Sussex Industrial Archaeology Society Newsletter

Number 208 **October 2025**



The Blue Plaque, sponsored by SIAS, at St Ann's Well Gardens, Hove

Newsletter 208

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Editorial

Welcome to *Newsletter 208.*

There are over a hundred blue plaques across Brighton and Hove but only six or so bear names that commemorate those who contributed significantly to the invention, manufacture or pioneering industrial developments, so SIAS is delighted to have funded the blue plaque installed at St Ann's Well Gardens, see the articles.

Please see the enclosed AGM Agenda.

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

Saturday 25th October 2.00pm. "The Lost Way to the Sea" with Anthony Pratt, Wey & Arun Canal Trust

"The Lost Wey to the Sea" takes the title from the documentary made for the Canal Trust in 2002 following J.B. Dashwood's trip along the route in 1867. Some clips from the film together with other archive and more recent videos will help illustrate an overview of the history of the Canal and the River Arun, together with an account focussing on the archaeology of bridges and other structures revealed during restoration or rebuilding. Barges and their operation will be considered. Progress in the rebuilding by the Trust and a planned investigation of the Pallingham Site will be discussed.

Saturday 15th November 2.00pm AGM (see Agenda enclosed) followed by a presentation on the Spa Valley Railway with Brian Halford

The East Grinstead, Groombridge and Tunbridge Wells Railway (an extension of the Three Bridges to East Grinstead line) opened in 1866. Following the Beeching Report many rural railways closed in the 1960's including the line from East Grinstead to Groombridge, on January 1st 1967. Although originally proposed for closure the section between Groombridge and Tunbridge Wells West (the west being added in 1923 by the newly formed Southern Railway to distinguish between the two stations serving Tunbridge Wells). Closure came to this section on 6th July 1985. The presentation will follow the journey of the preserved railway from 1985 with the opening of a new station at Groombridge in 1997 and to today's terminus at Eridge station in 2011. Eridge station is still part of the national rail network with services to Uckfield and London Bridge via Oxted.

Saturday January 24th 2.00pm The Art of the Georgian Engineers with Alan Green

The Georgian era was one of engineering mastery, ushered in firstly by canals and ending with the birth of the railways. Underpinning it all was the Industrial Revolution, beginning in 1704 and running throughout. In this talk Alan Green will explore the art of the greatest Georgian Engineers, their evolving technology and impact of their creations upon the landscape.

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*

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

Weekend 18th - 19th October, 10.00am to 5.00pm both days, ***Uckfield Model Railway Club Exhibition*** Uckfield Civic Centre. www.uckfieldmrc.co.uk

Wednesday 22nd October, 2.00pm. ***Visit to Gatwick Aviation Museum***
A West Sussex Archives Society event. Non-members welcome. www.wsas.co.uk email contact@wsas.co.uk

Wednesday 22nd October, 7.15pm. ***Didcot, Newbury & Southampton Railway***
RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. https://rcts.org.uk/branches/branch-chr-chichester

Tuesday 28th October, 7.30pm. ***World War Two in and around East Grinstead***
The sixth and final part of the talks commemoration the end of WWII. 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***

Tuesday 4th November, 6.45pm. ***Eastbourne 100 years ago***
Eastbourne Local History Programme of talks. Mick Hymans will present an illustrated talk on what life was like in Eastbourne 100 years ago. St Andrews Parish Hall, 425 Seaside, Eastbourne *www.eastbournehistory.org.uk*

Saturday 8th November, 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 9th November, 6.00pm. ***Geoffrey Mead's "Ambles not Rambles"***
Brighton by lamplight: the city after dark. Meet at Brighton Museum. g.mead@sussex.ac.uk

Wednesday 12th November, 7.30pm. ***Democracy, Governance and Poverty: Chichester and the 1830s Decade of Reform***
Chichester Local Historical Society talk by Richard Childs past County Archivist. Visitors £5. New Park Centre, New Park Road, Chichester. 01243 784915

