

Sussex Industrial Archaeology Society Newsletter

Number 191

July 2021



Pullman car Princess Ena
at the former Petworth station
See page 12



Newsletter 191

Contents

July 2021

Editorial	2
IA Events for the Summer	3
Save Our Street Furniture!	5
<i>Shabby Chic</i> at Chichester Station	6
Brighton Herald, December 16 th 1865	9
Princess Ena Moves to New Home	12
Amberley Museum.....	13
Farzon Turnpike Gate Found (the location).....	14
Mystery Photo	14

Editorial

Welcome to *Newsletter 191*.

Opposite is a list of events that Malcolm Dawes has researched, hopefully by the time you are reading this we will be able to visit venues freely, but do check on availability and whether booking is required before you travel.

Have a good summer, the sun seems to have arrived at last!

Do not forget the Zoom meeting on the 31st July - details in the last *Newsletter*.

*Do ensure the treasurer has your current email address
so that you may be kept informed.*

Subscriptions Are Overdue!

If you are one of the few members who have not yet renewed their annual £15 subscription, please send to the Treasurer as soon as possible.

The address is shown on the inside back page

Cheques to be made out to S.I.A.S

or Bank Transfer to 40-47-25 61345680

Thank you

If you have not advised the treasurer of you current email address,
would you please do so

Visit our website - www.sussexias.co.uk

Industrial Archaeology events for the summer

Malcolm Dawes

We have put together a list of IA related Museums, Steam Railways and other entertainment organisations that have published details of their activities during the summer. This information may well change during the summer so it will be worth telephoning or using the web site to ensure that the details are correct. before travelling to the venue. *Pre-booking will apply to most visits.*

Amberley Museum (www.amberleymuseum.co.uk)

Railway and buses running. All exhibitions and refreshments available.

Events

Sunday 1st August. Retro wheels.

Sunday 8th August. Communications Day with Commercial Vehicles.

Weekend 14th – 15th August. Steampunk.

Sunday 22nd August. Motorcycle Show.

Bank Holiday Weekend 29th to 30th August. Ales and Crafts.

Weekend 4th – 5th September. Miniature Steam Weekend.

Sunday 12th September. Land Rover Day

Sunday 19th September. Autumn Bus Show.

Sunday 3rd October. Autumn Historic Transport Gathering – Anniversary Event.

Sunday 17th October. Autumn Industrial Trains.

Coultershaw Heritage Site (<https://coultershaw.co.uk>)

Open on some Saturdays and Sundays Dates for August 1st, 14th, 15th

For times of opening and more dates, see web site.

Weald and Downland Museum (www.wealddown.co.uk)

Most buildings will be accessible. Refreshments available within the grounds.

Future Events

Weekend 7th – 8th August. Heritage Crafts at Risk. An opportunity to see many crafts first-hand, with displays and demonstrations of the tools and skills needed for different crafts. Booking with full programme will open 5-6 weeks before the event.

Weekend 4th- 5th September. Historic Buildings. A weekend focusing on the buildings of the museum - their construction methods, building forms and conservation. Demonstrations illustrating a variety of building trades. Booking with full programme will open 5-6 weeks before the event.

Bluebell Railway. (www.bluebell-railway.com)

Regular trains and dining services are running every day. Booking essential.

Access to Sheffield Park station with platform ticket

Events - Charge for admission if not travelling on the railway

Weekend 31st July - 1st August. Model Railway weekend at Horsed Keynes and Sheffield Park stations.

Sunday 19th September. Toy and Rail Collectors Fair at Horsted Keynes Station.

Kent and East Sussex Railway (<https://kesr.org.com>)

Regular trains and dining services are now running. Booking essential. Access to stations with purchase of platform ticket.

Spa Valley Railway (www.spavalleyrailway.co.uk)

Regular trains and dining services are now running. Booking essential. Access to stations with purchase of platform ticket.

Events

Weekend Friday 6th – Sunday 8th August. Summer diesel gala. Intensive train service hauled by many different heritage diesels. Real ale bars and many events at the stations.

