# Sussex Industrial Archaeology Society Newsletter

**Number 202** **April 2024**



*The station buildings at Mayfield, seen in September 2023, now converted into two separate dwellings. The tile hanging has been removed from the upper storey of the stationmaster's house to reveal T H Myres' signature mock timbering surrounding pargetted panels. But what of that black paint?(Alan HJ Green)*

*See Page 18 for report*

# Newsletter 202

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## Editorial

Welcome to *Newsletter 202.*

Please see the Notice for the SERIAC 2024 Conference on page 4 & 5. Put it in your diary and book online from 22nd April.

**Subscriptions are now due**

Unless you are paying by Banker's Standing Order your subscription became due on the 1st of April and remains at £15 for full membership plus £5 for a Family membership. Thank you if you pay by bank transfer; these save us bank charges and administrative time.

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

If you choose to pay by cheque, please send it to Membership Secretary at 52 Barons Down Road, Lewes, BN7 1ET Cheques can be made payable to SIAS. If I have your email address you will receive a confirmation of receipt.

# Forthcoming SIAS Events

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

**Sunday May 26th at 10.30. Guided walk around Brighton's historic Lanes and North Laine led by Geoffrey Mead.**

This walk will be around Brighton's Old Town [The Lanes] with a short foray into the former industrial quarter of North Laine. The Old Town now has upmarket tourist content, but well into the 20th century there were a wide range of industries located there, along with storage areas and distribution; we will weave through the streets, passages and twittens to discover some of this lost industrial heritage.

***Meet at Brighton Museum entrance*** in Royal Pavilion Gardens.
Walk will be about 2 hours.

Bus stops nearby at Old Steine and at North Street or a 15 minute walk from Brighton Station. Car parks [expensive! ] at Church Street or at Brighton Station.

**Saturday 8 June : Visit Bishopstone Station and Tidemills**

Bishopstone station is a fine example of the work of James Robb Scott (See *SIH50* where one of his Bishopstone drawings is on the cover) but when we last saw it in July 2017 it was in a very sorry state despite being listed. Since then it has been adopted by The Friends of Bishopstone Station (FOBS) who have restored some of the rooms for community use, installed replica Southern Railway signage and redecorated the booking hall. It all looks superb.

***Meet at 10.30 at Bishopstone station*** (Station Road, BN25 2RB, TV 469 998) where we will be met by Jim Stanford of FOBS who, after coffee (donations welcome) will show us the completed rooms and those where work is still in progress. After this we will proceed to the abandoned 18C village of Tidemills where we will be given a guided tour by Will Pilfold of Newhaven Museum.

As there are no eateries around Bishopstone please bring a packed lunch and drink which we can enjoy on the beach as it will be a fine warm day (!)

If there is time left at the end of the tour we can proceed to the Garden Centre in Newhaven for a cup of tea and a quick visit to the adjoining museum.

Please register with Alan Green (agreenzone@aol.com or 01243 784915) if you intend to attend. Mobile number *on the day only* 07503 727047

**Look out for our new website - www.sussexias.co.uk**
**This should be live this month**

*South East Regional Industrial Archaeology Conference 2024*

# SERIAC 2024

## Saturday 12th October 2024

## at Chichester College

Westgate Fields, Chichester

West Sussex PO19 1SB

## Booking

All bookings and payments to be made online at

**www.ticketsource.co.uk/seriac2024**

this link will be opened on 22nd April 2024

## Costs for SERIAC 2024

Conference place @ £22.00 per person
including morning coffee and afternoon tea

Conference place with Buffet Lunch @ £32 per person
including morning coffee and afternoon tea

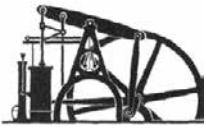
There is space to eat your own lunch, but there are no outlets for the purchase of refreshments within easy walking distance, so you may prefer to book a lunch

If you are unable to make a booking and payment online
you may send a cheque (Payable to SIAS) to:
SERIAC Bookings, 52 Barons Down Road, Lewes, BN7 1ET
Please enclose a stamp addressed envelope or an email address so that we can confirm your booking

For booking information contact Ron Gordon - email ron.gordon@myphone.coop

## Closing date for bookings: 27th September 2024

Societies who require display tables please email by 15th September
(Please state your requirements; there is no charge)
For general enquiries on the conference arrangements contact Malcolm Dawes - malcolm.dawes@btinternet.com



Hosted by Sussex Industrial Archaeology Society (SIAS) www.sussexias.co.uk

*SERIAC is an association of Industrial Archaeology and related societies in the South East of England*
*Since 1983, a member society has organised an annual day conference*