Saturday 15th November, 2.00pm. ***History and archive of Steyning Grammar School at Chatfields, Church Street, Steyning BN44 3YB***
A West Sussex Archives Society event. Non-members welcome. www.wsas.co.uk email contact@wsas.co.uk

23rd November to 28th December, ***SteamLights at the Bluebell Railway***
Entire trains bedecked with lights. Lineside Festive Scenes with Sheffield Park and Horsted Keynes Stations adorned with lights and decorations. Timetable and booking procedure on the web site. www.bluebell-railway.com

Weekend 15th - 16th November, ***Brighton Model Railway Exhibition*** Patcham Community Centre, Ladies Mile Road, Brighton. 10.00am to 5.00pm Saturday. 10.00am to 4.00pm Sunday. https://brightonmrc.wordpress.com/exhibition

Wednesday 19th November. Steam Excursion from London Victoria to Eastbourne Steam hauled down the Brighton Line passing through Haywards Heath and Lewes. Steam hauled return from Hastings passing through Crowhurst, Battle, Robertsbridge and Tunbridge Wells. Photographic opportunities in Sussex. www.railwaytouring.co.uk

Wednesday 19th November, 7.45pm ***Transport Preservation in Sussex***
Transport Interest Group talk by Nick Kelly. London Road Station. Non-members £2.50. Contact paul.snelling8tg@gmail.com

Wednesday 26th November, 7. 15pm. ***Rail Freight Trains around the UK***
RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. https://rcts.org.uk/branches/branch-chr-chichester

Tuesday 2nd December, 7.30pm. ***A Sussex Christmas***
How the people of Sussex celebrated Christmas in the past, Newhaven Historical Society and Museum talk by Chris Horlock. Hillcrest Centre, Bay Vue Road, Newhaven. Free parking next to the Hillcrest Centre. Non-members £5. www.newhavenhistoricalsociety.org.uk

Saturday 6th December, 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 December, 12 noon to 4pm. ***Open Day at Crawley Signal Box***
Brighton Road, Crawley. www.facebook.com/CrawleySignalBox.

Sunday 7th December, 10.00am. ***Geoffrey Mead's "Ambles not Rambles"***
Shoreham Riverside. Meet Ropetackle Arts Centre. g.mead@sussex.ac.uk

Saturday 3rd January, 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 4th January, 10.0am. ***Geoffrey Mead's "Ambles not Rambles"***
Wilmington and Folkington: scarfoot landscapes. Meet Wilmington Priory carpark 10am. g.mead@sussex.ac.uk

Wednesday 14th January 7.30pm. ***Rising from Austerity: Chichester in the 1950s, a portrait of a decade***
Chichester Local History Society talk by Alan Green, Local Historian.
Non-Members £5. New Park Centre, New Park Road, Chichester. 01243 784915.

Local Exhibitions of interest

Novium Museum, Chichester

Main exhibition, *Hurrah for Shippham's* exploring the story of this famous brand and its vigorous advertising. Until February 2026.

A small exhibition on Selsey Tramway. Until end of 2025.

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.



Brede Tangye Engine

Possible visit to Fawley Museum during the summer of 2026

We are investigating whether we will be able to take a group of SIAS members to the Fawley Museum near Henley-on-Thames next summer. The Fawley Museum houses the huge collection of railway and civil engineering items that Sir William MacAlpine collected during his life running MacAlpine Civil Engineering. Buildings that he saved have been erected around the private grounds and include stone facades from London Termini, LCDR crest, Ludgate Hill façade, Waterloo Arches , a rebuilt station, a signal box and a footbridge from the Isle of Wight. A standard gauge railway has been constructed in the grounds and passes many of these items. The museum includes a huge number of transport artefacts including the impressive wooden destination board from Brighton Station.