Weekend 11th – 12th September. Model railways at the three stations with trade stands

Tinkers Park, Hadlow Down. (www.tinkerspark.com)

Events

Weekend of 7th- 8th August. Model Railway weekend.

Saturday 25th September. Open Day with a variety of demonstrations.

Hellingly Festival of Transport (www.ehvc.biz)

28th – 30th August. All forms of transport, many steam driven. Many exhibitors.

Laughton Autumn Show (www.laughtonshowground.co.uk)

11th – 12th September. Steam engines, historic machinery, real ale, and many exhibitors.

Hollycombe Steam Fair and Railway (www.hollycombe.co.uk)

Aim to re-open in a limited way on Sunday 25th July.

Miniature Steam Railways

Eastbourne Miniature Steam Railway (emsr.co.uk) . Trains running daily

Hove Park Railway (www.facebook.com/hoveparkrailway). Aim to re-open 10th July.

South Downs Light Railway (www.south-downs-railway.com). Trains running at weekends.

Brighton Toy and Model Museum. (www.brightontoymuseum). Open Tuesday to Saturday.

Sunday 25th July. Worthing Bus Rally. (worthingbusrally.co.uk) . Bus running and stalls on the seafront.

The Observatory Science Centre, Herstmonceux. (www.the-observatory.org). Open at weekends.

Record Offices

East Sussex Record Office at The Keep. (www.thekeep). Limited opening Tuesday to Saturday.

West Sussex Record Office. (www.westsussex.gov.uk). Limited opening Tuesdays and Wednesdays.

Save Our Street Furniture!

Sussex Heritage Trust Campaign – HELP STILL NEEDED

Alan Green

The last Newsletter carried an article announcing *Peers of the Public Realm* ,a campaign being run by the Sussex Heritage Trust to raise awareness of the historic street furniture which so enhances the public realm but is in danger of being lost. It will result in an illustrated booklet which will be issued, *inter alia*, to planning officers and parish councils.

I made an appeal for volunteers to help with this as SIAS is such a rich repository of knowledge on this sort of thing , and we have Eastbourne, Chichester, Brighton, Burgess Hill, Brighton and Hove signed up for, but we still need people to cover such places as Worthing, Littlehampton, Horsham, East Grinstead, Lewes, Newhaven, Hastings, Rye, etc. CAN YOU HELP??

The work involves identifying appropriate items, photographing them and writing just a few lines giving a brief description, location and importance of each. The chances are you have probably already recorded such things in your area.

As an example of what is required here are a couple I prepared earlier:

Gulley grating, Basin Road, Chichester, Early 20C. Made by local iron founder Halsted and Sons who closed in 1932. Examples of their products are becoming rare.

Purbeck Stone paving, St Martins Square, Chichester. The whole city was paved with hand-riven Purbeck Stone beginning in the 1790s, but only isolated patches such as this now survive.

Typical items of historic street furniture include, but are not limited to, lamp posts, stink pipes, mileposts , direction signs, bollards, pumps, boot scrapers, boundary stones, locally-cast coalhole covers, gulley gratings manhole covers and railings, rarer patterns of pillar boxes and phone boxes, street nameplates, drinking fountains, brick paving, indigenous stone paving...you get the idea!

If you would like to take part in this worthy venture please contact me in the first place (agreenzone@aol.com, or 01243 784915 or The Grumpium, 10 Stockbridge Road, Chichester PO19 8DP) by 30 April and let me know which area you can cover. If you are a member of your local history/heritage society please let me know that as well. I will then advise SHT of the help we can offer and they can then avoid any overlap of effort with local societies. Once we get the go-ahead from SHT I ask that you submit your work electronically direct to SHT with a copy it to me.

I look forward to hearing from you.

