

Sussex Industrial Archaeology Society Newsletter



Modernist style, 1930s Embassy Court, Kings Road, Brighton



Newsletter 180

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Editorial

Welcome to *Newsletter 180*.

No apologies if you thought this had become an architecture publication, Embassy Court is an early example of the application of several innovations in construction in the Modernist Style. I was finally able to visit during the Heritage Open Days this September and I now understand why it is so popular, other than to those who merely wish to nose into peoples homes! I can heartily recomend a visit if you are able to join in on a tour.

A number of visit reports and an interesting IA filled holiday report, how did you get away with it John?

As always, thanks to all the contributors to this issue, without whom there might be just a single sheet!

If you have a contribution, news, text, image or both, please get in contact, there is always space. Help is available for additional research.

Forthcoming SIAS Events

Malcolm Dawes

The following SIAS meetings are held
at West Blatchington Mill Barn, Holmes Avenue, Hove BN3 7LF

Saturday 17th November 2.00pm. AGM

followed by Vic Mitchell talking about his railway past

Vic is the founder and author of Middleton Press, famous for producing the extensive range of books on railways routes across the UK.

Saturday 19th January 7.30pm. 40 years of Amberley Museum and Heritage Centre

The museum will be celebrating its 40th Anniversary of opening in 2019

Roger Kevern, a Volunteer Guide at the Museum, will tell us the story of Amberley in two parts – pre and post 1979.

Pre 1979 will commence with early geology of the chalk deposits in Sussex, move through the Roman period, the rebuilding of London after the Great Fire and then describe the chalk mining activities at Amberley through the industrial revolution to the operation of the Pepper Chalk pits until it closed in the late 1960's.

Post 1979 will cover the founding of the Amberley Museum in 1979 and bring us up to date on what has happened since then.

Pre and post 1979 will be split by a tea break.

Saturday 9th February 7.30pm. Film Nite

More details in the next Newsletter, put this popular evening in you diary now.

Please see the Mills Newsletter for details of Mills Group activities

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

Sunday 21st October. *Autumn Industrial Trains.*

Narrow gauge trains in action, plus demonstration runs with the road machines and contractor's monorail. Resident steam trains running around site.

Amberley Museum. 01798 831370

www.amberleymuseum.co.uk

Saturday 27th October. *Steam train excursion from Bluebell Railway to Worcester*

Class B1 61306 Mayflower rostered for the trips.

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

Tuesday 30th October 8.00pm. Smuggling on the South coast

Danehill Parish Historical Society talk by Chris Hare.

Danehill Memorial Hall, London Road, Danehill. Visitors £3.

www.danehillhistory.org

Saturday 3rd November, 10am to 4pm. Opening day at the Brede Steam Engines.

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

Sunday 4th November. London to Brighton veteran car run

Monday 12th November 7.30pm. Andrew Marshall re-caps on his 20 years of presentations to the Southern Electric Group

Southern Electric Group, Sussex Branch event. £3 visitors. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 14th November 7.30pm. William Penn and Sussex

Chichester Local History Society presentation by Martin Hayes West Sussex Local Studies Librarian. Non Members £5. New Park Centre, New Park Road, Chichester. 01243 784915

Tuesday 20th November 6.30pm. Development of Fleet Submarine 1910-1918

Newcomen Society lecture by Duncan Redford. 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

Wednesday 21st November, 7.45pm America Coast to Coast

Sussex Transport Interest Group talk by Keith Carter. £2.50. London Road Station, Brighton. 01273 512839

Saturday 24th November Conference :

Heritage and Resources in Southeast England - See page 21 for details

Saturday 24th November 2.30pm. Magnus Volk and his amazing railways

Brighton and Hove Archaeology Society, Local History Forum talk by Ian Gledhill. £4 non-members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Tuesday 27th November. Steam train excursion from London Victoria to Eastbourne Steam hauled return journey from Hastings through Battle to London

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

Wednesday 28th November. The early years of the Blackpool Tramway

Looking at the period when the tramway used the conduit system developed by Michael Holroyd-Smith. Volks Electric Railway Association talk by Blay

Whitby. Visitors £2.00. West Blatchington Windmill Barn, Holmes Avenue, Hove.
www.volkselectricrailway

Saturday 1st December, 10am to 4pm. *Opening day at the Brede Steam Engines*
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to
Ashford. 01323 897310

Saturday 5th January, 10am to 4pm. *Opening day at the Brede Steam Engines*
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to
Ashford. 01323 897310

Do please check details of events 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.*

Turnpikes, Tollhouses and Milestones

Brian Austen

Members will have received their copy of *Sussex Industrial History* which contains the final article in a long running survey of the artefacts and history of the turnpikes within the county of Sussex.

