Sussex Industrial Archaeology Society Newsletter

Number 207 **July 2025**



The London-end portal of Clayton Tunnel viewed from the A273 overbridge.
Tunnel House sits between the towers but is not quite central
(Alan H J Green)

Newsletter 207

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Editorial

Welcome to *Newsletter 207.*

We have a bumper number of other society events - Thanks to Malcolm for assembling these - Do check before travelling. Note: the Worthing Bus Rally has been cancelled.

Please do consider supporting the Blue Plaque unveiling on 9th August, in Hove, the Society has been involved in this, page 9

There are organisations that are still recovering from the affects of the pandemic and are unable to support visits, indeed we learnt of a closure of a long established business as this newsletter was being prepared. If you are aware of any possible IA locations that might accept a visit by us, please let a committee member know.

I wish you a happy Summer, please do send me reports of your IA adventures includung any images that can be shared on the *Newsletter* pages

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.

Forthcoming SIAS Events

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

Visit to Tangmere Aviation Museum Saturday 26 July

Our summer visit will be to Tangmere Aviation Museum where we will be given a special introductory talk about Tangmere's aviation history followed by a guided tour of the highlights of the collection.

The programme is as follows:

10.30 Assemble in the Cockpit Café for coffee (payable individually on the day).

11.00 Talk about Tangmere followed by a guided tour of the Museum highlights.

13.00 (approx.) Light lunch in Cockpit Café or (payable individually) or bring a packed lunch to eat in the picnic area.

After lunch explore the museum at leisure then disperse. There is so much to see both indoors and out: as well as many aircraft you can sit in the cockpit of a replica SE5 and fire the guns, visit an air raid shelter, watch aviation films including air races along the Sussex Coast, marvel at a Merlin engine that was dug up in Hove and admire the smokebox number plate and one of the original nameplates from Battle of Britain class pacific no. 34067 Tangmere.

If we can muster more than 12 we qualify for party rates, namely £9.90 p.h. instead of the standard £13 entry. If we do qualify I will make a single payment myself on the day and participants can reimburse me.

Remember the talk and tour is only provided for booked groups and not available to casual day visitors so this is an opportunity not to be missed.

The museum is at the south end of Tangmere village (SU 906 062 or PO20 2ES for you sat-navigators) and can be reached by Stagecoach Service 500 (Chichester-Littlehampton) bus, every 30 minutes from Chichester which also serves Barnham station. The bus passes the museum entrance but the stop is some 100m to the north of it. Tell the driver of your destination when boarding. There is ample car parking at the site.

If you wish to attend please register with
Alan Green agreenzone@aol.com / 01243 784915.

Mobile number *on the day only* 07503 727047

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*

From 12th July to Feb 2026 The Novium Museum at Chichester are staging an exhibition about Shippam's - the world famous fish and meat paste manufacturers.

Weekend 18th– 20th July. ***Diesel Gala at Kent and East Sussex Railway.*** Visiting locomotive 50017 Royal Oak joining home fleet locos BR Class 08 08359, 20087 R T Latham and D9504 Jon Grimwood. www.kesr.org.uk

Weekend of 19th– 20th 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.

Weekend 19th-20th July. ***Southern at War*****.** Commemorating the monumental 80th anniversaries of VE Day and VJ Day. Educational displays, re-enactors, classic and military vehicles, aircrafts and weapon displays. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Thursday 24th July, 2pm to 3.30pm. ***Discovery Day –The Railway at Amberley.*** Join the curator for a site tour looking at the impact of the standard gauge railway on the development of the site. A special event Celebrating Rail 200. Amberley.Museum. 01798 831370. www.amberleymuseum.co.uk

23rd to 29th July. ***200th Anniversary touring railway exhibition***. Customised exhibition train tells the story of the railways over the past 200 years**.** A Railway 200 exhibition designed to inspire schoolchildren Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 27th July. ***Worthing seafront bus rally.*** **Cancelled**

Saturday 2nd 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 2nd– 3rd August. ***Retro Wheels*****.** Vintage bicycles of all shapes and sizes. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk.

Sunday August 3th. ***Geoffrey Mead's "Ambles not Rambles".*** Henfield: evening in lanes and meadows. Meet Henfield Museum car park 6pm.