***Shabby Chic* at Chichester Station**

Alan H J Green

I recently acquired on eBay a pair of photographs of the first Chichester Station. They turned out to be digital prints rather than originals, but their large size (250 x 198 mm) suggests they were railway 'officials'. They are undated but were probably taken in early BR days and shew the station in a decidedly tatty and woebegone state. When the station opened on 8 June 1846 it was the terminus of the West Coast line from Brighton, but was only such for a year before the line was extended on to Havant and Portsmouth. The main buildings were on the up side, Italianate in design, and the new station boasted a train shed which was removed, for unexplained reasons, in 1894. The platforms were uncomfortably narrow and this must have been a particular problem after 1935 when, with the closure of Singleton, all Goodwood race goers descended *en masse* upon Chichester. The platforms were linked by a subway which, I remember, always stank of fish and I also seem to recall there having been an indicator board in the booking office, but I have never seen photographic evidence of this so my memory may be deceiving me on this point.

It had long been the intention of the Southern Railway to rebuild Chichester (the station that is - not the city) but it didn't happen, then the war intervened and reconstruction was not to take place until 1958 when the current Festival of Britain style station, with wider platforms and a footbridge, was provided. In view of their pending demolition the old station buildings had been left to moulder and these photographs catch it in this shabby and forlorn condition.

Although – sadly - the digital prints lack the quality of the originals they do shew a lot of interesting detail and so are worthy of close study.

Photograph 1 is of the down platform looking west and was taken over the top of the level crossing gates which are also woefully bereft of paint. The dark area at the top of the photograph is not, as might first be imagined, damage to the original print caused by its having been torn from a binder, but the silhouetted soffit of the public footbridge; the apparent tears actually being the structure's U-frames!

In the foreground is the east signal box which still has its LBSCR wooden name board. East box was the block post from the east and also controlled the wheel-operated Stockbridge Road level crossing. Projecting from the right hand corner of the box is a mirror that enabled the signalman to maintain a watchful eye on the gates whilst he cranked. Just out of sight in the background is west box which controlled entry to the large yards and was the block post westwards. The section through the platforms between the boxes was worked as a short block. The east box was abolished in 1973 when the gates were replaced by lifting barriers, but west box still survives, albeit now with a modern panel rather than a mechanical frame.



Picture 1

Just beyond the east signal box a bell turret – minus its bell – can be seen. Was this used in the early days to signal to the populace at large that a train was due? The canopy is a monopitch structure partly supported by the high back wall that once held up the train shed, and it can be seen that the narrowness of the platforms was exacerbated by the presence of its columns, which bear their wartime white bands. Halfway along the platform the lofty steel water tower can be seen hovering above the canopy; this supplied several water cranes around the station and yard.

In the foreground it can be seen that the up line four-foot is covered in ash and clinker. This is on account of the adjacent water crane which is just visible on the extreme right; all steam-worked up passenger trains (of which there were still three a day) took on water here, the pause giving the fireman an opportunity for a good rake around in the firebox.

Photograph 2 is taken from the country end of the down platform, looking east with the tall station buildings visible in the background. Once again the general aura of neglect can be detected, especially in the peeling paint on the gable end of the canopy. The running-in board is a Southern Railway enamel one, and on the gas



Picture 2

lamp post can be seen a 'target' name plate. Chichester never received 'totems', the targets being superseded on reconstruction by having the station name displayed on the diffusers of the platform lighting and, under the canopies, on large painted panels attached to the back wall – one of which can be seen in the Railway Hall at Amberley Museum.

The bay platform on the left was originally used by Midhurst trains, but after closure of that line in 1935 it became an additional parcels bay, parcels traffic being very heavy until the 1970s. A horse box stands in the dock road, behind which can be seen the slate roof of the sizeable goods shed.

A string of vans, mostly of SR origin, stands in the main parcels bay and in the Midhurst bay an LNER full brake can be seen. This arrangement of bays was retained on rebuilding but nothing remains today – all were filled in and converted into a car park whilst the goods shed is now a wild-west themed eatery.