# SERIAC 2024

## Saturday 12th October 2024

Chichester College
Westgate Fields, Chichester
West Sussex PO19 1SB

*0900 - 0950* ***Registration and Coffee***

*0950 - 1000* ***Welcome by the Mayor of Chichester***

*1000 - 1045* ***By Rail to Chichester 1846-2016***
*Alan Green (SIAS)*

*1045 - 1115 Comfort Break*

*1115 - 1200* ***Portsmouth Dockyard*** *– Once the largest dockyard in the world Dr Philip MacDougal*

*1200 - 1245* ***Why did Britain's Technical Revolution cool down?***
*Alan Burkitt-Gray (GLIAS)*

*1245 - 1400 Lunch Break*

*1400 - 1445* ***Bursledon Brickworks*** *– from works to museum*
*Jim Beckett (HIAS)*

*1445 - 1530* ***'A man may have constant employ'***
*Dr. Geoffrey Mead (SIAS)*

*1530 - 1545* ***Closing Remarks****, John Blackwell, Chairman SIAS*

*1545 - 1615 Tea and Coffee and final visits to society stands*

*1615 Assemble at college entrance to be escorted to Chichester Canal Basin for :*

*1630-1715* ***Post-conference walk, A Basinful of History*** *– a walk around Chichester's Canal Basin Alan Green (SIAS)*

*Those joining the walk should note that the free venue car park will be locked at 7.00 pm*

## Travelling to SERIAC 2024

The venue is within walking distance from Chichester railway and bus stations

Further details including maps are available on the website
www.sussexias.co.uk/seriac2024

# Events from Other Societies

## Malcolm Dawes

Detailed below are events organised by other societies, which may be of interest to our members. If you have details for future events please send these to:
Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB
or e-mail to *malcolm.dawes@btinternet.com*

Detailed below are events organised by other societies, which may be of interest to our members. If you have details for future events please send these to Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB or e-mail to *malcolm.dawes@btinternet.com.*

**Saturday 20th April.** ***Steam Excursion from Horsham to Bath and Bristol***
Passengers also being picked up at Pulbrough, Arundel and Chichester. Photographic opportunities in Sussex. www.steamdreams.co.uk

**Saturday 20th April. 12 noon to 4pm.** ***Open Day at Crawley Signal Box***
Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

**Tuesday 23rd April. 7.30pm.** ***The lost waterways of Sussex***
Danehill Parish Historical Society talk by Nick Kelly. Danehill Memorial Hall. Visitors £4. www danehillhistory.org/programme

**Wednesday 24th April. 7.30pm.** ***The Hixon High Speed Crash of 1968***
RCTS Chichester Branch presentation by Malcolm Garner.
Bassil Shippam Centre, Tozer Way, St Pancras, Chichester.
https://rcts.org.uk/branches/branch-chr-chichester

**Sunday 28th April.** ***Toy and Collectors Fair*** Horsted Keynes Station, Bluebell Railway. www.bluebell-railway.com

**Sunday 28th April.** ***Spring Bus and Coach Show***
View and ride on a variety of historic buses. Steam Train rides also operating. Booking required. Amberley Museum. 01798 831370 www.amberleymuseum.co.uk

**Tuesday 30th April. 7.00pm.** ***What did the Victorians do for Chichester***
West Sussex Record Office talk by Alan Green. West Sussex Record Office, Orchard Street, Chichester. Phone WSRO 01243 753602 for in person tickets.

**Saturday 4th May. 10am to 4pm.** ***Open day at the Brede Steam Engines***
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email bsesgiantsofbrede@btinternet.com
or phone 01323 8976310

**Weekend 4th - 5th May.** ***Magnificent Motors Rally*** Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne. www.magnificentmotors.co.uk

**Monday 6th May. 10am to 4pm.** ***Open day at the Brede Steam Engines***
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email bsesgiantsofbrede@btinternet.com
or phone 01323 8976310

**Monday 6th May.** ***Classic Motorcycle Show.***
Vintage motorcycles being ridden around the museum and on display throughout the day. Also Steam Train rides running. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Wednesday 8th May. 7.30pm**. ***Living in Early Modern Chichester***
Chichester Local Historical Society talk by Dr Caroline Adams, historian and archivist. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

**Weekend. 10th -12th May.** ***Branch Line Weekend*** Vintage Branch Line Trains running all weekend. Visiting locomotive will be GWR Manor7812 Erlestoke Manor, Collett Pannier Tank 1369. Bluebell Railway www.bluebell-railway.co.uk

**Weekend 11th- 12th May.** ***National Mills weekend.***
See Mills newsletter for further details

**Sunday 12th May.** ***Historic Commercial Vehicles Run, between London and Brighton*** www.hcvs.co.uk

**Sunday 12th May.** ***Open Afternoon at Chichester Model Engineers***
Trains running during afternoon. Blackberry Lane, Chichester. www.cdsme.co.uk

**Wednesday 15th May. 7.45pm** ***Brighton Locomotive Works*** Sussex Transport Interest Group talk by Guy Hall. London Road Station. Non-members £2.50.