Tuesday August 5th 6.45pm. ***Beachy Head – without the lighthouses.*** Eastbourne Local History Programme of talks. Warwick Davis will present an illustrated talk on Beachy Head concentrating on the landscape rather than the lighthouses. St Andrews Parish Hall, 425 Seaside, Eastbourne *www.eastbournehistory.org.uk*

Weekend 8th – 10th August. ***Bluebell Railway 65th Anniversary.*** A mini gala event. Multiple locomotives and carriage sets running throughout the weekend. 3 sets running between Sheffield park and Horsted Keynes and 3 sets running between Horsted Keynes ad East Grinsted. In addition on Sunday a cavalcade at Horsted Keynes. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 9th August, 12 noon to 4pm. ***Open Day at Crawley Signal Box***. Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Weekend 9th – 10th August. Tinkers Park ***Railway Gala at Hadlow Down.*** Intensive train action around the grounds with model railways housed in the halls. Traction engines with road making displays. Many buses on display with rides around the local area. Hot and cold food and licenced bar. www.tinkerspark.com

Sunday 10th August, ***Bus Rally at Tenderden Station***.
More than twelve vintage buses with some offering free rides to a number of local destinations. www.kesr.org.uk

Sunday 10th August. ***Open Afternoon at Chichester Model Engineers***. Trains running during afternoon. Blackberry Lane, Chichester. www.cdsme.co.uk

Saturday 16th August' 12noon to 4pm and Sunday 17th August 10am to 4pm. ***Cuckfield Royal Observer Corps Nuclear Bunker open for visits.*** Newbury Lane, Cuckfield. www.facebook.com/Cuckfieldnuclearbunker.

Sunday 9th August. ***Communication Day.*** Displays and demonstrations. of communication related activities. Also Steam Train rides operating. Booking required.01798 831370. www.amberleymuseum.co.uk

Wednesday 20th August, 7.45pm. ***Industrial Railways and Freight Trains of South Wales.*** Sussex Transport Interest Group talk by Peter Jones. Visitors £2.50. Brighton Model Railway Clubrooms, London Road Station, Brighton. 07769 294408.

Saturday 23rd August. ***Toy and Collectors Fair***. Horsted Keynes Station. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 23rd – 25th August. ***Hellingly Festival of Transport***. www.ehvc.biz

Monday 25th August, 10am to 4 pm. ***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 30th August. ***Model Railway Exhibitions at Tenterden Station***. Kent and East Sussex Railway. www.kesr.org.uk

Weekend 5th– 7th September ***Diesel Gala Weekend.*** Visiting and Bluebell diesels on display. Guest locos 50008 Thunderer, 33108 from Severn Valley Railway, 3417 Gordon Pettitt, join E6040 The Bluebell Railway, DEMU 1305 and Diesel Shunter D1406 Full timetable of diesel hauled trains. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 6th September, 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 6th- 7th September. ***Vintage Tractor Weekend.***
Visiting exhibitors with their stunning vintage tractors. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk.

Weekend 6th- 7th September. ***Laughton Autumn Show.*** Laughton, East Sussex. www.heritagefield.co.uk

Sunday 7th September. ***Geoffrey Mead's "Ambles not Rambles".***
Blackboys: High Weald in autumn. Meet Brownings Farm complex carpark 10am.

Wednesday 10th September 7.30pm. ***How Chichester became French in the 12th Century.*** Chichester Local History Society talk by Prof Philip Robinson. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

Friday 12th September, 8.00pm. Magnus Volk and his amazing railways.
Burgess Hill Heritage and History Society Event. Ian Gledhill tells the story of an electrical pioneer & the railways he built, particularly Brighton's Volk's Electric Railway, the oldest working electric railway in the world. Cyprus Hall, Cyprus Road, Burgess Hill. Small entrance fee. www.burgesshillheritagehistory.org.uk

Weekend 13th- 14th September. ***Miniature Steam Engine Weekend.***
Visiting exhibitors with their working miniature steam engines. Steam engines running on railway around the museum. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk.