The survey started in vol 35 (2005) with “Turnpikes to Chichester, Midhurst and Petworth”. This was followed by:

2006 “Turnpikes to Arundel, Worthing and Littlehampton”

2008 “Turnpikes to Horsham”

2010 “Turnpikes to Steyning, Henfield and Shoreham”

2011 “Turnpikes to Brighton”

2012 “Turnpikes to Lewes and Newhaven”

2013 “Turnpikes of the High Weald”

2015 “Turnpikes to Eastbourne”

2016 “Turnpikes to Battle and Hastings”

2017 “Turnpikes and Toll Roads to Battle”

2018 “Turnpikes to Rye”

Over this period several members have contacted us with additional information. We hope to combine this into one final article for the 2019 issue.

Members and others who have any additional information or comments are requested to contact:-

Brian Austen at 1, Mercedes Cottages, St. John’s Road, Haywards Heath, West Sussex RH16 4EH – tel/fax 01444 413845 or email: brian.austen@zen.co.uk

New photographic evidence, documents and sources will be acknowledged in the article. The deadline for receipt is December 2018.

Trip on SS Shieldhall around Southampton Water on Saturday May 26th Malcolm Dawes

SS Shieldhall was launched on the River Clyde in 1954. It was built for Glasgow Corporation to transport treated sewerage down the Clyde to be dumped at sea. It was also designed to carry 80 passengers and for many years organised parties used the ship during the summer months. Presumably Glaswegians were able to cope with the aroma that must have existed on a hot summer's day. The ship was retired from its work on the Clyde in 1976, followed by similar work in Southampton for a few years and finally withdrawn from service in 1985

Shieldhall was purchased by volunteers in 1988 and now operates excursions in the Solent area. The ship has been restored to sea going condition by many enthusiastic volunteers. The restored woodwork in the saloon is impressive, however the highlight of a trip on the Shieldhall is the open access to the engine room and boiler. The triple expansion engines provide 2400 horse power sufficient to maintain a normal service speed of 9 knots. And when you are so close to these engines you do have a unique feel for the power of a steamship.

Our cruise started in the Ocean Cruise Berths and we sailed up Southampton Water with full commentary on such landmarks as the 13th Century Netley Abbey, Hythe Pier with a train in view working its way along the slender pier, Royal Victoria Hospital's Chapel in pristine condition following extensive restoration and the massive Fawley Refinery. However, the cruise was timed so that we had a close view of three Cruise Ships leaving Southampton. The scale of these ships was astounding particularly when viewed from the deck of Shieldhall. Typical statistics for one ship - cabins on 10 levels, 2900 passengers, 1500 crew and 1500 cabins. We may have been dwarfed but Shieldhall made plenty of noise greeting each ship with its steam whistle.

The crew were all friendly and helpful passing on all sorts of technical information to the passengers. The weather was perfect for the cruise, sunny and warm all afternoon, so a good time was had by all. A particular thanks to Jim Hawkins for organising the cruise and for his generosity in subsidising the trip



View onboard with overscale modern cruise boats beyond

Bluebell Railway - Visit 21st July

Chris Bryan

First stop on the day was at Sheffield Park to see the progress on the 'new build' Marsh 4-4-2 Atlantic. As it is now at the stage where the boiler (15 tons) was due to be craned outside of the workshop for a hydraulic test the following week.

The boiler was found in 1986 at a factory in Essex, purchased and moved to the Bluebell Railway in 1987. Although the boiler was originally fitted to a Great Northern Railway Class C 4-4-2 Atlantic, it was very similar to the 6 H2 Class locos built at Brighton in 1911/12. 'Beachy Head' 32424 was the last of the Brighton H2 Class locos to be scrapped in 1958 and the project to build a new 'Beachy Head' did not materialise until the year 2000 as the railway had been busy working on locos retrieved from Barry scrapyard. Eighteen years work and the chassis is as complete as it can be prior to the tested boiler being fitted. The boiler has been fitted with a complete set of new tubes plus new rivets attaching the foundation ring to the firebox and is otherwise in good condition. The positions for the fittings on the back of the boiler had all been blanked off ready for the test at 223 psi which is 1¼ times the working pressure plus 10 pounds.

