these photographs and it is hoped shortly to include them on our website www.sussexias.co.uk once they have been captioned. Mick concentrated on the seafront areas and I am aware there is much more to be found in the county and further afield for example lamp posts in Worthing and Eastbourne away from the seafront and in Ditchling. Our Society would like to expand Mick's original work and produce a comprehensive record of surviving items (other than the ubiquitous roadside drainage gratings and manhole covers).

If you spot any products anywhere in the UK or abroad please could you photograph the whole where possible and the area where the Every or E S E name appears, then e-mail to our webmaster: martin@snowing.co.uk with the postal location and map reference if practical for inclusion in the gallery.

(See Newsletter 122 April 2004 for a brief history of the ironworks. Ed.)

Don't miss the talk on Monday 13th February,
John Every's Phoenix Ironworks.
See page 4, Events from other Societies.





Sewer vent pipes (Ventilating Columns), a sample page from an Every catalogue

Early Omnibus Services in Brighton

John Blackwell

With the building of the railway from London Brighton in 1840, stage coach operators could foresee a threat to their most lucrative service. One Edmund Strevens, a partner in the firm of Crossweller and Strevens, which operated from the Blue Coach Office in Castle Square at the junction of North Street and East Street saw an opportunity to run an omnibus service from fashionable parts of the town to the station. An advertisement appeared in the *Brighton Gazette* on the 7th May 1840, five days before the opening of the Shoreham Branch stating “an omnibus will leave Kemp Town half an hour and the Blue Coach Office Castle Square, a quarter of an hour before the departure of each train”. By July his buses were meeting trains at Shoreham to take passengers to Worthing. With the opening of the main line to Haywards Heath, in July 1841, his buses and coaches transported passengers onwards to Brighton and when the line opened to Brighton he augmented his service from Kemp Town and from Brunswick Terrace calling at the principal hotels en route.

Strevens had also been conveying luggage and goods as the *Gazette* reported “Strevens blue vans ceased running on Monday (11th April 1842) and the goods and luggage hitherto taken by them are now conveyed by rail in the mixed trains.” Strevens had the sole right “of supplying the traffic of the Brighton Station with omnibuses and fly conveyances” until the spring of 1847 when he lost the contract and his business folded. By July 1847 he was declared bankrupt and his occupation solely recorded as licensee of the Prince Albert Public House in Trafalgar Street, close to the station.



1844, Horse bus at Brighton Station

Who was awarded the contract is unknown but one can assume that the Kemp Town service continued and that from Brunswick Terrace was extended to Cliftonville c1851. The next newspaper reference appears in 1852 when the developers of Cliftonville, where building had commenced in 1851, announced a change to times of departure of the Cliftonville omnibus which ran from the Cliftonville Inn (1 Hove Place now the

Red Lion) to Brighton Station with ten services a day commencing at 6.00am. from Cliftonville with a final departure from the station at 9.20pm.

A new service which appeared in the Gazette on the 12th May 1853 states “for a considerable time past an omnibus has run between Cliftonville and the railway meeting every London train and yesterday a new service to Kemp Town and back, seven times a day, along the line of the cliff, making only one deviation in the middle of the journey for the purpose of calling at Castle Square. The new vehicle is of strikingly handsome appearance and each inside passenger has a compartment to himself. Built by Messrs Rock and Son of Hastings to design of Mr. Rock senior who is unfortunately blind”. The route was from the Cliftonville Inn along the Shoreham Road (now Kingsway), Brunswick Terrace, Kings Road, East Street, Old Steyne, Marine Parade to the Abergavenny Arms (demolished 1930s) Black Rock. Journey time 40 minutes, fare 4d (2p)

Endangered sites and recording

Ron Martin

There is a current Planning Application for the demolition of No. 80 Buckingham Road, Brighton which was previously occupied by the Community Mental Health Care Centre. This site, together with Nos. 77-79 Buckingham Road was the site of the Brighton Grammar School after it moved from No. 47 Grand Parade in 1868. The site was taken over and became the Sussex Women's Hospital, later the Maternity Hospital and the main building was demolished in 1969. It has been fully recorded.

Work on Saltdean Lido is progressing. The main pool has had to be completely rebuilt and it is hoped all the poolside work will be completed shortly. Work on the main Grade II* Listed building will then commence.

Yet another Planning Application is in hand to carry out work at the Le Carbon works in South Street, Portslade, involving some demolition. to create a mixed development with a lot of domestic accommodation.

The former Barclay's Bank at 41 High Street Rottingdean, a handsome building faced with flint is to be converted into domestic accommodation.

There is a Planning Application to carry out some work to Queens Hotel in Brighton. This is a very complicated site, the hardest I have ever recorded. It was the original site for Mahomed's Baths, later Brill's Baths. It then was occupied by Junction Mansions, Royal Markwell's Hotel, Dolphin Hotel, Warwick Mansions and No.6 Kings Road, which was designed by Amon H. Wild, and is a listed Building complete with ammonite capitals. The whole site is now occupied by Queens Hotel except that run by Pitcher and Piano, a cocktail bar.