Weekend 13th– 14th September. ***Fernhurst Open Weekend***. Activities at the site of the Fernhurst Furnace. www.fernhurstfurnace.co.uk

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

Tuesday 16th September and Wednesday 17th September. ***Waverley Paddle Steamer's visits to Shoreham and Eastbourne.***
Possible day trip to the Isle of Wight. Booking at waverleyexcursions.co.uk.

Wednesday 17th September, 7.45pm ***Trolleybuses around Britain.***
Sussex Transport Interest group talk by Lance Grinsted. London Road Station. Non-members £2.50.

Weekend 19th– 21st September. Bluebell Railway Beer Festival.
Wide variety of beers with food, music and steam. Bars at all of the stations. Regular bus service between Haywards Heath and Sheffield Park Station. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk.

Sunday 21st September. ***Autumn Bus Show*** Visiting and Museum's buses on display with bus rides all day. Steam engines running on railway around the museum.

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

Tuesday 23rd September, 7.30pm. ***The rediscovery of a lost medieval park at Knepp.*** Danehill Parish Historical Society talk by Sue Rock. Memorial Hall. Visitors £4. www danehilhistory.org/programme.

Saturday 27th September, 12 noon to 4pm. ***Open Day at Crawley Signal Box***. Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Saturday 27th September. ***Tinkers Park Open Day at Hadlow Down.***
Traction engines, train rides, Real Ale Tent, working exhibits, veteran and vintage cars, working exhibits, refreshments.. Connecting bus service to Uckfield. www.tinkerspark.com

Sunday 28th September. ***Land Rover Day.***
Celebrate the classic Land Rover. Steam engines running on railway around the museum. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Saturday 4th October, 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

Sunday 5th October. ***Autumn Historic Transport Gathering.***
End of season gathering of vintage cars, motorcycles, commercial vehicles, steam engines, diesel and steam locomotives. Also steam train rides operating. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk.

Sunday 5th October. ***Geoffrey Mead's "Ambles not Rambles".***
Binsted: ancient woodland and wide open fields. Meet Binsted church (nr Arundel) parking in lane 10am.

Tuesday 7th October, 7.30pm. ***A Portrait of Piddinghoe.***
Illustrated talk on the origins of the village, the people, the farms and industry. Newhaven Historical Society and Museum talk by Ian Everest. Hillcrest Centre, Bay Vue Road, Newhaven. Free parking next to the Hillcrest Centre. Non-members £5. www.newhavenhistoricalsociety.org.uk

Friday 10th October, 8.00pm. Tombstone tourists. Burgess Hill Heritage and History Society Event. Ian Everest will tell us about the development of the large municipal cemeteries during the 19th Century & how they can be a reference library for local, family & social history. Cyprus Hall, Cyprus Road, Burgess Hill. Small entrance fee. www.burgesshillheritagehistory.org.uk

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

Wednesday 15th October, 7.45pm ***Transport Engineers in the Victorian Era.***
Sussex Transport Interest Group talk by Peter Williams. London Road Station. Non-members £2.50.

Weekend 17th - 19th October. ***Giants of Steam Autumn Gala.***
A celebration of new build steam. Visiting locomotives – 60163 Tornado, 6880 Betton Grange and 2999 Lady of Legend, joining Bluebell's 3242 Beachy Head. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 19th October. ***Autumn Industrial trains. This special day showcases the Museum's impressive collection of industrial locomotives.***. Also steam train rides operating. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Tuesday 28th October, 7.30pm. ***World War Two in and around East Grinstead.***
Danehill Parish Historical Society talk by Robert Lewin. Danehill Memorial Hall. Visitors £4 with tea/coffee and biscuit.

Sunday 2nd November. ***London to Brighton veteran car run***.

Festival of Chichester 15 June – 20 July

Programme now on their website - includes

13 July 10.30 *A Walk around Georgian Chichester* Alan Green

16 July *Hilaire Belloc- the politics of living Chris* Hare

Tickets available from the Novium Box Office

11th October, at Kings Church Lewes. ***Day Conference "Change in Victorian & Edwardian Sussex 1840-1914".*** Study Day Tickets at Eventbrite. https://www.eventbrite.co.uk/e/change-in-victorian-edwardian-sussex-1840-1914-study-day-tickets-1260935565219

Novium Museum, Tower Street, Chichester Small exhibition on the Selsey Tramway including some items loaned by Alan Green. Exhibition on until end of 2025.