A new building was provided for the project which was opened in 2006. The boiler was then under cover and work progressed on the main frames. An effort was made to have as much of the loco made in the UK as possible. An early problem was that a joggle had to be pressed into the 34ft long and over 1 inch thick mainframes. Eventually Pridhams in Devon were able to do the job having purchased the 700 ton



Some idea of the scale of the project (*John Blackwell*)

press from Crewe Works. The combined cylinder and valve chest would have required a costly and complicated pattern and casting. The decision was taken to use modern techniques and make the cylinders from welded assemblies and the valve chests a one piece welded assembly

between the frames. Ricardo at Shoreham annealed the welded assemblies before machining by another contractor. Heskeths of Bury had forged the coupling and connecting rods for the Bluebell 'U' Class 1638 but were no longer in business. Rather than have the rods forged in India, blank forged billets of EN19 steel were purchased and water-jet profiled in Crowborough then milled in the West Midlands. Items unable to be sourced in the UK were the steel tyres for the driving and bogie wheels which had to be obtained from South Africa. The superheater header casting is complex and was a challenge for the foundry that took the job on and will be one of the first items to be fitted once the boiler is installed. Skills shortage still remains a problem and has tended to slow the progress on the project more than the rate at which donations contribute the financing of the project. Steps have been taken to ensure the project moves constantly towards completion.

As an 11 year old I took up train spotting and my first Ian Allan abc book listing British Railways Southern Region Locomotives included 32424 Beachy Head. I knew at the time that it had already been scrapped and there would be no chance of my ever seeing it. I look forward to the opportunity of seeing the reincarnation in steam.

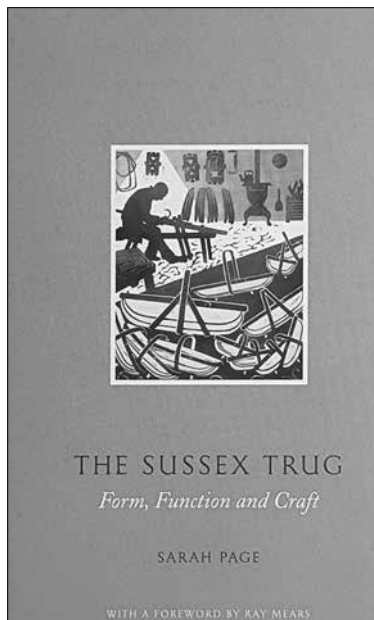
It was then a steam train ride to Horsted Keynes for a tour of the carriage shed where Pullman Car Number 54 was undergoing a major restoration. Built as a Kitchen Third in 1923 and rebuilt in 1937 as a Parlour Brake Third. Acquired by the Bluebell Railway in 1984, it will be restored as dining only and grants will enable the finished carriage to have wheelchair access via the luggage van doors. Among the many carriages at varying stages of restoration were two immaculate four wheel carriages at the finishing stages. No.3360, originally LC&DR, had Longhedge Works 1889 emblem on the chassis has been restored as SE&CR third livery and similarly No.3188, LC&DR with Longhedge Works 1897 emblem also finished in third SE&CR. Our guide explained that LB&SC coaches are rarer than LSW and SE&CR coaches because at the grouping in 1923 the Southern Railway thought they were inferior and were discarded first. A long way still to go with the restoration of a LB&SCR Stroudley four wheel brake coach which had LB&SC 1881 cast onto the axle box covers. A look at Restaurant car 7864 built in 1932 which was undergoing major restoration and will eventually be part of a rake of Maunsell coaches. We were informed that a green Bulleid coach was the earlier variety with curved windows and was superseded by longer vertical windows and flat glass. Our guide did not work on British Railways Mk1 coaches and made little comment on those in the shed.

Thanks to David Jones for the update on the Brighton Atlantic Project and our guide at the Horsted Keynes Carriage Shed which provided an excellent and informative day out.

Book review by Geoffrey Mead

The Sussex Trug: form, function and craft, Sarah Page

Otherwise Publishing 2018, £20



Early in 2018 I was asked to give a talk at The Keep archive on aspects of historic Sussex trades and occupations, in the course of which I showed a single image of a particular industrial process, that of collecting flint ‘Blue Boulders’ at Rye Harbour, prior to their export to the Potteries for glaze production. The image taken in 1939 showed a ‘Blue Boulder man’ with his wooden shoulder yoke, from which hung a pair of strengthened and strapped trug baskets full of the flints. At the end of the talk I was approached by a lady who said she was working on a book on trugs and could she use the image as she knew of the use of trugs for non-agricultural purposes but did not know of the boulder trade. As I am a Trustee of Rye Museum I was able to supply her with several images from their archive [although she only used a single image in the end!]. The result of

her researches into trugs has resulted in a lovely little paean of praise to that most Sussex of manufactures –the trug.

An A5 hardback, it is sumptuously illustrated in colour [a mini coffee-table book] and with period black & white images including a useful coloured map showing local distributions of the various ‘truggeries’. The book, introduced by the Sussex ‘wildman’ Ray Mears, works through the range of processes involved in the production of a trug, raw materials, tools and manufacturing processes, narrowing down to the Smith family who were major producers, and finishing with the trugs’ recent history, their peaks and declines and their survival into the 21st century. The volume concludes with a useful glossary-there are some obscure local terminologies employed-a bibliography, a website list and a comprehensive index [the sign of a well-produced book].