Groups who are invited to the museum for the day can access the museum and have rides on the railway usually in open wagons. Currently motive power is diesel but the steam engine is scheduled to return this year after major repairs.

Only specified groups receive an invitation to access the museum and railway. We are currently investigating whether it will be possible to receive an invitation for next year. The size of the group is critical in terms of whether Fawley Museum would issue an invitation.

So we need to obtain some idea of how many SIAS members would want to be part of a group visiting Fawley Museum. The only way to travel to the museum is by car. Parking is on site in a large car park. No dates for group visits have been published for 2026 but we would hope to go at some date during the summer.

If you would be interested in being part of an SIAS group visiting Fawley Museum then please send an email to Malcolm Dawes at malcolm.dawes@btinternet.com.



Fawley Hill visit 1999 (Martin Snow)

The Balloon Ascents

John Blackwell

The three Short Brothers Horace Eustace and Oswald had a workshop in Hove Park Villas just north of Hove station where the Dubarry building now stands. Here they manufactured balloons filled with coal or town gas. The first ascent in a coal gas filled balloon in this country was made in 1821 in honour of a well known Brighton resident – at King George the fourth's coronation.



The brother's balloons were developed for manned reconnaissance of battlefields. Eustace was the aeronaut giving demonstration ascents at St Ann's Well Gardens in 1901; most appropriately as the gardens were at the time leased by the pioneer of early cinematography George Albert Smith who also has a blue plaque there. The balloon was transported on a cart from the works and arrived about 10 o'clock in the morning. The fabric used for the balloon was varnished cambric contained in a net with diamond shaped openings. A flexible hose ran from one of the surrounding roads, where a residential gas main existed, probably Furze Hill[1], to which a connection was made. The other end was attached to the balloon and during the course of more than seven hours the balloon was inflated watched by a crowd of interested spectators. Sand bags were hung from the netting, being lowered down the net, as the size increased. Finally the wicker passenger basket was attached and the sandbags hung around its rim. The balloon was securely anchored to the ground by two long guide ropes. The capacity of the balloon was said to be 38,000 cubic feet with a diameter of 40 feet and an overall height of 80 feet. For a small fee visitors could ascend to 100 feet as the guide ropes were played out, but they still securely anchored the balloon. Finally the highlight of the day, when at about 6.45 Mr Eustace Short and Mr William Johnson entered the basket, the ropes were cast off, and the balloon rose higher and higher as the sand bags were emptied. Over Newhaven a height of 1,000 feet was reached. At about eight o'clock gas was released through a valve at the top of the balloon and descent began. Nearer the ground Mr Short threw out the grapnel which trailed for about half a mile where some 50 willing hands seized the trail rope and assisted to bring the balloon to earth without mishap in a market garden at Willingdon near Eastbourne.

1 An Image from the Regency Society's James Gray Collection C1900 shows a gas lamp post at the then only entrance to the Gardens.

Short Brothers – Unveiling of a Blue Plaque in Hove

Richard Vernon



Many people 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, before moving to Rochester and eventually Belfast. At Rochester they built iconic aircraft such as Empire Flying Boats, Sunderland Flying Boats and Stirling bombers, which were crucial in the Second World War. In the late 1930s the Empire Flying Boats formed the basis of the early Imperial Airways fleet connecting the British Empire. In 1939 Imperial Airways merged with British Airways Ltd to form the British Overseas Airways Corporation (BOAC) which eventually evolved into the current British Airways. At its peak, the Shorts' facilities in Rochester employed up to 15,000 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 filled 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 was unveiled in St Ann's Well Gardens, Somerhill Road on Saturday 9th August to commemorate these pioneering flights.

The unveiling was undertaken by the Mayor of Brighton and Hove Councillor Amanda Grimshaw BEM. She had been introduced by Keith Sharpe, Chairman of Brighton and Hove Blue Plaque Panel and this was followed by speeches given by John Blackwell, Chairman of the Sussex Industrial Archaeology Society and Liz Walker, a great great niece of the Short Brothers.