Heritage Open Days in September

Many buildings are opened to the public during September as part of the Heritage Open Days event. Many of these buildings have an industrial archaeology interest. Events outside of London run from 12th to 21st September.

Details from www.heritageopendays.org.uk

Events in London will take place from 13th to 21st September.

Details from www.programme.openhouse.org.uk

The Association for Industrial Archaeology Conference. The conference will take place in Bradford and run from Friday 5th September to Wednesday 10th September, made up of weekend talks and the AGM followed by 3 days of tours.

Details and booking information at https://industrial-archaeology.org/conferences

Do please check details before travelling

The details of these meetings and events organised by other groups are only included as a guide and as a service to members: inclusion here is not intended to be seen as an endorsement.

Opportunity for Members - 9th August

Short Brothers

Most SIAS Members will be aware of the Short Brothers and their enormous contribution to British aviation. They built some of the earliest heavier than air machines for the Wright Brothers on the Isle of Sheppey and then moved to Rochester and eventually Belfast to build iconic aircraft such as Sunderland Flying Boats and Stirling bombers, which were crucial in the Second World War. The Sunderlands formed the basis of Imperial Airways, later BOAC which eventually evolved into the current British Airways. At its peak, the Short facilities in Rochester employed some 20,000 people.

What is less known, is that two of the three Short Brothers, Eustace and Oswald, started their aeronautical careers designing and building coal gas balloons and then flying them from St Ann's Well Gardens in Hove, between 1901 and 1903. Thanks to funding from the Sussex Industrial Archaeology Society, a Blue Plaque will be unveiled in St Ann's Well Gardens, Somerhill Road at 2 pm 14:00 on Saturday 9th August to commemorate these pioneering flights.



The order of the Ceremony will be:

- John Blackwell (Chairman of Sussex Industrial Archaeology Society), who will introduce
- The Mayor of Brighton and Hove Councillor Amanda Grimshaw BEM, who will introduce
- Liz Walker (great great niece of the Short Brothers).

We do hope that Members of SIAS will attend this unveiling and thus support SIAS in one of its missions of promoting Sussex's industrial heritage.

Note: There will be no balloon ascents on the day

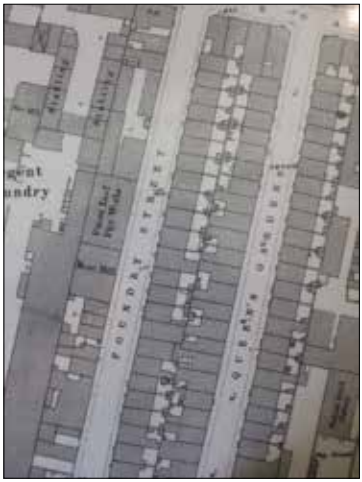
Brighton IA field trip 10th June

Geoffrey Mead

On a sunny evening a dedicated small band of SIAS members [including two committee members] met at Brighton Station in the time-honoured location 'under the clock'. The site and architecture of the station buildings were discussed and some of the IA features were noted, including the original LBSCR clock, the huge Wednesbury Axletree Company columns and the Brighton Regent Foundry embellishments.

Exiting the concourse we passed the joint Blue Plaques to those stalwarts of local IA interest, the architect David Mocatta and signalling pioneer John Saxby, a local lad made good. From the Station we moved down Queens Road, which was an 1845 improvement to accessing and exiting the Station area. Dropping down Gloucester Road into the IA heartland of Brighton's North Laine we came to the modest [and unacknowledged] workshop of George Volk, Magus Volk's son, this on the corner of Trafalgar Terrace, and was his seaplane workshop early in the 20th century. Opposite at the rear of the threatened Post Office sorting building was the site of Hammond's Yard where one of the country's first electricity generating stations was established in the 1880s. A glance along nearby Trafalgar Lane gave us a view of the timber yard of Travis Perkins formerly known as Eede Butt's saw mills and on the same site from the 1820s. South then along the road with a classic IA street name-Foundry Street, to see a selection of warehouses and former manufactories, with Eversheds Soap manufacturer having had the largest building. It was gratifying to see the industrial legacy preserved with the number of loading doors and intact gantries and hoists still remaining.