Envoi

The shortcomings of the old station are obvious from these photos, and the neglect, coupled with the 'gloomph' of the gas lighting, was not exactly an enticement to travel. The sparkling new station though caused quite a stir when it was completed with its spacious booking hall, wide platforms and wide enclosed footbridge lined with decorative mosaics. One has thought to wonder whether, had the SR got around to the job, we would instead have had one of James Robb Scott's Art Deco creations - perhaps even one to rival Surbiton!

Brighton Herald, December 16th 1865

Geoffrey Mead

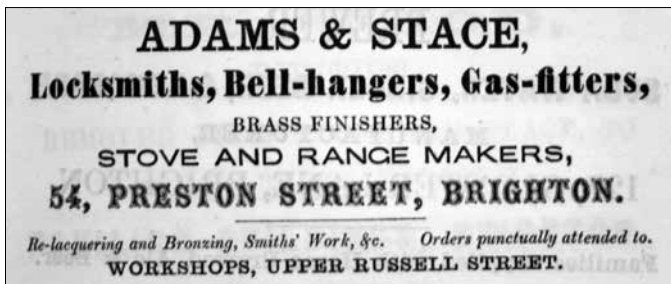
This is a summary of an amusing but cleverly written account of a Brighton directory, Page's, published that year; it is, as with most 19th century newspaper articles, a lengthy piece of journalism, and this article is a digest of the more SIAS orientated items. The actual article contains much of interest to a Brighton historian, but possibly not for an industrial history enthusiast. As 'The Keep' archive at Falmer is still offering very limited access to the library section I have included some mid-19th century illustrations from a similar directory. Among other assorted statistics are the number of thoroughfares in the town which for the purposes of all the street directories at that period include the neighbouring authority of Hove,-

"50 miles consisting of 189 streets, 97 places, 65 terraces 58 roads 20 gardens 19 cottages 19 courts 16 squares 13 rows 12 buildings 9 crescents 9 villas 9 hills 9 mews 8 lanes 5 groves 4 parades 3 passages 2 yards."

The growth of Brighton earlier in the 19th century had seen it achieve the feat of being the UK's fastest growing town as between 1811-21 census years it grew 103% with a 75% growth the following decade. The accuracy of these official figures has to be questioned and the actual figures would probably show a much greater increase. All of this population boom created work opportunities, not just in the actual construction of dwellings, many of a dubious character, but in the resultant services needed by even the poorest of urban communities.

The commentary continues - *"Brighton, we need hardly say is as much dependent on its visitors for prosperity as Birmingham on its manufactures...lodging houses 678 hotels 29 boarding houses 22. Then we question if any town of its magnitude can boast a better commissariat than Brighton,...irrespective of 28 dining rooms and coffee rooms and 2 ham and beef warehouses there are 11 flour store keepers, 27 corn chandlers, 129 bakers 53 pastry cooks and confectioners and 1 muffin maker; the butchers number 138, the fishmongers 36 and the poulterers 16; the grocers etc. 209, egg merchants 3; and fruiterers and greengrocers etc. 149 a grand total in this department of 802!"*

Urban foodstuffs supply in the mid-19th century was in many ways different to that today with no refrigeration or freezing capability other than ice-house supplies. Slaughter-houses and butchers



ADAMS & STACE,
Locksmiths, Bell-hangers, Gas-fitters,
BRASS FINISHERS,
STOVE AND RANGE MAKERS,
54, PRESTON STREET, BRIGHTON.
Re-lacquering and Bronzing, Smiths' Work, &c. Orders punctually attended to.
WORKSHOPS, UPPER RUSSELL STREET.