The kiosk on Brighton front at the south end of West Street, has been demolished and it is proposed to re-erect it a short distance to the east. The Shelter Hall underneath is to be enlarged and this will involve substantial rebuilding.



SUSSEX INDUSTRIAL ARCHAEOLOGY STUDY GROUP

Much of our past, especially of the 18th and 19th centuries, is being destroyed by re-development schemes, road-widening, and sometimes by sheer neglect. Almost overnight, early buildings and machinery can disappear without trace, sometimes without even a photograph having been taken.

This is why the National Survey of Industrial Monuments was set up in 1963, to ensure that we and future generations possess an adequate record of our industrial past.

A TRAGIC LOSS

This little cast iron crane was made in 1821 for Richard Tamplin's new Brighton brewery, the Phoenix. It was used for raising the casks onto the horse drawn drays.



It was one of the most impressive cranes of its type to survive in the country. In the spring of 1969 a lorry backed into it, and it has now been lost for ever.

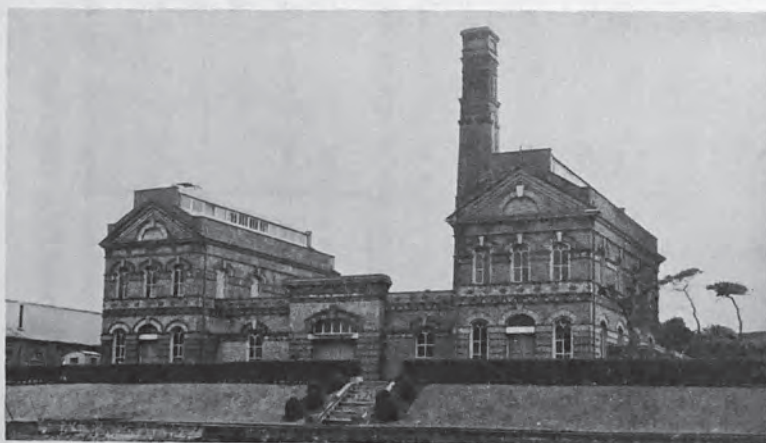
The Sussex Industrial Archaeology Study Group is one of a number of local groups throughout the country formed to assist the National Survey in recording, and in selected cases preserving, the relics of past industrial activity before they disappear.

Investigations in Sussex include:-

- Donkey wheels * Horse gins * Watermills * Windmills
- Ice houses * Mines * Breweries * Tanneries * Brickworks
- Tollhouses
- Railway architecture * Stationary steam engines

PIDDINGHOE

*Early 19th century
pottery kiln*



HOVE

*Goldstone Pumping Station
Housing two beam engines of 1866 and 1876 –
the last beam engines in Sussex*

Mystery Photo

Do you know your IA?



OK it's a wall! But where is it and what is interesting about it?
Do you know of any similar features from our industrial past?

Update

The mystery image in Newsletter 172 remains a mystery

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).

A Specimen Card			COUNTY SUSSEX	REF. No.
NATURE OF SITE (Factory, mine, etc.) WAREHOUSE		INDUSTRY. A CORN EXCHANGE	DATING. 1852	DATE OF REPORT. MAY 1967
GRID REFERENCE OR LOCATION. TQ 147034		PARISH/TOWNSHIP. WORTHING		
DESCRIPTION: dimensions; present condition; architectural features etc.				
3-floored brick and flint warehouse, 74' x 28'. In use as Civil Defence store, owned by West Sussex County Council.				
Ground floor - store.				
First floor - store, with sliding doors to own railway siding on south and east.				
Track now removed.				
Second floor - exchange room, and three offices.				
A typical functional building, with some, but not much, thought for ornament. East and west faces relieved by coursed and unknapped flints divided into panels (a structural feature) by horizontal string courses of brick. False gable-end on east side, with date. 3 cast-iron central support pillars on first floor.				
(Further remarks or photo/sketch may be recorded on the back) See over				
MACHINERY AND FITTINGS.		Second floor - tollboard, 1852.		PRESERVED BY WORTHING MUSEUM.
		In roof - sack winch by endless rope, ?1852.		
DANGER OF DEMOLITION OR DAMAGE.		To be demolished. (DEMOLISHED JULY 1967)		
PRINTED, MANUSCRIPT OR PHOTOGRAPHIC RECORDS.				
History of Worthing Corn Exchange, K.C.Leslie. Typed MS, with scale plan and photos, Worthing Reference Library. Deeds - West Sussex Record Office, ADD.MS. 6370.				
REPORTER'S NAME AND ADDRESS:- K.C.Leslie, Little Broadmark, Sea Lane, Rustington, Sussex.				Return to:- K.C.L.
INSTITUTION OR SOCIETY:- Sussex Industrial Archaeology Study Group.				
INDUSTRIAL ARCHAEOLOGY REPORT CARD.				

Example early record card - the building is long gone for bridge building, road widening

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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*



Phoenix Foundry: RAFA Club ironwork Waterloo Square, Bognor



Earliest 'logo' form used by the society before the change of name.
See article on the early beginnings