The south end of Foundry Street brought us face to face with the YMCA building which was formerly the site of the Brighton Electricity DC generating plant, in use as such until 1950s. The land behind in Spring Gardens has still a very large electricity sub-station. Staying in North Road, on the north side, now the Post Office building, was the site of the long established Regent Iron & Brass Foundry, with an adjacent vacant parking spot that had been a blacksmiths and possible slaughter yard; the adjacent pub is the Three Jolly Butchers which may be a clue, but the old flint wall, has half a dozen iron rings set into it which animals were tethered to, still in place. Spring Gardens opposite, now an urban wasteland, had a number of printing firms until



Foundry Street 1876



Blabers Portland Foundry, exterior 1984

WWII, along with Broads Candle manufactory. The 21st century has not been kind to our next site on the corner of Church Street and Portland Street; now a huge glass office block, it was the site of the 18th century buildings of Patching's builders yard and Blaber's Foundry, the last hot metal plant in the central city. Eastwards down slope to the former Pimlico slums, now the heart of the North Laine 'BoHo chic' retail area. Pimlico was cleared away in the mid-19th century but until after WWII Bread Street on this site housed Porters Star Foundry, the products of which can be discerned on many local coal hole covers. Tichbourne Street created on the cleared slum area in the 1870s contains a large red brick building that had been the Co-op butchery warehouse, but now in a perverse Brighton twist is a Buddhist Centre! A series of impressive 19th century warehouses still remain in nearby Jew Street where a tiny brick lined twitten took us into Bond Street and into Mead heartland.17-18 Bond Street was for over 50 years my Grandfather Ernest Mead's removal firm and auction rooms with his flat and roof garden 'above the shop'. Formerly a furniture manufacturers, Crunden's in the 1840s, it transformed into Pollards brewery in the later 19th century, until grandad acquired the site in 1913.

Working our way ever seawards the party moved into the Old Town or Lanes area which house a myriad of small industries, many such as Walter Gillett's *'The Account Book House'* and Hadlow's *'Heraldic & General Engraver'* providing office supplies and printing and publishing for the administrative area of local industry and local government . But there were also the long lost trades of Hunwick's *'Mattress & Bedding manufacturer'* in Union Street, Goddard's '*Metal & Wood Block & Pump Maker'* , Ship Street Lane, and Mascall *'Brush maker to the Queen'* in Ship Street itself, all now long gone and mainly forgotten. Passing the site of Deryck Carver's 16th century Black Lion brewery, the site still of a well-known tavern, we ended up on Kings Road by the Queen's Hotel which gave us a view of the most southerly IA topics in the city, the two piers. While the Palace Pier is a thriving tourism hotspot, the skeleton of my beloved West Pier did cause a ripple of ironic amusement amongst the party; the one remaining part of the West Pier, the former theatre at the pier head, was the reason the pier was initially closed at the southern end in 1972…as being unsafe!

Visits Under and over Clayton Hill

Alan H J Green

It was way back in 2011 that SIAS last visited Tunnel House at Clayton so a repeat was long overdue. This Malcom Dawes arranged for 9 May. A select band assembled at the Clayton Recreation Ground whence we made the perilous crossing of the A273 to meet the tenants of Tunnel House, David Porter and his wife Julie, at the entrance gate. David was the tenant on our previous visit and since then he has carried out much more restoration work to the surrounding grounds as well as making exciting discoveries about the elaborate tunnel portal and the cottage in which he now lives, including its previous occupants.

The 1 mile 506 yard long Clayton Tunnel was built for the London & Brighton Railway between 1839 and 1841 to carry the line under Clayton Hill and through the South Downs, and its London end was adorned with the most elaborate portal built in the form of a gothic castle. Now whilst John Rastrick was the engineer for the line there is nothing to connect the design of the Clayton portal with his architectural collaborator David Mocatta; indeed it is said that Mocatta had a hatred of the gothic idiom so producing something like this would have been anathema to him. Of yellow brick with Caen stone dressings, it has two tall, crenelated octagonal towers flanked by wing walls terminating in lower square towers. Sitting to the rear of the portal, and between its towers, is the single-storey Tunnel House.