**Saturday 18th May. 12 noon to 4pm.** ***Open Day at Crawley Signal Box***
Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

**Weekend 18th-19th May.** ***Home Front.*** Military vehicles in action.
Re-enactments and displays. Also stream train rides operating. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Weekend 18th-19th May.** ***1940s weekend***
Experience the 40s lifestyle. Period civilian and military vehicles. Live music at Tenterden and Bodiam. Kent and East Sussex Railway event. https://kesr.org.uk

**Weekend 18th-19th May.** ***Road meets Rail*** Traditional steam fair featuring working traction engines displays, miniature engines, goods trains and a steam driven children's fair. Bluebell Railway. www.bluebell-railway.co.uk

**Monday 27th May.** ***Sadcase Car Show***
Storrington and District Classic and Sportscar Enthusiasts will be exhibiting their vehicles. Also stream train rides operating. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Monday 27th May. 10am to 4pm.** ***Open day at the Brede Steam Engines***
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. For any enquiries email bsesgiantsofbrede@btinternet.com or phone 01323 8976310.

**Tuesday 28th May. 7.30pm.** ***The Wall Hill Mail Coach Robbery***
Danehill Parish Historical Society talk by Jim French. Danehill Memorial Hall. Visitors £4. www danehillhistory.org/programme

**Saturday 1st June.** ***Goodwood Road Racing Club***
Goodwood Road Racing Club will be exhibiting their vehicles. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Saturday 1st June. 10am to 4pm.** ***Open day at the Brede Steam Engines***
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. https://bredesteamgiants.co.uk

**Weekend 1st– 2nd June.** ***Southern at War at the Bluebell Railway*** Celebrating the 80th Anniversary of Operation Overlord. Reenactors, classic vehicles, display stands. Booking recommended. Bluebell Railway. www.bluebell-railway.co.uk

**Weekend 1st– 2nd June.** ***50th Anniversary Gala*** Celebrations all weekend for our 50th Anniversary. Kent and East Sussex Railway event. https://kesr.org.uk

**Weekend 1st – 2nd June.** ***Tinkers Park Steam Rally at Hadlow Down***
www.tinkerspark.com

**Sunday 9th June.** ***Open Afternoon at Chichester Model Engineers***
Trains running during afternoon. Blackberry Lane, Chichester. www.cdsme.co.uk

**Monday 10th June. 7.30 pm.** ***The Shropshire and Montgomery Railway***
Southern Electric Group talk by Mike Slamo. Deall Room, Southwick Community Centre, Southwick. £3 non-members.www.southernelectric.org.uk

**Saturday 15th June. 12 noon to 4pm.** ***Open Day at Crawley Signal Box***
Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

**Weekend 15th–16th June.** ***Emergency Services Weekend***
Fire engines from the Museum's own collection together with visiting fire engines and exhibits. Also steam train rides operating. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Wednesday 19th June. 7.45pm** ***Brighton Locomotive Works.*** Sussex Transport Interest Group talk by Peter Jones. London Road Station. Non-members £2.50.

**Sunday 23rd June. 10.30am.** ***A walk around Georgian Chichester*** **with Alan Green** Part of Festival of Chichester. https://festivalofchichester.co.uk

**Tuesday 25th June. 7.30pm.** ***On the buses, Southdown style***
Danehill Parish Historical Society talk by Peter Dann. Danehill Memorial Hall. Visitors £4. www danehillhistory.org/programme

**Weekend 29th-30th June.** ***Steampunk Event.*** Traders and displays at Tenterden and Bodiam Stations. Kent and East Sussex Railway event. https://kesr.org.uk

**Weekend 29th– 30th June.** ***Model Railway Weekend***
Bluebell Railway. www.bluebell-railway.co.uk

**Saturday 6th July. 10am to 4pm.** ***Open day at the Brede Steam Engines***
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. https://bredesteamgiants.co.uk

**Saturday 6th July. 10am to 4.30pm.** ***Vintage Model Railway Show***
Displays of operating layouts, collectors trade tables, refreshments. Plumpton Village Hall, 1 West Gate. Plumpton Green, Lewes. www.facebook.com/sussexvintagemrc