I was invited to the book launch at Charleston Farmhouse earlier this year where there was a practical demonstration by two craftsmen actually producing a series of variously sized trugs in the sunlit courtyard; I commented to one other guest that it was lovely to see such a quintessentially Sussex sight as trug manufacture and to see true, seasoned craftsman at work, she replied “Yes, one is a retired bank manager and the other a retired policeman!”

Visit to Fawley Hill Railway and Museum, August 5th

Malcolm Dawes

As would be expected this summer our visit to Sir William McAlpine's private railway at his country estates near Henley on Thames, took place on a hot sunny day. The large house at Fawley Hill may appear to be Georgian but was in fact built in 1960. A short length of standard gauge line soon followed in 1961.

The 1960s and 70s were a time of extensive demolition of railway property. Sir William used his influence as Chairman of the Railway Heritage Trust and Director of the Civil Engineering Contractor Sir Robert McAlpine to preserve many items by transporting them to Fawley Hill. In the grounds are parts of railway bridges that spanned the Thames, stonework from various London Termini including the lettering for Broad Street Station carved in stone and now part of the garden wall of the house.

The railway was extended and now runs for a mile and includes the steepest standard railway gradient in the UK. At the top end of the line is the railway station from Somersham, the level crossing has an adjacent Midland Railway signal box from Burton upon Trent and the footbridge came from Brading on the Isle of Wight. Motive steam power for the train rides was provided by 0-6-0 ST *Sir Robert McAlpine & Sons*, built in 1925. Passengers were accommodated in a wagon and guards van - an exciting ride.

The Museum is a treasure trove of railway memorabilia. The huge collection of enamel advertising signs is outstanding with many large scale rare signs. There are thousands of items displayed in a wonderfully idiosyncratic manner. A long line of chairs is a typical example of the unusual nature of the museum – chairs from different eras, different railway companies, different past use – all in a line, many with ageing paper labels describing where they came from.

There are gems everywhere you look. The eclectic mixture is well illustrated by a device that I came across in a corner - an early attempt to provide hot food in any railway station. A heated water tank that stood on a counter had a heavy saucepan and frying pan positioned over vents in the top of the tank. Somehow the steam heated the cooking implements and a fried breakfast could be created. A tap on the side of the tank provided hot water for the tea.

The major item from Sussex in the museum is the old Arrivals and Departures Board from Brighton Station. Still in a good condition with most of the station names in place although perhaps the brass work was not as shiny as when it was at Brighton – was cleaning the brass on the indicator board at Brighton a specified job?

The volunteers at Fawley Hill are very helpful and knowledgeable and are full of explanations of why and how items have ended up at Fawley Hill. The train rides and museum were all busy with nine other groups having been invited for the day. The ride in the wagons was a wonderful experience, including the joy of lots of

soot covering your clothes when the engine powered up the hill. A very unusual and enjoyable visit – an experience to savour.



Garden Wall with a difference at Fawley Hill (*Malcolm Dawes*)

Brighton's Dome Estate Rejuvenated

Peter Tyrrell

Work was on-going in mid 2018 at what was once the Prince Regent's Riding house which is familiar to Brightonian's as central to the Grade I listed Dome complex in the City centre. Daylight freshened up it's 200 year old timber work that became exposed to the elements again. These were all examples of the project to reinvigorate the landmark properties that have embraced varied aspects of transitional industrial endeavour and energies. Part of the fascination of the Dome Estate buildings is their location central to the town's artisan network of backstreet workshops and trade premises that were so splendidly examined by Dr. Geoffrey Mead in his memorable rain-blitzed North Laines walk and talk in mid 2016. There was so much expertise on hand that evening walk, it was truly an ideal exercise for the Society - although the skies ultimately emptied in their torrents.

Among the images released by Brighton Dome and Festival were the magnificent beams and cast iron trusses which form part of the Corn Exchange when the Prince Regent utilised the grand building for his horses. Amongst other fresh developments is the creation of a large glass skylight above a new public viewing galley that will have a bar and overlook the Corn Exchange. A balcony is being built in the Studio Theatre, once a supper room, to provide more seating and create a more intimate feeling. A new visitor entrance is being built in New Road. The transformation of the Corn Exchange is due for completion mid 2019. I have experienced the aura of the Dome complex for some fifty years, growing up in the environs, and welcome the on-going transition of the Dome Estate.

Longmoor Military Railway and Hollycombe Steam Collection

1st September 2018

Malcolm Dawes

This was our last visit of the summer and as would be expected we had yet another sunny and hot day for a stroll through the woods on the track bed of an unusual railway and an afternoon visit to a steam collection with many unique steam powered machines.