The arch of the tunnel mouth is gothic (i.e. pointed) but beyond the portal it quickly reduces in height and profile to a conventional circular bore. It is a tight fit for modern stock, as indeed it was for Restriction C1 vehicles, and anyone who, like me, has stared out of the window whilst passing through will realise how perilously close the wall can get in places.

The precise reason for the extravagance of this tunnel portal has not been recorded, but theories abound, including reassuring nervous passengers in the open coaches (i.e coaches that are open to the sky not open in plan in the modern sense) that their passage beneath the Downs was safe. No such elaboration was necessary at the country end since, having been through once, they knew it was safe for the way back! David had thought that it might have been at the insistence of the nearby Danny Estate as a condition of the land sale, but has since discovered that it was actually built on Crown Land.

David had prepared a video presentation which included two early paintings shewing the house to have been a later addition. The paintings also suggest that the parapet between the towers was originally very different; sitting further forward and supported on a gothic cornice, it was also crenelated and sported an heraldic shield at its centre. One might at first take this to have been artistic licence, but a Google search for images of Clayton tunnel throws up other (unrelated) paintings

and engravings all exhibiting the same detail which hints at a strong probability that it *was* like that originally. Perhaps the parapet was altered when the house was built so as to allow more light to reach its windows.



The rear of the portal shewing Tunnel House – note the rear outshot which most likely predates the main body of the house. On our last visit this part of the grounds was overgrown and inaccessible: much has been achieved since then to create this terraced garden. (Author)

Further confirmation that the house was added later lies in the fact that it is built of different colour brick, but David has a theory that its rear outshot, now containing his bathroom, actually predates the main part of the house and is contemporary with the portal. This theory would seem to be correct as it is of yellow brick laid in English bond exactly matching the portal, whereas the rest of the house is in red brick and Flemish bond.

All this begs the question as to what both the original building and/or the later house were actually for. One possibility is that it might have housed a signalman during the time-interval days, but Interestingly the entry in the 2019 Sussex (West) Pevsner opines that it was the wages office for the construction workers. The as-built paintings *sans* house would seem to blow this theory, but the rear part of the building, most likely contemporary with the portal, certainly could have been a wages office, and using brick for what was basically a site hut would have been justified on security grounds. Until 1849 Clayton Tunnel was lit by gas so it is possible the house might have been provided for the man responsible for the lighting, and as the lights were naked flames keeping them alight in such draughty conditions would have been a full-time - and highly hazardous - job!

David's video also included his discovery in the embankment at the rear of the portal an adit leading to a vertical construction shaft. The shaft had been capped off at top and bottom on completion of the tunnel (it was too close to the mouth of the tunnel to be repurposed as a ventilation shaft) and David had explored the adit and the shaft, filming as he went.



A CGI produced by David Porter shewing the position of the adit and the blocked-off construction shaft. This aerial view also shews how much clearance work has been done to create the terraced garden. © David Porter.

Since our last visit David has become married and his bride, Julie, had an even longer association with Tunnel House as she was brought up there with her sisters and brother in the 1960s. Her father had been a guard and so was able to rent the cottage from the Southern Region. It was not exactly ideally located for his job and when he came off duty he had to walk back from Hassocks if he missed the bus. Julie recalled the primitive conditions with no mains services and the intense cold in the winter : in the Big Freeze of 1962/63 they had to excavate a path through the snow to get to the road. The house was also very cramped for a large family and,



The view from the garden above the house with a Thameslink Class 700 about the enter the tunnel on a service to Brighton from some exotic northern location or other. (Author)

having no bathroom, a tin bath had to be placed before the fire. The kitchen was in one of the towers and hence octagonal in plan – a challenging shape!

David had discovered a charming Pathé newsreel clip about Tunnel House - in colour - which shews the three girls running in front of the house to greet their homecoming father dressed in his smart guard's uniform. Interestingly the film shewed that the joinery and downpipes at that time were still in LBSCR maroon not SR green!

Curiously, despite its quirkiness and all this history, the portal and house was only listed in 1983 and then only afforded Grade II when it surely merited Grade II*

Included in the SIAS party was István Rádi, a Southern driver who speeds through Clayton Tunnel every working day and who couldn't resist the opportunity of taking a day's leave to inspect the portal and house at close quarters.