**Weekend 6th–7th July. Large** ***Steam Show.*** Large scale and full-size working steam engines on display around the Museum. Also Steam train rides operating. Booking required. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Sunday 7th July, 10.30am.** ***A walk around Georgian Chichester*** **with Alan Green**
Part of Festival of Chichester. https://festivalofchichester.co.uk

**Monday 8th July, 7.30 pm.** ***Narrow gauge miscellany on film***
Southern Electric Group presentation by Keith Carter. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

**Saturday 13th July.** ***Classic Car Show*** Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s.Also Steam Train rides operating Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Sunday 14th July.** ***Eastbourne Bus Rally*** Services running from Eastbourne Railway station during the day. www.eastbourne-classicbus.co.uk

**Sunday 14th July.** ***Open Afternoon at Chichester Model Engineers***
Trains running during afternoon. Blackberry Lane, Chichester. www.cdsme.co.uk

**Wednesday 17th July. 7.45pm** ***Municipal bus operators of the 1960s***
Sussex Transport Interest Group talk by Adam Yates. London Road Station. Non-members £2.50.

**Friday 19th July.** ***Daimler and Lanchester Owners' Club*** The Club members will be visiting the museum as part of their International Rally. Their cars will be on display**.** Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Saturday 20th July. 12 noon to 4pm.** ***Open Day at Crawley Signal Box***
Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

**Weekend of 20th – 21st July.** ***Rail Gala Weekend***
Steam, diesel, petrol and electric locomotives on display with rides on the trains all weekend. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Sunday 28th July.** ***Toy and Collectors Fair***
Horsted Keynes Station, Bluebell Railway. www.bluebell-railway.com

**Sunday 28h July.** ***Worthing seafront bus rally*** www.worthingbusrally.co.uk

**Saturday 3rd August. 10am to 4pm.** ***Open day at the Brede Steam Engines*** Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. https://bredesteamgiants.co.uk

**Weekend 3rd - 4th August.** ***Retro Wheels.*** Vintage bicycles of all shapes and sizes. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

**Sunday 11th August.** ***Open Afternoon at Chichester Model Engineers*** Trains running during afternoon. Blackberry Lane, Chichester. www.cdsme.co.uk

**Sunday 11th August**. ***Bus Rally at Tenterden Station*** Services running all day to local destinations and railway stations. kesr.org.uk/bus-rally

**Saturday 17th August. 12 noon to 4pm.** ***Open Day at Crawley Signal Box*** Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

**Sunday 18th August.** ***Commercial and Communication Day.*** Displays and demonstrations. of communication related activities. Also steam train rides operating. Booking required.01798 831370. www.amberleymuseum.co.uk

**Pallant House Gallery, Chichester.** ***The Shape of Things – Still Life in Modern British Art.*** 11 May to 20th October

*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.*

# Membership Matters

Thank you for belonging to SIAS and thereby supporting the recording and documenting of industrial and manufacturing processes and buildings. Over the years the society has built up a significant library of information that would otherwise in many cases be lost.

Your membership in supporting this is very much appreciated. We hope you will renew for another year and thereby continue to receive the quarterly newsletters, annual journal and the opportunity to attend meetings and visits.

Subscriptions are due on 1st April and remain unchanged for 2024, but inevitably with the steep increases in costs such as postage will have to increase next year.

**Ron Gordon**
**Membership Secretary**

# Ifields steam engine, forgotten by Crawley folk, is alive and well and living in Berlin, Germany

**Raymond Smith**

The Steam Mill building remains and can be found at the end of Mill Lane, off Ifield Green, Crawley. But why are the two some 900 miles apart?

The steam engine can be found in Berlin's Technical Museum doing what it should be doing in Ifield, not only producing cheap energy but thrilling the crowds who have heard about it and wish to see it.

The engine was until 1914 in service at Ifield Steam Mill. Steam engines were a source of cheap energy and were widespread; from the mid-19th century they were also widespread in Germany. Used to pump water out of mines, to do hammer work in smithies, to generate power for spinning and weaving machines and later to operate machines of all types. The first Berlin steam engine was imported from England. But just about all the steam engines since then have been scrapped, that's why Berlin Museum was pleased to get its hands on Ifield's! The Science Museum London has loaned it to them for many years and is continually on show and to be seen on the ground floor, in action, operating several times a day. The original plate, fitted to the side of the engine, states that it was built in1860 by Thomas Horn of Westminster.

It brings tears to your eyes to see Ifield's steam engine sitting in Berlin fascinating the Germans, while Ifield's corn mill lies unused and in a very sorry state. The condition of the engine is so good that every two or three hours it is switched on by an electric motor to the delight of visitors young and old, who wait purposely for some time to watch it. I spoke to the maintenance engineer and he told me it was the most popular exhibit in the museum, due to its size and its variety of moving parts.