We met at Liss, across the border in Hampshire, and started the day at a very pleasant cafe. After refreshments we started our stroll along the old track bed of the Longmoor Military Railway which when a working railway had a connection to the mainline at Liss Station.



The usual suspects line up at the buffer on the site of Liss Station of the the former Longmoor Military Railway (*Martin Snow*)

The military railway was built in 1905 from

Borden Station to the Longmoor Military camp. A loop was eventually constructed within the base and in 1935 a connection to Liss was built. The military base was used for training soldiers to drive steam locomotives and it is estimated that 1000 locomotives of varying size and condition passed through the base during its lifetime.

During the 1940's the base was used for tank training and was a strategic army camp with easy access to the south coast ports. The base began to be run down during the 1960's and the opportunity was taken for railway enthusiasts to organise open days in conjunction with army personnel. There were plans for enthusiasts to buy part of the railway system but local opposition prevented such a development. Final closure of the railway came in 1971 with the removal of track at the Liss end of the line.

It was this section where we had our stroll, viewing what remains from its time as working railway - the old Longmoor Railway Station at Liss, a couple of original buffer stops, foundations of a signal box and an assortment of sleepers. The conversation along the way was particularly fruitful and we heard about the sighting of a train load of tanks heading for the main line and the south coast in preparation for D Day; filming for the "The Young Churchill"; the BBC filming

at the base with deliberate wheel spin for the benefit of the camera; the last Open Day run by enthusiasts in 1969, riding in steam trains with vintage carriages, whilst displays were set up where derailed locomotives were manhandled back onto the rails. Also, stories about how you could do your national service at Longmoor, playing with trains rather than being sent abroad to be shot at. Sometimes these snippets of conversation can be the highlight of an SIAS outing.

The afternoon visit was to Hollycombe Steam Collection, West Sussex near Liphook. Created in 1971 by Cdr John Balock who bought Hollycombe House and adjacent estate. With his passion for British Engineering he set about saving many rural based steam engines and machinery, displaying them in the estate. The museum has a 2ft gauge Steam Powered Quarry Railway giving rides around the hillside with spectacular views from the High Weald. Cdr Balock had a particular interest in fairground rides and a section of the museum is laid out as a fairground with many unique steam powered rides.

Our visit coincided with a special day for miniature steam traction engines many of which spent the day steaming around the grounds of the museum. The highlight of the day was a parade and line up of 20 engines with an additional line of radio-controlled tanks in front. An unusual combination, much appreciated by the many visitors.

Our thanks go to Joe Whicher for organising such an interesting day in distant parts.



The line up of miniature steam traction engines and radio controlled tanks (*Malcolm Dawes*)

From Pleasure Gardens to 'Fryco'

John Blackwell

A chance remark by our General Secretary that he was investigating the origins of an old wall behind the flats known as Devonian Court in Brighton reminded me this was a site of IA interest. Devonian Court is situated between Park Crescent Place and Brewer Street Originally part of the site of James Ireland's Royal Brighton Gardens, established in 1822, which extended north from Union Road to the present day Caledonian Road. The aforementioned old wall was indeed proved to be part of the western boundary. Attractions provided were a cricket ground, a reading room and pleasure gardens complete with grotto, maze and lake. However they failed to prosper under several owners, closed in 1843 and fell into decay except for the cricket ground which continued until 1848. Sold as building plots, Park Crescent and its gardens were built on the site of the cricket ground in the 1850s. In 1876 the plot on which Devonian Court now stands was acquired by Fred Ginnett, the circus proprietor who built his Royal Hippodrome and Circus with a ring 50 feet in diameter and with room for 1,600 spectators. It opened in on 31 October 1876 with prices from 3d to 6d with the added inducement that Tilley's Lewes Road omnibuses would convey patrons to and from the circus free of charge, the stables for the horse-buses being immediately opposite the Circus entrance (later the site of the Arcadia Cinema now the Labour and Trades Club). By 1877 he had built at the rear of the Hippodrome another hall, the Grand Olympia where he ran a riding school and planned various elaborate spectacles including the use of electric lighting for a fortnight in 1878 from 22 November to 6 December. The local papers carried the following details

"...the Circus is lit normally by 500 gas jets running along the sides of the Circus but immediately the two electric lamps, each of a power equal to 1,200 candles were ignited, the gas was effectively paled". *Sussex Advertiser*, 11 December 1878. An advertisement proclaimed "At enormous expense Mr Ginnett has purchased two of Mr Gramme's Electro Dynamic Machines which by their marvellous power create a refulgence equal to that of 4,000!! candles. These batteries together with steam machines" (traction engines) "connected therewith are open to public inspection". *Brighton Gazette*, 28 November 1878

Unfortunately the strong shadows cast by the lighting frightened the horses and the arc lamps were removed. Failure to obtain a theatrical licence for the Circus caused Ginnett to close in 1889. The buildings opened under new management with a licence, as the 'Gaiety' theatre and offered music hall and melodrama finally closing in 1899. In 1901 Mineral Water and soft drinks manufacturer R Fry and Company bought the premises and installed a concrete floor inside the building presumably for their heavy machinery to sit on. This was later used as the foundation for Devonian



The Park Crescent Place frontage of the former Gaiety Theatre after conversion for Fryco Ltd

Court forming a lower ground floor used as workshop/retail units until converted to residential use. The supports for this floor can be seen in Park Crescent Place.