worked with little or no recourse to chilling of either carcasses or prepared meats, smokeries and bacon stoves may have given a little more freedom from decay of stocks but working with fresh goods of all kinds would be compounded in hot summer weather along with the disposal of wastes. Contemporary accounts paint a grizzly picture of central Brighton's waste disposal policies with accounts of slaughter house refuse left to rot outside premises and at the mercy of every street cat and dog not to mention the Brighton gull population! Similarly dairy products were difficult to store and move, although there were cows in rural locations moving milk to the urban areas was almost impossible unless in the example of turning the liquid milk into butter and cheese. Both these products are recorded at Plumpton East Sussex in the mid-19th century before the railways allowed a creamery to be established at the 1863 station site. Urban dairies [often a single cow] were at the rear of local food shops and were prolific if potentially unhealthy sources of milk. Cow houses are the only titheable properties in the 1851 Brighton Tithe Survey and all in backstreets in generally poor quarters of town. And the directory notes - *"The Cowkeepers and dairymen are set down at 44., 'Under this last head, however, an important hiatus occurs, probably arising from hurry of publication: it is not stated whether the water supply to the dairies is obtained from a pump or the Company's main; or whether the mixture, technically known in the trade as 'foots' is or is not manufactured on the premises. "And it would appear that the town is equally well supplied with drink: the brewers numbering 25; the wine merchants 52; the ale and porter agents 8; and 'tell it not in Gath! Tavern and innkeepers 335! While the ginger-beer and soda-water manufacturers do not exceed 7! "... there are more well-dressed people to be seen in Brighton esplanades than any other place...there are 82 linen and woollen drapers, 14 lace warehouses and half-a dozen shawl and*

JOHN ALLEN,
TIN, IRON, AND ZINC PLATE WORKER,
 LOCKSMITH, BELL-HANGER,
 AND
G A S - F I T T E R,
 321, GREAT RUSSELL STREET, BRIGHTON.
 Copper Goods neatly lined and repaired.

**J. ALLEN,
FRENCH POLISHER,**

AND

**ROSEWOOD STAINER,
59, CAVENDISH ST., BRIGHTON.**

**Old Furniture Cleaned & Polished equal to New.
FURNITURE OIL SOLD.**

mantle warehouses; 130 tailors and clothiers, 83 milliners and dressmakers, 13 bonnet makers, 26 stay makers, 34 hosiers, 14 hatters, 6 furriers and 19 dyers. St Crispin's knights [shoemakers] number 133; the curriers 9; and the artificial florists, dealers in Berlin wool, baby linen etc. are some 30 odd. [Berlin wool work is a style of embroidery similar to today's needlepoint that was particularly popular in Europe and America from 1804 to 1875. It is typically executed with wool yarn on canvas]. 'Poor relations may obtain temporary relief from 6 pawnbrokers, 8 wardrobe dealers [dealers in used clothing]...9 marine-store dealers [dealers in second goods of all sorts]. "In the personal adornment category [independently of 58 watchmakers jewellers etc.] we must not omit to state that there are 42 hairdressers and perfumers and some 56 laundries....soap makers are only 2 in number and our baths but 3!" The builders and kindred trades were a numerous body. There are 13 architects, 10 timber merchants, 128 master carpenters and bricklayers, 14 stone masons, 4 slate merchants and 3 cement manufacturers; 74 ironmongers, blacksmiths etc. and 75 painters etc. 16 carvers and gilders and 22 gas fitters. For house furnishing there are 42 upholsterers and furniture dealers, 7 bedstead ditto, 26 furniture dealers and 3 carpet warehouses; 5 window blind makers; 19 china and glass warehouses; 14 brush and basket makers 6 cutlers and 9 French polishers. Among the miscellaneous trades may be classed 41 livery stable keepers, a dozen riding masters, 25 fly operators [a fly was the 19th century taxi] 10 carriers, 25 coach builders, wheelwrights etc. and 13 saddlers. There are 37 coal merchants and the chimney sweeps number 11. ...7 trunk and 4 umbrella makers and 1 gutta-percha depot [this was a natural rubber like mastic used in the way plastics would be used later; the Gutta Percha Company was formed in England in 1845; early undersea cables were clad in this material.] 3 cricket goods makers, 10 coopers, 2 gunsmiths, and-shade of Guy Faux [sic] 1 firework maker.