It is an engine of about 10 tons, sitting on a purpose built brick base. An 8ft long nodding beam is connected to two cylinders at one end, producing 16hp and at the other end, two rotating wheels, one 10ft across and the smaller 6ft. The smaller transmits its power along a fan belt to a beam that runs along the ceiling. The beam rotates connecting several turning and milling lathes. Its a sight to see, the swinging, nodding and rotating parts with the clatter of the fan belts across the ceiling. An engineer explained to the visitors the whole system.

It is great to see the engine at work, but why do we have to go to Berlin to see it? The Steam Mill building in Crawley is probably the only Victorian industrial building left in the town and yet it is empty and almost derelict. This mill is a record of 19th century industry in Ifield. If only we could get the engine and corn mill reunited and let the Germans visit Ifield to appreciate British craftsmanship from the motherland of the Industrial Revolution.

*Image on rear cover*

# Tales of Brighton Pubs and Breweries

John Blackwell

## 1. The Black Lion. 46 Church Street, Brighton

This was situated on the corner of New Dorset Street on the steepest part of Church Street (Church Hill) above Queens Road and leading to Dyke Road. New Dorset Street ran in a dog leg from Church street to Gloucester Road and was a single row of tenements on the west side facing the rear of houses in Mount Sion (later Zion) Place at the southern end and the rear of the houses in North Gardens at the northern end. The street was developed gradually from c1828 until 1840 and the houses had four rooms, and a yard. The first known occupant of 46 Church Street is found in the 1851 Census, a John Robinson age 30, with occupation as a "beer retailer and journeyman tailor". Whether the house was built at the same time as New Dorset Street is not known but was one of a pair in Church Street and is larger with a basement than its 'two up two down' neighbours. The house was a beer house where under the "Sale of Beer Act" of 1830 any householder on payment of two guineas could obtain a license to sell and brew beer (with an additional license), but not sell wine or spirits see *Note 1* below. Often the license holder's wife ran the beer shop while the husband worked. John Robinson was a journeyman tailor, one who had served his apprenticeship and was now working for a master tailor. The business was doing well as the census reveals the family had a female servant presumably helping to look after their three children aged 6, 4 and 2 years. The area around the beer house was working class with drinking




*Black Lion 46 Church Street - New Dorset Street, possibly taken after closure*

water obtained from wells which were liable to pollution from cess pits and hence beer was a widely drunk as a healthy alternative. In 1851 Robinson applied to the magistrates for a full licence, to be able to serve wine and spirits. The application noted that the property in Church Street was rented from Henry Longhurst. At this date Longhurst was the brewer at the Black Lion Brewery, in Black Lion Street Brighton so may have purchased the property on behalf of his employers to tie the supply of beer to a single brewery (a tied house). In 1854 the house appears listed as the Black Lion in the street directory. The application was withdrawn for an unknown reason and further applications in 1857 and 1867 were also not granted and it remained as a beer house until closure. The Brighton licensing magistrates rarely granted full licences to beer houses. As the photograph shows its beers were supplied by the Rock Brewery which amalgamated with the Black Lion Brewery in the final years of the nineteenth century when the brewery closed. Or possibly the Rock Brewery bought the beer house when it was sold for £750 in October 1902.

Tragedy befell the family in May 1860 when John's daughter, Esther age 4, was run over by a cart whilst playing near her home. The inquest was reported in all its harrowing detail in the local newspapers. The girl dashed into the road and ran into a horse that was pulling a cart, the horse shied knocking her down and the cart's wheel ran over her back causing almost immediate death. A neighbour who had witnessed the accident ran to her father's place of work, a tailor's in Princes Street which ran between Edward Street and Old Steine. Witnesses stated the cart



*Black Lion 46 Church Street now*

was moving at a trot estimated at four to five miles per hour. The driver stated "I live in Steyning and I am a carman in the service of George Thomas Breach (of the Steyning tanyard) and I am in the habit of driving in Brighton almost every day for the past 18 years, for the same master, delivering sheepskins. Nothing of this kind ever happened to me before in driving." John Robinson then told the inquest "from what I have heard I have reason to think it was purely accidental on the part of the driver of the horse and cart". By the 1871 Census the Black Lion had expanded into number 45 Church Street on the corner of Centurion Road. John Robinson continued to be the licensee until 1884. The house changed hands on several occasions until closure in 1932. In the late 1960s the area immediately north of Church Street was redeveloped resulting in the loss of all the housing in New Dorset Street, Mount Zion Place and Kew Street and the southern half of Centurion Road. This area was the new site for St Pauls Church School which itself had been displaced by redevelopment to the west of West Street resulting in Churchill Square. The property has now been converted back to two residences but is still instantly recognisable as the former Black Lion.