R Fry and Company first appear in the street directories in 1874 when they occupied premises accessed from 20a Middle Street in Brighton, previously described as that of a British Wine Manufacturer (probably non alcoholic). The premises were behind Nos. 21, 22 and 23. By 1900 Fry's had expanded to incorporate these houses and had created a rear entrance for vehicles at 14 Boyces Street. The premises in Middle Street were demolished in 1932 but the rear entrance can be seen today, infilled by a shop but with the words Mineral Water at first floor level and Factory above. In 1899 the company acquired Henry Longhurst's Amber Ale Brewery in London Road, now the Duke of York cinema and the Fire Station. However Brighton Corporation needed to demolish the Viaduct Road corner in connection with the introduction of the tramway system and following negotiation bought the brewery premises for £25K, forcing Fry and Co to move into the old Gaiety theatre premises but still retaining those at Middle Street. In 1930 the company moved production to a new factory in Victoria Road Portslade. Business thrived until purchase by Schweppes in August 1961 and the factory closed the following year with the loss of 90 jobs. MB Metals a local firm of precision engineers took over the factory until the late 1980's when it was demolished and the site is now occupied by Chandlers, a BMW car dealership.

Fry's supplied various waters and soft drinks for nearly 90 years and newspaper advertisements chronicle how tastes changed. Early production was a single item aerated (carbonated) water or with added minerals or dissolved solids (soda water) all closely associated with whisky drinkers. An advertisement in 1874 read:

'Aerated Mineral Waters Carefully Prepared in Bottles or Electro Silvered Syphons'.

By 1881 the products on sale were :-

R. FRY & CO.'S
HIGH-CLASS
AERATED MINERAL :WATERS,
BRIGHTON.

SPECIALITIES: { **FERROINE.**
*The best Drink and Nerve Tonic
furnished in all cases of
debility and exhaustion.*
GINGER ALE.
Aromatic, Sparkling, Refreshing

BRIGHTON SELTZER. **LITHIA WATER.**
SODA WATER. **LEMONADE.**
POTASS WATER. **GINGER BEER.**

IN ORDINARY BOTTLES AND THE ELECTRO SILVERED SYPHONS.
**Sold throughout Brighton and the County by Chemists, Wine Merchants,
and Grocers.**

Ferroine was an iron mineral salt drink, Seltzer was plain carbonised water, and Potass and Lithia water were, I believe, various types of soda water. Ginger Beer was brewed and includes yeast for fermentation i.e. it is naturally carbonised. It was sold in stoneware bottles until the 1920s many of which survive. Ginger Ale by comparison was carbonated water flavoured with ginger syrup. By 1900 works (depots?) are noted at Eastbourne, Hastings, Tunbridge Wells, Worthing and Forest Hill and products, in addition to aerated water, include lemon squash and lime juice cordial. In 1905 their trademark 'Fryco' appeared. In 1910 non alcoholic fruit wines including ginger, orange, raisin and elder were for sale. The thirties saw fruit squashes using the trade name 'Big Ben' with lemon, orange and lemolyme all priced at 1s 10d with grapefruit at 2s 4d. I remember well their post war products of lemonade, ginger beer, ice cream soda and cherryade with the distinctive Fryco label in green yellow and blue. Fryco lemonade was my preferred tippie superior to the other local lemonade by Hooper Struve. Happy days!