SIAS is very pleased that this important Sussex historical industrial achievement has been recognised.

Visit to Tangmere Military Aviation Museum

Malcolm Dawes

Our summer visit was to the Aviation Museum at Tangmere and an enthusiastic group of 15 members and guests enjoyed a fascinating day looking at the huge collection of aviation related material housed at Tangmere.

After coffee at the Cockpit Café we had our own introductory talk by Colin Smart the Director of the Museum. The origins of the Museum came about by the forced landing on a flat field adjacent to a farm by Lieutenant Geoffrey Dorman in 1916. He had connections with the War Ministry and he recommended using the site for an airfield as it was flat and relatively easy to fly to the continent – a need that was certainly uppermost in the needs of the War Ministry who took over the farm and adjacent fields in 1917. It was soon managed by the Americans who were looking for a base for their aircraft involved in the War. The UK bought it back in 1926 and for the next few years it became a base for aerobatic displays with aircraft connected by ropes with flags attached.



Spitfire

The Second World War saw the airport transformed into a base for aircraft involved with the Battle of Britain. Hurricanes and Spitfires were based at Tangmere with a high casualty rate amongst the pilots. The airfield was also a target for German Bombers. A diving Stuka Bomber killed 14 people in August 1940 including an ice cream seller. Despite suffering many bombing attacks Tangmere never closed during the war and certainly played an integral part in the "Battle of Britain". Sadly there were many casualties The Museum has its own memorial garden and many airmen (British and German) are buried in the churchyard of Tangmere Church.

During the later stages of the World War II, Tangmere became an important base for the Special Operations Executives which organized sabotage and espionage activities in occupied Europe. Flights to France were short and could be flown at night with little detection. The Lysander aircraft was built for the purpose of taking agents to France where it could land in fields and take off again within 5 minutes.

After the war Tangmere became famous as the base for two world speed records, In 1946 Group Captain Donaldson set the record of 616 mph in a Gloster Meteor

and Squadron Leader Neville Duke achieved 727 mph in a Hawker Hunter in in 1953.

Both aircraft are now on loan from the RAF Museum and are exhibited at Tangmere.

The site was unused for many years and the museum was set up in 1970 taking over some of the original buildings.

For our visit we were split into groups with expert guides



Lysander

showing us around the many exhibits covering the extensive history of Tangmere Highlights of the visit were;

- the extensive displays of the SOE agents providing details of their extraordinary exploits and bravery. In many cases they were captured and killed.

- the replica Lysander Aircraft that took SOE agents to France.

- remains of the Hurricane Aircraft retrieved after extensive excavation under Woodhouse Road Hove. The plane crashed in 1940 with 20 year old pilot Dennis Noble. The large crater was quickly backfilled and the plane and pilot were not recovered. His family were sent a coffin which was later discovered contained bricks. In 1996 the site was excavated and the airman's body and plane were recovered. Dennis Noble had a second funeral in 1996. The remains of the aircraft were reassembled and is now on display at Tangmere.

- an opportunity to experience flying by sitting in the cockpit of a replica 1st World War Royal Aircraft Factory SE5a whilst firing guns and being buffeted by gale force winds.

- the display of the smokebox number plate and original nameplate from Battle of Britain Class Pacific No 34067 Tangmere.

Of course the Museum houses many aircraft including a Lysander, Hurricane, Spitfire, Hawker Hunter, Meteor, and English Electric Lightning, More aircraft were in display in the outside display areas.

Vistors are free to walk around and view all the exhibits and there are many knowledgeable volunteer guides able to provide additional information.

The friendly guides assisting visitors were all very impressive with their extensive knowledge and their assistance made the day a very interesting experiences.

A very enjoyable day and our thanks to Alan Green for organising the visit.

March Talk Newhaven's Industrial Past. Part 2

Report by John Blackwell

It was a pleasure to welcome back Will Pilfold with more from the superb collection of historical images of Newhaven held by the Newhaven Historical Society.