*Note 1.*

The Sale of Beer Act of 1830 (also known as the Beer House Act) allowed any householder to sell or brew beer, at any stated premises, normally the front room of his house or shop, on payment of two guineas to the local Excise Officer for a license which had to be renewed annually. The only requirement was to provide a surety £20 or two sureties of £10 from other householders to cover any fines incurred for example not using certified measures or disorderly conduct of the house. Strangely the licensee did not require any proof that he was 'fit' to run or that the house was suitable for licensed premises, as the licence was not issued by a sitting of magistrates as those for hotels, inns and alehouses (public houses) were. The licensee could only sell beer or cider and the sales were not permitted before 4am and after 10pm, earlier than when alehouses closed. The arguments for the act were that by also abolishing the duty on beer this would lead to a reduction in the sales of 'ardent' spirits, mainly gin, and decrease drunkenness. Also there would be greater competition between brewers and hence a drop in price. It actually led to a huge number of beer houses being licensed, with very few brewing their own beer. The brewers soon realised that because of the ease of obtaining licences (no magistrate needed) they could find willing partners and premises to increase the sales of their products i.e. tied houses. It was not until the 1869 Wine and Beer House Act restored the obligation to obtain a licence from the magistrates for a beer house. However this did not apply retrospectively and established beer houses continued with an annual license review which had to be automatically renewed by the magistrates providing no complaints had been made to the bench or police, the same as for other licensed premises. Beer House licences, although few existed by then, were eventually brought into line with public houses in 1961.

# January 2024 Talk
# Newhaven's Industrial Past and its Influence on its Present
## John Blackwell

January's talk welcomed Dr. Will Pilfold and was illustrated by images from the collection of the Newhaven Historical Society. The rise of Newhaven as a cross channel port commenced in 1847 with the arrival of the railway line from Lewes constructed by the London Brighton and South Coast Railway (LB&SCR) who transferred their service to Dieppe from Shoreham. Being dependent on the tides a hotel, the London and Paris, which also served as a station was built for passengers waiting passage to Dieppe and onward to Paris by French railways. Following the excavation of a new cut in the river, forming Denton Island, a swing bridge opened in 1866 replacing the earlier wooden one. 1879 saw the start of works to make channel crossings non tidal dependent which were completed by the 1890s. These consisted of new eastern and western harbour arms, the western arm serviced by a tramway across the bridge, engineering workshops, a new east quay and railway station for continental services. The original plans included docks in the area towards Tidemills which were not constructed. The engineering works consisted of a marine workshop for servicing the cross channel ferries, a carpenters shop and a replacement locomotive shed. Of particular note was a 150 foot high sheerlegs manufactured by James Taylor & Co of Birkenhead in 1878. A photograph of the time showed a locomotive suspended from the sheerlegs being loaded on board. The dramatic end for the sheerlegs came on the 5th of August 1965 when at 5.50am they were felled into the river. The Marine workshops had fallen into disuse by 2010 and a regeneration scheme converted them into a University Technical College (UTC)



Works and shed c 1900

specialising in science, engineering and technology. This opened in 2015 and folded in 2019 due to financial issues and a lack of students. The totally unsympathetic conversion remains as example of how not to treat an industrial building. Many more images illustrated, the now mostly memories, of Newhaven's industries, ice houses, a whiting works, a dangerous looking horse drawn tramway which ended in a U shaped drop in the rail. At this point the wagon body would tip forward, discharging its load into the hold of the ship the horse having moved out of the way long before (I hope). An even older industry dating from the 1820s was the collecting of blue flint boulders carried from the beach to boats in baskets slung from their shoulders. These were transported to destinations such as Runcorn in Cheshire for use in the glass industry and to the Midlands to supply the pottery industries. As recently as 1928 4/6d (22½p) per ton was being paid to the collectors. Other industries in the second half of the twentieth century arrived in Newhaven, Vacco, vacuum flask manufacturers, built their factory in Drove Road on the site of today's B&Q. Dr. Will exhibited a couple of examples from the museum collection. Thorn-Emi occupied a site on Denton Island where they assembled that must have item of the 1970s, the Music Centre. Fountain pen manufacture started somewhat earlier when in 1921 a WWI transit camp in Railway Road was used. The plant was taken over in the 1930s by Valentine and Son and following the Second World War by the American Parker Pen Co, who rebuilt and expanded the works employing at its peak over a thousand workers. Declining usage brought about closure in 2010 with Saffron Park, a housing estate now occupying the site. The present century has seen several new developments a waste incinerator, rather grandly known as an Energy Recovery Facility, sporting 65 metre high chimneys. It consumes 210,00 tonnes of East Sussex and Brighton's waste each year producing 19 megawatts of electricity enough to power 25,000 homes. The Rampion Windfarm has an onshore operational base on the East Quay. Next door on the site of the now demolished Continental Station is an aggregate terminal where dredged ballast is unloaded on to a conveyor belt and distributed by rail. An absorbing and extremely well presented afternoon was much appreciated by a large audience with many guests from Newhaven and Seaford. It is hoped that Dr. Will can return and regale us with more of the Museum's treasury of photographs next year.