IA on Holiday. South Devon

John Blackwell

With the weather set fair in July a few days were spent in Devon at Babbacombe where time was found to search out items of IA interest. An easy start was made as the Cliff Lift (or railway) down to Oddicombe Bay was near our hotel. The lift was constructed by Waygood Otis and opened in 1926 at a cost of £16k. Built for the Torquay Tramway Company it was taken over by Torquay Corporation in 1935 for £18k. In 1941 the lift closed due to wartime restrictions and did not re-open until 1951 being refurbished by the Dartford company, J & E Hall, at a cost of £10k. The two lift cars traverse a 1 in 2.83 gradient (22°), 720 feet in length which has two 5 feet 10 inch gauge tracks. Each car carries a maximum of 40 passengers. The height from beach to cliff top is approximately 250 feet. The cars and track and control gear were replaced to modern standard in the winters between 2005/7. The railway is powered by electricity using an AC. VF. (variable frequency) motor which receives information from track sensors to vary the speed of the cars. The control room is beneath the upper station office floor and houses an upright traction sheave around which the steel hoist ropes are arranged in a double wrap, this means they pass round the sheave twice. It is required so that adequate traction can be afforded between the hoist ropes and the sheave so as to move the two lift cars. The four ropes pass up to offset rope diverters (sheaves that are outwardly inclined to the vertical) and pass out of the control room at centre track position and attach to the top end (rear) of the cars. Another set of ropes is attached to the bottom end (front) of each of the cars, which travel over a set of diverter sheaves located under the bottom station. These ropes, known as compensating ropes, are there to maintain a balance between the two lift cars during travel. If one can imagine a lift car at the bottom without the compensating ropes there would be the weight of the lift car, its load and four 720 ft hoist ropes to overcome, with assistance given only by the weight of the upper car and its load going down. In this situation the power demanded of the motor would vary during the ride and by fitting the compensating ropes there is a continuous loop of ropes, which means that the only differential in weight between the two cars during travel is the number of people in them. The journey down only takes a few minutes but for me to get to shore level took considerably longer, the bottom station being considerably above the level of the beach but well worth it. Since 2009 the railway has been operated by a CIC (Community Interest Company) not for profit organisation similar to that for Saltdean Lido.

Of course there is much of railway interest in the area. The line from Exeter to Newton Abbot was opened by the South Devon Railway Company (absorbed by the GWR in 1876) during 1846. A branch from Newton Abbot to Torquay (the present Torre railway station) opened in December 1848. These lines were built as

single-track, 7 ft broad gauge railways by Isambard Kingdom Brunel. They were designed for atmospheric working, probably the great engineer's most spectacular failure. The remains of two of the engine houses, for the boilers and steam driven pumps that created the partial vacuum in the pipes, can still be seen by the side of the line. The one at Torre still stands on the top of the cutting just before the station. By the time the railway opened to Torre the



Torquay, atmospheric engine house

decision had already been made to abandon atmospheric working, (it lasted for only one year from September 1846 to September 1847) so this engine house was never used. It was however completed and still retains its chimney, unlike the other, more well known, one at Starcross. Not easily seen from the train it is best viewed from the Lidl's supermarket car park in Newton Road near Cadewell Lane. The line was extended in stages to Kingswear by the Dartmouth and Torbay Railway Co between 1859 and 1864. The rails never reached Dartmouth and a steam ferry operated to a pier and pontoon on which stood a hut used as the booking office. In 1884 a substantial wooden building was erected on the waterfront with full booking office facilities and waiting rooms but never saw the arrival of any trains. It is now



Braveheart at Kingswear (cc David Dixon)

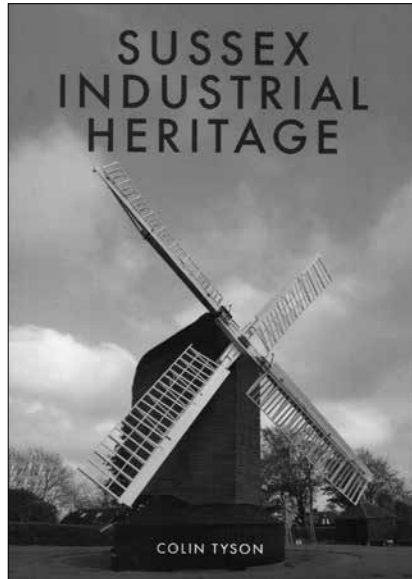
Platform 1 Champagne Bar and Restaurant. BR closed the Paignton to Kingswear section on 30 December 1972 having sold the line to the Dart Valley Railway. Now operated by the Dartmouth Steam Railway a trip was of course mandatory. Arriving at the heritage railway's station at Paignton, adjacent to the Network Rail terminus, we prepared to board the first