In the late 1950s and 60s Newhaven had three major employers assembling or manufacturing products. Bevan Funnell was founded in 1945 by Barrie and wife Pamela in a lock up garage soon moving to larger premises at 18 Margaret Street Brighton making high quality reproduction furniture based on traditional English oak and mahogany designs trading with the name *Reprodux.* To advertise their products Barrie used a 60 foot yacht packed with their furniture promoting the company in Europe and Scandinavia. In 1960 they moved into the disused Grand Theatre/ Music Hall at the top of North Road Brighton. The following year fire destroyed the building prompting the move to Newhaven. The business thrived and opened several other factories, away from Newhaven, and the company's vehicles were regularly seen boarding sailings from Newhaven to Europe. Their factory was in Beach Close and following the closure in 2008 the offices were converted into flats. The name of the company survives with an office in Norton Road sourcing *Reprodux* items but with no manufacturing facility.

Parker Pen's factory site in Railway Road, now demolished and the Ferguson Radio Corporation on Denton Island were often advertising for staff, particularly female who formed a major part of the workforce in the mid 1960s. Will showed a selection of advertisements that would certainly be couched in differently terminology today.



Reprodux van

The High Street which was once a busy and thriving area as old images showed has suffered over the years. The bypass really gave it little chance and shopping moved to the eastern side of town with Sainsburys and the Drove Retail Park.

The new Library is probably the only bright spot. Manufacturing has virtually disappeared and Cash Bases Ltd, makers of bespoke cash drawers for major companies such as M&S and McDonalds, is the only concern with a sizeable workforce. (These drawers are far more complex than the coin and note draw beneath a cash register). Will then took a pictorial look at the construction of the harbour arm as described in his article in *SIH* 54.

Finally we heard about the construction of the Royal Sovereign Lighthouse. This was built on the east beach between 1967 and 1971 in two sections. The base and telescopic column was then floated into position, marking the Royal Sovereign Shoals, south of Eastbourne. This was sunk and the upper section, comprising cabin and light tower, floated above. The telescopic section inside the column was then attached, extended and locked in position, leaving the top section well above the waves. The roof of the cabin provided a helicopter landing platform servicing the keepers and light until automatic operation in 1984. Decommissioned in 2022 there are plans to display the light tower at Bexhill.

Thank you Will for another splendid afternoon.



Construction of the Royal Sovereign Lighthouse

Brighton & Hove bus names

Geoffrey Mead

You never know when IA will appear, often in unexpected places. I have recently acquired a new [very] part-time job working for Brighton & Hove [B&H] buses writing the short biographies for the names on the buses. B&H buses have had names on the bus fronts since 1999 and the main proviso for inclusion in the 'bus hall of fame' is that the named are deceased! and have made a significant contribution to the area or had a strong connection during their lifetime; plus a few other special people [alive] that had the honour of their name on a bus for about a year.

As part of my intro to the post I was directed to the B&H fleet history website and that, apart from providing everything a bus aficionado would need to know, contains the list of bus names past and present, and perusing the list I realised that there were a considerable number of names of interest to us in SIAS. I start, appropriately enough, with a bus man, George Tongue. Now, this was a name that I was not familiar with at all, but George was one of the first biographies I had to compile from the initial tranche that was sent to me; for a number of reasons there had been a build-up of applications for bus names and the former author had not been well, hence I was asked to step in.

George Robert Walesby Tongue [1871-1939] began as a conductor on a horse-bus operated by the *Brighton Hove & Preston United Omnibus Company Ltd* in 1902. London had seen horse buses operating since 1829 when George Shillibeer ran a service from Marylebone to the Bank. In Brighton a horse bus service had been proposed in 1838 when a letter in the Brighton Gazette of May 31st suggested *'…that an omnibus to run between Brunswick Sq. and Kemp Town at sixpence fares would be an accommodation to the public and in all probability a profitable speculation to its owners.'* It ran for the first time on 11th May 1840 when coach proprietor Edmund Strevens, whose livelihood was threatened by the imminent arrival of a London train service introduced the service.