*Newhaven aggregate plant*

*I had an enquiry from a member concerning a haulage contractor in Warwick Street Brighton as to their history. The following is all I know and if other readers have further information or that of BRS ownership I would be pleased to receive it.*

## Southern Transport Co Ltd
## John Blackwell

Southern Transport Co Ltd Founded 1914 with depot and offices at 17&18 Warwick St, Brighton (north side) by Mr A C Norman (and his brother?) and owned by them until nationalisation in 1947 then becoming part of British Road Services (BRS). The premises expanded over the years taking in (or demolishing) the old houses on the north side as they became vacant and renting land in neighbouring Essex Street in 1948-50, following nationalisation.

In 1973 BRS were the only occupants on the north side. Redevelopment of the whole area took place but where the Warwick Street depot moved to post 1974 I have not discovered.

BRS was renamed National Freight Corporation which was sold off by the government in 1982.



ERF 4 axle lorry at BRS depot Warwick Street, Brighton

The following is an extract from Commercial Motor dated 16 May 1952.

"Until January, 1948, the only large competitor was Nicholls and Co[1.] in Brighton was the Southern Transport Co. Ltd., which, with its 100 vehicles, also provided trunk haulage and contract-hire facilities. This concern dated back to 1914, and was destined to form the nucleus of Road Haulage Executive (R.H.E.) Group 20 (Brighton), under the trading name of British Road Services (BRS), which absorbed 16 concerns. It now operates 227 vehicles. This fleet, too, is a mixed one, ranging from 5 cwt. to 15 tons, and including platform lorries, vans, tippers, tractors and trailers. A large number is on contract hire to the Brighton Equitable Co-operative Society[2], an arrangement which has existed since 1920. The group has depots at Shoreham, Haywards Heath and Uckfield, as well as at Brighton. The headquarters



Southern Transport Vehicles at Warwick Street, Brighton, 1920s

are at Warwick Street, the old Southern Transport office, now also a R.H.E. traffic exchange centre.

Total traffic carried amounts to approximately 2,500 tons a week, comprised of foodstuffs, cattle food, fertilizers, building materials, flour, grain, machinery and agricultural produce, as well as paper, fish, wine, beer and Spirits and timber for London and the Home Counties. The group maintains its own workshops for major overhauls, but day-to-day running repairs and servicing are carried out at the depots. The group manager is Mr. A. J. Boys."

[1] I recall a large garage at the bottom of North Road in Brighton occupied by Nicholls and Co.

[2] The Co-op reference relates to transport from the CWS (Cooperative Wholesale Services) Silvertown warehouse in London to local Co-op shops in Sussex.

## A Myres Renaissance at Mayfield

### Alan H J Green

As the SIAS Argos Hill and Tinkers Park visit on 30 September coincided with a rail strike, the Chichester Mob (such as are left of us) set out early to beat the expected heavy traffic but, finding none, made good time and so decided to call in at Mayfield en route.

The first port of call was the station. The last time I saw it, some six or seven years ago, it was in a sorry state of repair. Only the main buildings remained, condemned to perch atop a man-made cliff since the Mayfield Bypass subsumed the alignment of the Cuckoo line at a much lower level. The outer end of the single-storey section south of the ladies' lavatory had been demolished following a large tree falling

across it during a 1970s storm. The owner explained that the buildings were about to be put on the market.

Quite a different view greeted our eyes this time. It has been converted into two dwellings, namely the former stationmaster's house and the single-storey 'business' section. The latter has had its missing outer end rebuilt, albeit not in a T H Myres style. The big surprise though was that the hanging tiles had been removed from the upper storey of the house to reveal Myres' signature mock-timbering and pargetted panels.A similar thing had happened at Singleton back in 2020 (See *Newsletter No 188*) when it was being converted by the West Dean Estate into two separate dwellings.