train of the day comprising 12 coaches including the former Pullman Devon Belle observation car. Our motive power was BR standard class 4 No 75014 (not as one might expect of GWR origin, but at least built at Swindon in 1951 for service on the Midland region) and now named Braveheart. First stop Goodrington Sands (opened in 1928 as Goodrington) following which the train runs along the coast with panoramic sea views north and south. On to Churston (Brixham Road until 1868) when a branch line was opened to Brixham which was closed in 1963. A new halt Greenways was opened in 2012 a short distance from the north end of the tunnel. From here one can walk, or take the shuttle bus to Greenways the former residence of Agatha Christie, now a National Trust property overlooking the River Dart. The final mile of the journey runs along an embankment by the shore of the river into the terminus at Kingswear. Crossing the river by modern ferry and a quick glass of champagne and a bowl of strawberries and cream in the former Dartmouth station, our attention turned to the paddle steamer Tattershall Castle once again plying its trade between Dartmouth and Totnes as it did when first built. Constructed in 1924 at the yard of Philip and Son, situated a mile upstream on the opposite bank to Dartmouth (the yard closed in 1999 but some buildings can be seen from the river awaiting re-development). Withdrawn in 1965 she was the first purchase (at generous terms) of the Paddle Steamer Preservation Society. Restored between 1973 and 1983 she then operated on the Medway before returning to Dartmouth in 2013. She is the last coal fired paddle steamer operating in the UK. I would have preferred a cruise aboard her but instead we had tickets for one of the more modern vessels that ply the river and I must admit with weather to die for that was indeed most relaxing.

Acknowledgement Technical details for Babbacombe Cliff Lift from *The History and Technology of the Babbacombe Cliff Railway* by John Ayres and David Cooper



Book Review by Martin Snow
Sussex Industrial Heritage - Colin Tyson
Amberley Publishing, 2018



Just when you thought it was safe to venture into your local bookshop, along comes another IA offering.

This is the latest in the industrial heritage series from well known, Amberley Publishing. The Author, Colin Tyson, is editor of *Old Glory* - the leading steam magazine and the *Bluebell News*

Colin has covered a wide range of IA topics in a county not immediately obvious as a hot bed of industrial heritage - we know different! With well produced original pictures and well expressed text, the subjects covered are from early turnpikes, canals and railways. Windmills and watermills, temples of steam for pumping water, brewing, brickmaking and more

Being involved in production of the 2015 AIA Sussex Field Guide I tended to think, Been there, Seen it, Got the book... However I found it refreshing to open up to the many colour images of our heritage, mostly already known to me, but from a new angle and approach.

Well worth putting on your Christmas list, particularly if you don't have a copy of the Field Guide

96 pages, 180 illustrations £14.99 ISBN 978-1-4456-7626-5 www.amberley-books.com

An Invitation to attend the 3rd Biennial

Southeast England Regional Conference

Saturday 24 November 2018

in Kings Church Centre, Brooks Road, Lewes

Heritage and Resources in Southeast England

Programme

Conference Organiser: email anthony.brook27@btinternet.com

8.30-9.40 Registration and Welcome

9.40-10.20 Ken Brooks (Hastings and District Geological Society)
'The Hastings Coast: where the High Weald meets the Sea'

10.20-11.00 Stewart Ulllyott (Brighton and Hove Geological Society)
'Sarsens: Troublesome Stones of Dubious Origin'

11.00-11.30 Coffee and Biscuits

11.30 - 12.10 David Rudling (Sussex School of Archaeology)
'The Roman Heritage in Southeast England: Real or Overrated?'

12.10 - 12.50 Simon Elliott (University of Kent at Canterbury)
'The Roman Military and the Saxon Shore Forts'

12.50-2.00 Buffet Lunch

1.10-1.40 Performance of South Coast Songs and Shanties

2.00-2.40 John Blackwell (Sussex Industrial Archaeological Society)
'The Industrial Archaeology of Sussex'

2.40-3.20 Chris Hare (History People U.K.)
'Smuggling in the South-East, 1740-1840: Myth or Reality?'

3.20-3.50 Tea and Biscuits

3.50-4.30 Geoff Turner
'The Kent Coalfield: Discovery, Development and Closure'

4.30-5.10 David Shilston (Atkins)
'Offshore Wind Farms as Renewable Energy'

Registration Form

Name _____

Address _____

_____ Tel: _____

Email: _____

Conference Fee for the day is £25, including coffee/tea/biscuits, buffet lunch and Conference publication
Please make your cheque payable to *Anthony Brook* and forward, with this completed Registration Form, to:

Anthony Brook, 15, Cambourne Court, Shelley Road, Worthing, BN11 4BQ

Conference Fee for Full-time Students is £20

Mystery Photo

Do you know your IA?



A 'big round thing', is not the answer for this object.

What is it?

Where is it?

What industry is this from?

The 'kinky' Chimney on the cover of *Newsletter* No.179 is in Portslade village. There are various suggestions as to the reason for this 'odd' design. Often a bakehouse oven is put forward to increase the draught, but it cannot be the only idea behind it. Obviously a morning after very 'good night out' for the builder will not cover all examples.



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).

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

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



Reminder of past train indication, no silicon in sight! The board from Brighton Station preserved at the Fawley Hill Railway. Many members will remember watching the staff updating the display, whether the trains actually ran to the indicated time is open to debate! (*Martin Snow*)



IA on Holiday - Babbacombe Cliff Lift (*John Blackwell*)