David's enthusiasm for his project and what he and Julie have achieved was greatly admired and it is hoped that David might write up his researches for publication in *Sussex Industrial History.*

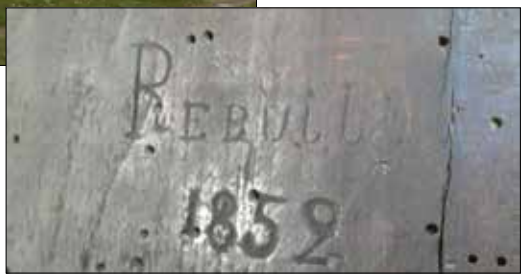


Some of the assembled company in the delightful garden that David and Julie have created behind and above the house (Malcolm Dawes)

After lunch at the vast Hassocks Garden Centre, and a quick visit to its equally quirky lawnmower museum, we reassembled at Jill Windmill perched atop Clayton Hill where we were met by Simon Potter and some of the volunteers who were manning the mill for National Mills Weekend. Simon has long been associated with the restoration of Jill and has written the definitive work on the subject.* Right from the start he emphasised the major role SIAS had played in the mill's restoration. We were given guided tours of the mill, but not all of us (myself included) felt agile enough to climb any higher than the spout floor.



Jill Windmill
(Author)



The date carved in the oak post recording the re-erection of the mill. It looks as though the date inscribed was originally 1852 but was subsequently altered to 1859. (Author)

Jack and Jill Mills are famous Sussex landmarks owing both to their prominent position high on the Downs and their nursery-rhyme names. Jill is a post mill and was originally built in 1821 and sited in Brighton. She was sold in 1852, dismantled and re-erected on Clayton Hill - a windswept spot ideal for the purpose of milling. Jill is rotated by an elaborate fan tail having cast-iron wheels running on a stone track. In this it was very similar to Argos Hill Mill that we visited in 2023 but here no uncooperative adjacent landowners prevent the mill from turning.



The glorious view through the main door looking out over the fantail with its cast iron wheels and stone track. Pity about the cars. (Author)



Some of the new timber spouts seen on the spout floor. The craftsmanship in the joinery is superb, - indeed it looks more like the work of an organ builder but is, in fact, the handiwork of one of the volunteers. (Author)

Jill was taken out of service in 1908 following storm damage to the fantail and then became a residence until 1953 when she, and brother Jack, were bought by Mr and Mrs Henry Longhurst. In 1978 a society was formed with the aim of restoring Jill to working order, a major project with which SIAS were involved right from the start. Indeed our Chairman, John Blackwell, was very active in this and his account of the restoration work will be in next *Newsletter*.

Restoration was completed in May 1986 when Jill began producing flour again and has done so ever since and its restoration to working order is a tremendous achievement. One of the volunteers at Jill is István Rádi, who, when not driving Southern Trains or attending SIAS events is to be found here paintbrush in hand!

We were all most grateful to Malcolm Dawes for arranging the two most enlightening visits and securing perfect weather on the day, and to our hosts for sharing their enthusiasm for their charges.

* Simon Potter *Clayton Windmills* The Jack & Jill Windmills Society 1987, second edition 1995.

Railway Heritage Trust Exhibition part of Railway 200 - Bishopstone

Bishopstone



Before restoration

Opened in 1938 by the Southern Railway at the time of its inter-war modernization and electrification programme, Bishopstone's red brick and concrete design pointed to the future. The octagonal brick lantern topped with a concrete roof has a distinctly military feel to it and this is enhanced by the presence of two pillboxes on either side added during the second world war.



After restoration

The station has been lovingly restored by the Friends of Bishopstone Station and the Railway Heritage Trust has given three grants worth £57,000 to support their work including for the restoration of the Crittall windows. It is now used by the local community for a wide variety of events. Broadcaster and RHT Advisory Panel Member Tim Dunn, who helped to reopen the restored interior in November 2022, says of Bishopstone: "Bishopstone is one of my favourite stations and I was pleased to help re-open the restored community space. There are wonderful groups up and down the country who look after our railway heritage so well and it is great when the Railway Heritage Trust can award them grants. I am pleased to be able to help them when I can as a member of their Advisory Panel".





Before restoration





After restoration



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