At Mayfield the timbering, barge boards and oriel window have been painted black which I immediately assumed to be the owner's personal choice, emulating timber framed buildings in Chester perhaps. The reason for this assumption was that Cocking station, when I discovered it way back in 1962, still sported much of its timbering and, although the SR had repainted the station in green and buff before the war, they had not tackled the timbering on the difficult-to-get-at gable end of the house above the single storey section, so it had been left in a light brown colour. With the wisdom (?) of age I now surmise this to have been the original LBSCR maroon which had faded to brown. Interestingly, in the refurbishment of Singleton, the timbering was painted brown suggesting the West Dean Estate had found the same colour there and replicated it.

However, in P J Wilson's comprehensive book on LBSCR decorative style he says that T H Myres' buildings (which he spuriously terms *Queen Anne* style when they are anything but!) had the timbering painted black.[1]He does not give his source for this information but it got me wondering whether the new owners of Mayfield might, in fact, have found black paint when the tiles came off and decided to replicate it. If so then P J Wilson is right for some of the Myres stations, but not all, and the LBSCR were inconsistent with their paint schemes as witnessed by Cocking. Does anyone have better knowledge of such colour schemes, what has been found during refurbishments of the Bluebell Railway's three Myres stations for instance? An early view of Horsted Keynes shews the timbering to be of a dark hue, but which one?

Either way Mayfield now looks superb and is a credit to its new owners. I just hope that damp penetration, the Achilles heel of Myres' designs and the reason for the tile hanging, does not re-manifest itself!

The second port of call was the High Street where we partook of coffee in a rather classy tea shop before making our way to Argos Hill Mill to join the rest of the party. An interesting day had got off to a very pleasant start.

*See image on the front cover*

1 P J Wilson *Southern Style, Part Two, London Brighton and South Coast Railway* HMRS 2016

# The Coultershaw Heritage Site
## February 2024

**Barry Flannaghan**

Our 2023 season was another great success with a record number of visitors. Our Lottery Heritage funded project has just ended so the challenge for 2024 will be to maintain the momentum without the benefit of paid professional help. Our events days were always popular (except in wet weather) and typically had three times as many visitors as other open days. As with previous years we did struggle to find enough volunteers to open throughout the season.

There is a Volunteer Day on the 17th March where we hope to drum up support in advance of season starting on Easter Sunday when we will have special exhibitions, a new explorer trail for children and a pop-up coffee shop. Our website has all the details of the season's activities.

Towards the end of last season our elderly waterwheel kept coming loose from the shaft and despite our best efforts it could not be used on some open days. After taking advice from engineers familiar with dealing with such heavy objects and, of course Historic England, it was decided that the completely worn-out key had to be replaced and additional support added to retain the wedges holding the wheel in place. All of these changes are reversible so protect the heritage. The parts have been manufactured and we are now waiting for the flooding to subside so that installation can begin.

We are enormously grateful to SIAS Mills Group for funding the repair.

Renovation work continues apace with the new study room and archive and store nearing completion. Coultershaw is acquiring the extensive Peter Gerome and Miles Costello collection of local historic documents and artifacts so the new space will be mainly used by our researchers to create and tell new stories of the Rother and surrounding area.

The South Warehouse now has a floor raised above flood level (we hope!) and ramp access. Our Tuesday team will be renovating the walls & doors over the next year to create a workshop space and eventually a new exhibition area, funding permitting.

As ever, the turbine has had mixed fortunes. Over the past year it generated a record revenue while suffering a series of breakdowns. Last November a gearbox seal failed so the volunteers lifted it out and sent it for refurbishment. It's back in place now so we are just waiting for the flooding to subside...

https://coultershaw.co.uk

# Devils Dyke Steep Grade Railway

## James Crawshaw

In the mid seventies, being interested in funicular railways, I clambered up the track of the Devils Dyke Steep Grade Railway (pictured in the January issue p10). I retrieved two items buried in the grass about half way up the slope. I attach pictures taken today. One shows a rail bolt (mounted by me years ago). There would have been pairs of these bolts mounted either side of the rail. I am fairly sure longitudinal sleepers were used. Measurement indicates the sleeper would have been 4" thick, unless of course counterbores for the clamp nut were cut in the bottom of the sleeper. The other picture is of a very rusty sleeper spacing bar including three of its original four clamping plates. The distance between the insides of the outer clamp plates I measured at 45". If the track gauge is 3', I calculate the sleepers would be about 9" wide.

Further information : *The Railways of Devils Dyke*. Paul Clark. Turntable Publications. 1976.



Track spacing bar



Rail Securing bolt

Compare these images to the modern examples on next page



For comparison, above : Modern Spacer - Below : Modern clamp (AGICO Group)



***NOTE***

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

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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*

# Mystery Building



Mystery Photo submitted by Jim Hawkins - Where was it? - Where is it now?




*Ifield steam engine - See page 11*

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