In 1884 the various horse bus services were amalgamated into *the Brighton, Hove and Preston United Omnibus Company Ltd,* apart from one that ran along the Lewes Rd. In 1879 there

were four services per hour from the town centre along Western Rd to Cliftonville and one along the seafront west into Hove, one east to Kemp Town. Two ran up Lewes Rd to the Extra Mural Cemetery , two along London Rd to Preston and beyond to Patcham, with a daily service to Rottingdean in the winter and twice daily in the summer.

Two years later the service had grown considerably with eight to Church St. Hove; four ran per day out to Portslade & Shoreham with two to Kemp Town, the same two services to the cemetery and three north along the valley to Preston and beyond. In 1886 all the routes except the west-bound had doubled per hour, with the exception of the Hove service which was now a mere 10 per hour! A new service was introduced that ran twice an hour up to Hove Station and the Kemp Town service was extended through the town up to Brighton Station, with seven services a day to Rottingdean.

The company introduced its first motor bus, a Miles Daimler, in December 1903 with the service starting on January 1st 1904 running from Castle Sq. along the Western Rd route, one of the first in the UK. George Tongue took engineering lessons and became a driver of the second motor-bus to run locally. In 1916 he became an engineer at the Hove, Conway Street garage and was eventually appointed Chief Engineer for the Thomas Tilling Company, later Brighton, Hove & District buses, at the bus garage in Montague Place, Brighton.

The introduction of motor buses and trams impacted a wider section of the economy, as the rapid decline in horse bus services saw a wholesale selling off of the horses. The Sussex Express reported in January 1911 that the London General Omnibus Company was selling 300 horses *'direct out of constant work on account of the Company replacing them with motors'.* At the SERIAC meeting in 1997 it was noted that 12-14 horses were needed per day per route, that they had a four year working life and that ¾ of horse bus horses died in service.



I am indebted to the research undertaken By Adrian Peasgood for his section on public transport in '*The growth of Brighton & Hove 1840-1939*' [1981] and for his book *'The horse buses of Brighton & Hove* [1985].

Crawley New Town
Seen through the lens of Wolf Suschitzky [1957]
Exhibition Catalogue 2025
Editor Dr Julia Winkler

Geoffrey Mead

In SIH 47 [2017] there was a lengthy article on Manor Royal industrial estate, Crawley by Brian Austen, Ted Henbury and John Blackwell. The piece outlined the pre-New Town history and landscape of the town and its place in the post-WWII New Towns scheme. Reference was made to an earlier article in the SIAS Newsletter in 1986 on the topic of Manor Royal and the demolition of some of the earlier manufactories and industrial units. Recently, a colleague working at the University of Brighton, Dr Julia Winkler presented me with a new book that showed some excellent images of the New Town in the 1950s. She had been arranging an exhibition with Crawley Museum centred on the photographic archive of Wolf Suschitzky [1912-2016], an Austrian born documentary photographer who worked in Crawley in the 1950s. He was a highly respected photographer who also worked in British cinematography from the 1940s, having arrived in England in 1935, fortuitously, as he was of Jewish origin. The exhibition will have finished by the time this newsletter goes to press, but I know Crawley Museum will have copies of the publication in their archive for research, if not for sale. Suschitzky was a professional photographer working in black & white film who produced work of a very high standard and his archive is held in Salzburg at the FotoHof archive.

The two images I have selected for this article show the shape and style of the new industrial suburb of Manor Royal and in particular the contrasts in traffic flow, one presumably on a Sunday afternoon!