Princess Ena Moves to New Home

John Blackwell

Members may recall the visit to Selsey in 2015 where we saw several ex railway carriages now used as accommodation (see newsletter 168). One of these was bought in 1934 apparently by a father for his daughter, who chose the carriage herself, and was part of the property, named St Georges, at 24 Park Lane Selsey which has been recently demolished. Fortunately the carriage was offered to the owners of 'The Old Railway Station' B&B, formerly Petworth railway station. She was moved in May and will be used, after refurbishment, as a buffet car (its original use) alongside four other Pullman cars, Alicante (1912), Mimosa (1914) both built for the South Eastern and Chatham Railway (SECR) and Flora and Montana (1923) sister cars built for the newly formed Southern Railway (SR). Following withdrawal these were converted to camping coaches and situated at Marazion in Cornwall. In the late 1990s they were bought to Petworth and beautifully restored as en suite bedroom accommodation. For those aficionados of Pullman cars I append the Princess' history.

Princess Ena¹, along with two other cars, Princess Patricia and Duchess of Norfolk, were the last batch of Pullmans built in Pullman (Town) Chicago for the London Brighton & South Coast Railway. They were shipped as a kit of parts and re-assembled by the Pullman Company in accommodation at Brighton provided by or leased from the LB&SCR in late 1905; entering service in February and March 1906. They were magnificent vehicles comprising a central buffet flanked by a smoking room and a parlour saloon being some 64 feet overall in length and running on two six wheel bogies². They were the first Pullmans to be painted in the familiar umber and cream livery³. The top sashes of the windows were of Gothic design with coloured glass and the upper deck lights (clerestory) were similar. Vermilion wood (African Padauk) with marquetry panels was used throughout the interior complimented by a white ceiling with gold decorations. Seating was for 32 passengers (all of course first class) with 20 in the saloon and 12 in the smoking room. The revolving saloon chairs were upholstered in dark olive green (Empire pattern) plush and the smoking room chairs and sofas in a rich dark green leather, dark green curtains, blinds and Wilton carpets completed the interior. The carriages were electrically lit; fans provided ventilation and a hot water system provided heating. The three carriages did not run as a Pullman train but were used separately on express services. Withdrawn from service in 1932, the body was later sold for accommodation at Selsey. (*See images on front and rear covers*)

1 Princess Victoria Eugenie of Battenberg, (1887-1969) known as Princess Ena was Queen Victoria's granddaughter and daughter of Princess Beatrice (Victoria's youngest daughter). She married King Alfonso XIII of Spain on 31st May 1906. Following the marriage ceremony an anarchist threw a bomb at the royal carriage from a balcony killing a guard who was riding alongside. The Spanish Royal family was deposed and exiled in 1931 following the proclamation of the Second Spanish Republic (1931- 1939)

2 The bogies were manufactured by the LB&SCR not Pullman to conform to company and British standards.

3 This was the LB&SCR livery for carriages being introduced from 1903 until 1910 when it was replaced by all over umber but not for Pullman cars which were owned by the Pullman Car Company, who paid a rental to the railway companies for inclusion in their trains. The Pullman Company then charged a supplement to passengers using the cars, and also derived revenue from the catering.

Amberley Museum

The Museum opened successfully on Wednesday 19th May and has been attracting good attendance since then. It is open Wednesdays-Sundays (and Bank Holidays) 10:00-16:30. In line with Government restrictions, numbers are limited and tickets must be booked in advance through the website – see www.amberleymuseum.co.uk

All the usual attractions, including the narrow gauge railway and buses are operating normally and the 2021 Events Calendar can be seen below. All events will be subject to any Covid restrictions that may be in place at the time, so dates may need to change and some events will have limited capacity. Please see the website for any updates.

23 July- 30 August (Weds-Sundays inc. Bank Holiday Monday)	School Holiday Activities
1 August	Retro Wheels
8 August	Communications Day with Commercial Vehicles
14-15 August	Steampunk in association with David Smith
22 August	Motorcycle Show
29- 30 August	Bank Holiday Ale & Crafts
4-5 September	Miniature Steam Weekend
12 September	Land Rover Day
19 September	Autumn Bus Show
25-26 September	James Bond Weekend
3 October	Autumn Historic Transport Gathering – Anniversary event
17 October	Autumn Industrial Trains
23-24, 27-31 October	Half Term Family Activities
31 October	Halloween
4-5, 11-12, 18-19 December	Christmas at Amberley

Steam trains will be running on many weekends and the running schedule can be seen at www.amberleymuseum.co.uk/whats-on/steam-dates/

Farzon Turnpike Gate Found (the location)

Martin Snow

While researching a former road in the area west of Horsham, I noted in *SIH38* (2008) that a gate, 'Farzon', had been noted for the Rowhook branch of the Horsham and Guildford Trust (page 22), as 'location not known'.

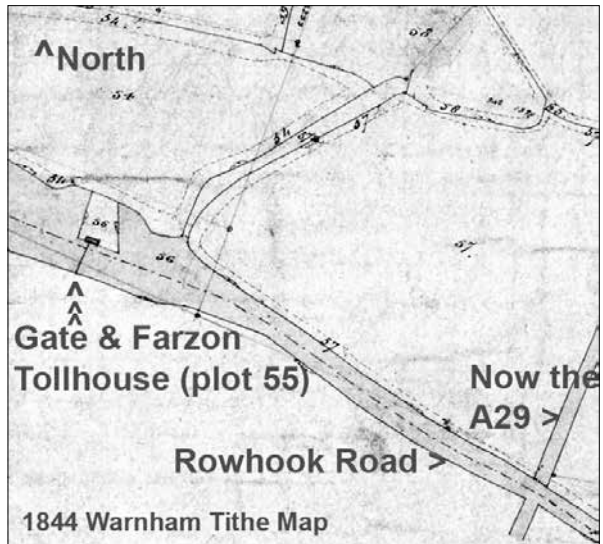
Referring to the 1844 Tithe map for Warnham South, I found plot 55 'Turnpike House and Garden' at TQ 12876 33875 on the Rowhook Road, just west of the

A29. On the extract here, the gate (a line across the road) and a rectangular block for the house are shown surrounded by a plot of land with an irregular boundary.

OS maps of 1875 and 1897 show that the building remained after the toll was removed. By the 1911 edition the building had gone, but the distinctive fence line of the plot of land remained.

In fact the boundary persists to today in the trees and undergrowth that has taken

over the area alongside the road, as viewing on the LIDAR that 'sees' through the tree canopy shows the lines - amazing!



Mystery Photo

Do you know your IA?

The picture in *Newsletter* 190 is (was?) from a window at the former Fawcett School in York Place Brighton. The whole site, including the Margaret Hardy site is currently being redeveloped, so may be gone when you read this.

NOTE

Please let me have your images and memories for the next Newsletter (or two!) It may be it something you pass every day, but the rest of us may be unfamiliar with. Social media , Facebook, YouTube, etc are growing with increasingly interesting groups that I find impossible to keep up with, if you spot one please let me know. I am always looking for examples of our IA heritage.

Sussex Industrial Archaeology Society

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

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

Treasurer, Membership Secretary, Data Protection Officer and Archivist :
Peter J. Holtham, e-mail pandjholtham@virginmedia.com
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)

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

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

Recording Co-ordinator : R. G. Martin, e-mail martin.ronald@ntlworld.com
42 Falmer Avenue, Saltdean, Brighton BN2 8FG
(01273 271330)

Committee :	B Austen	Mrs. J. Edge	A. H. J. Green
	C. C. Hawkins	P. S. Hicks	Miss. J. O'Hara
	T. P. A. Ralph	R. Vernon	

Website : www.sussexias.co.uk

© 2021 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October

Please send contributions for the next *Newsletter* to the Editor by the 4th September 2021

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*



The Parlour of Princess Patricia, sister to Princess Ena



Princess Ena in 2015 at Selsey (Joe Whicher)
See page 12