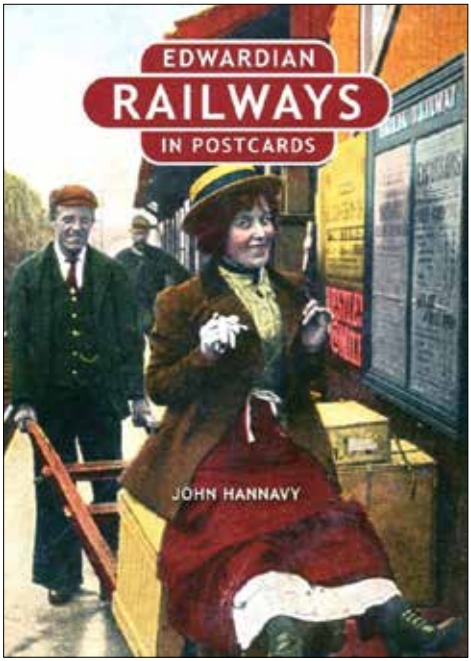


I am indebted to FotoHof, Saltzburg and Dr Kurt Kaindl for permission to use the images.

Book Review

Edwardian Railways in postcards - John Hannavy PiXZ Books 2017

Geoffrey Mead



This is obviously not a new publication, but when I saw it in Oxfam Books new shop in Hove I thought that it had to have a new home. John Hannavy has produced a number of books [I have a couple of his publications] both on industrial heritage and on seaside holiday history and this volume goes someway to linking his two interests. All the illustrations are of period postcards and a great many are those of costal resorts, but all linked to the railway system. Several would have been black & white images, but many of these have been colourised. Hannavy outlines at some length the history of the postcard and how it evolved over time. The nature of early photography meant that moving trains were not often captured on film so there are a great number of images of stationary rolling stock and locomotives His approach is to take a journey clockwise around the island of Gt Britain, starting on the east coast. For SIAS purposes I have limited this article to the chapter 'The East & South East, although his early introductory historical account includes some other images from our locality. Postcard companies seemingly liked a 'disaster card'[the elements are certainly stationary!] and the first card showing a LB&SCR unit is of the 1910 derailment at Stoat's Nest and Cane Hill in Coulsdon, taken with flashlight. Following the disaster image is a curious dual image card c1903, of the Eastbourne Express, a B4 class 4-4-0, alongside the interior of Eastbourne station, sans any rolling stock.

The East & South East images start as might be expected at London termini; however the broad geographical spread of the chapter takes in different companies in widely spaced locations, thus three postcards show in order, Epsom Downs station, Colchester and Willesden Junction! We are back on safer geography with an impressive view of Brighton concourse taken from on high and showing the

view down platform 3 with a following image of the same platform, but from a lower sideways angle and showing the famous LB&SCR clock at midday exactly. However there then follows, Mitcham Junction, L&NWR railcars on the Cambridge-Oxford line and back to Sussex at Etchingham with *'The Hastings Express running through at 60 miles per hour'*. Now, Sussex rail purists will enjoy, in no particular order, Hayward's Heath in c1905, Barcombe [opened as New Barcombe in 1882] Slinfold in 1907 with a LB&SCR E5Class 0-6-2T and Berwick opened in 1846 by the LB&SCR. There are a number of 'over the border' images in this chapter showing various Kent, Surrey and suburban London railway views.

Well produced and with an overwhelming number of cards shown, it really needed some editorial input to better assemble the images in more rational railway groups rather than the broad East & South East region. I am not a train buff, and the main interest for me was in the long introductory section on postcard history and how it reflected the wider social history of Edwardian society, but a true railway aficionado will warm to Hannavy, who describes himself on the rear cover as an *'incurable steam enthusiast'*.



Fawley Hill - LC&DR crest from Blackfriars Bridge (1999 Martin Snow)

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Published quarterly in January, April, July and October
Please send contributions for the next *Newsletter* to the Editor by the 7th December 2025

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*

At the unveiling of the Blue Plaque (page 9)







ISSN 0263 516X

Registered Charity No. 267159